



## **AGENDA**

**FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON**

**17 OCTOBER 2016 AT 6:30 PM**

**IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Cr L Caruso (Chairman)  
Mayor G Aldridge  
Cr D Balaza  
Cr S Bedford  
Cr D Bryant  
Cr C Buchanan  
Cr G Caruso  
Cr R Cook  
Cr E Gill  
Cr D Pilkington  
Cr S Reardon (Deputy Chairman)  
Cr D Proleta  
Cr G Reynolds  
Cr B Vermeer  
Cr S White  
Cr J Woodman  
Cr R Zahra

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
General Manager Community Development, Ms P Webb  
Manager Governance, Ms T Norman  
Manager Communications and Customer Relations, Mr M Bennington  
Team Leader Corporate Communications, Mr C Treloar  
Governance Coordinator, Ms J Rowett  
Governance Support Officer, Ms K Boyd

## APOLOGIES

## LEAVE OF ABSENCE

## PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 19 September 2016.

Presentation of the Minutes of the Confidential Policy and Planning Committee Meeting held on 19 September 2016.

## REPORTS

### *Administration*

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### *Community Development*

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### *Urban Development*

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## OTHER BUSINESS

## CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN THE  
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

**19 SEPTEMBER 2016**

**MEMBERS PRESENT**

Cr L Caruso (Chairman)  
Mayor G Aldridge  
Cr D Balaza  
Cr S Bedford  
Cr D Bryant  
Cr C Buchanan  
Cr G Caruso  
Cr R Cook  
Cr E Gill  
Cr D Pilkington  
Cr D Proleta  
Cr G Reynolds  
Cr B Vermeer  
Cr S White  
Cr J Woodman  
Cr R Zahra

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
Acting General Manager Community Development, Ms P Webb  
General Manager City Infrastructure, Mr M van der Pennen  
Team Leader Corporate Communications, Mr C Treloar  
Manager Governance, Ms T Norman  
Governance Coordinator, Ms J Rowett  
Governance Support Officer, Ms K Boyd

The meeting commenced at 6:33 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

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## **APOLOGIES**

An apology was received from Cr S Reardon.

## **LEAVE OF ABSENCE**

Nil.

## **PRESENTATION OF MINUTES**

Moved Cr R Zahra  
Seconded Cr R Cook

The Minutes of the Policy and Planning Committee Meeting held on 15 August 2016, be taken and read as confirmed.

**CARRIED**

## **REPORTS**

### *Administration*

#### **1.0.1 Future Reports for the Policy and Planning Committee**

Moved Cr B Vermeer  
Seconded Cr R Zahra

1. The information be received.

**CARRIED**

### *Community Development*

#### **1.1.1 Reconciliation Action Plan - Annual Report**

Moved Cr R Zahra  
Seconded Cr D Pilkington

1. The submission to Reconciliation Australia of the 2016 Reconciliation Action Plan Impact Measurement Questionnaire, attached as Appendix 2 (Item No. 1.1.1, Policy and Planning Committee, 19/09/2016) be endorsed.

**CARRIED**



### 1.1.2 Salisbury Oval Masterplan Concept and Engagement Strategy

*Cr D Bryant declared a perceived conflict of interest on the basis of being a member of the South Australian Cricket Association. Cr Bryant stated that he would manage the conflict by remaining in the meeting and voting in the best interest of the community.*

Moved Cr D Pilkington

Seconded Cr S White

1. The report be received.
2. The draft Masterplan for the Salisbury Oval Recreation Precinct (at Attachment 2, Item No 1.1.2 Policy and Planning Committee Agenda, 19/09/2016) and the Vision as set out in paragraph 1.7 and Objectives as set out in paragraph 1.8 of the Agenda report (Item No. 1.1.2, Policy and Planning Committee, 19/09/2016) be endorsed as the basis for conducting stakeholder and community engagement following community consultation.
3. Staff report back on the results of the community engagement process and the staff response to issues raised in January 2017.
4. A further report be brought back to the February 2017 Policy and Planning Committee meeting for final review and endorsement of the final Masterplan following community engagement.

**CARRIED**

*The majority of members voted IN FAVOUR of the MOTION.  
Cr Bryant voted IN FAVOUR of the MOTION.*

### 1.1.3 Minutes of the Tourism and Visitor Sub Committee meeting held on Monday 12 September 2016

*Cr R Cook declared a perceived conflict of interest on the basis of owning a business in St Kilda. Cr Cook stated that she would manage the conflict by remaining in the meeting but that she would not vote on the Motion.*

#### 1.1.3-TVSC1 Tourism and Visitor Sub Committee Membership Update

Moved Cr R Zahra

Seconded Mayor G Aldridge

1. Information be received.

**CARRIED**

#### 1.1.3-TVSC2 Tourism and Visitor Strategy - Top Four Priority Projects

Moved Cr R Zahra

Seconded Mayor G Aldridge

1. That the information be received.
2. That the four highest priority actions from the Tourism and Visitor Strategy Implementation Plan be progressed by staff.
  - i. Capture, collate and develop key visitor information and materials and increase the availability and ease of access to that information (including maximising use of digital technologies)  
Project: Tourism and Visitor information is consolidated and made available on the internet
  - ii. Explore options to provide visitor information services throughout the area at key locations  
Project: Develop a visitor information plan that identifies locations and delivery
  - iii. Improve general amenity, vehicle access, traffic flows and parking around each key precinct  
Project: Ensure Tourism and Visitor elements are included in the St Kilda Stage 2 masterplan
  - iv. Develop core marketing and promotional materials around key themes, precincts and attractions  
Project: Develop core tourism and visitor marketing and promotional materials.

**CARRIED**

#### 1.1.4 City of Salisbury Regional Public Health Plan 2016 report to the Chief Public Health Officer

*Cr B Vermeer declared a perceived conflict on the basis of his father being a committee member of the Salisbury Suicide Prevention Network, and also his employer being the State Opposition Spokesperson for Suicide Prevention. Cr Vermeer declared the conflict on the public record and stated he will vote in the best interest of all residents of the City of Salisbury.*

*Mayor G Aldridge declared a perceived conflict of interest on the basis of being a speaker at several meetings of the Suicide Prevention Network. Mayor Aldridge stated that she would remain in the meeting and vote in the best interest of the residents of Salisbury.*

*Cr J Woodman declared a perceived conflict of interest on the basis of being a member of the Salisbury Suicide Prevention Committee. Cr Woodman stated she would manage the conflict by remaining in the meeting and voting in the best interests of the residents of Salisbury.*

Moved Mayor G Aldridge

Seconded Cr D Balaza

1. The information be received.
2. The City of Salisbury Chief Public Health Officer Report 2016, as set out in Attachment 1 (Item No. 1.1.4, Policy and Planning Committee, 19/09/2016) be endorsed for submission to the South Australian Chief Public Health Officer.
3. The attached letter to the South Australian Chief Public Health Officer (Attachment 2, Item No. 1.1.4, Policy and Planning Committee, 19/09/2016), highlighting the emerging public health issues and opportunities as outlined in the City of Salisbury Chief Public Health Officer Report 2016 and requesting a response to the questions posed, be endorsed.

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION.*

*Cr Vermeer voted IN FAVOUR of the MOTION.*

*Mayor Aldridge voted IN FAVOUR of the MOTION.*

*Cr Woodman voted IN FAVOUR of the MOTION.*

#### *Urban Development*

#### 1.3.1 Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment - Public Consultation

*Cr G Caruso declared a perceived conflict on the basis of having family members who own land which will be affected by any change. Cr G Caruso managed the conflict by leaving the meeting.*

*Cr G Caruso left the meeting at 06:52 pm.*

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*Cr G Reynolds declared a perceived conflict of interest on the basis of his employment. Cr Reynolds stated he would manage the conflict by remaining in the meeting and not voting on the Motion.*

*Cr J Woodman declared a perceived conflict of interest on the basis of being employed by Minister Vlahos who has written to the Minister for Planning supporting her constituents in relation to this matter. Cr Woodman stated she would manage the conflict by leaving the meeting.*

*Cr J Woodman left the meeting at 06:57 pm.*

Moved Cr C Buchanan

Seconded Cr D Proleta

1. The draft Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment forming Attachment 2 to this report (Item No. 1.3.1, Policy and Planning Committee, 19/09/2016) be endorsed for public consultation and forwarded to the Minister for Planning for public consultation approval.
2. That the Policy and Planning Committee be nominated to hear representations on the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment should a public hearing be required.
3. The General Manager City Development be authorised to make minor changes as required to the draft Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment in order to receive the approval of the Minister for Planning for consultation providing that the changes do not alter the intent of the Amendment, and make arrangements for commencement of public consultation.
4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period.

**CARRIED**

*Cr G Caruso returned to the meeting at 07:03 pm.*

*Cr J Woodman returned to the meeting at 07:03 pm.*

### 1.3.2 Annual Report of the Development Assessment Panel for 2015/16

*Cr L Caruso declared a perceived conflict of interest on the basis of being a member of the Development Assessment Panel. Cr L Caruso stated she would manage the conflict by remaining in the meeting and voting in the best interests of the residents of Salisbury.*

*Cr S White declared a perceived conflict of interest on the basis of being a member of the Development Assessment Panel. Cr White stated that he would remain in the meeting and vote in the best interests of the residents of Salisbury.*

*Cr G Reynolds declared a perceived conflict of interest on the basis of being a current member of the Development Assessment Panel. Cr Reynolds stated he would manage the conflict by remaining in the meeting and voting in the best interests of the residents of Salisbury.*

*Cr C Buchanan left the meeting at 07:04 pm.*

Moved Mayor G Aldridge

Seconded Cr R Cook

1. That the Annual Report of the Development Assessment Panel for 2015/16 be noted and received.

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION.*

*Cr L Caruso voted IN FAVOUR of the MOTION.*

*Cr Reynolds voted IN FAVOUR of the MOTION.*

*Cr White voted IN FAVOUR of the MOTION.*

### 1.3.3 Local Heritage Discussion Paper

*Cr C Buchanan returned to the meeting at 07:13 pm.*

Moved Cr E Gill

Seconded Mayor G Aldridge

1. The submission letter to the Minister for Planning in response to the Local Heritage Discussion Paper 'Heritage Reform – an Exploration of the Opportunities', forming Attachment 3 to this report (Item No. 1.3.3, Policy and Planning Committee 19/09/2016) be endorsed.

**CARRIED**

### OTHER BUSINESS

Nil

## CONFIDENTIAL ITEMS

### 1.10.1 Salisbury Oval - Residential Feasibility Update Report

Moved Cr D Pilkington

Seconded Cr R Cook

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*

- *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*

- *information the disclosure of which would, on balance, be contrary to the public interest.*

2. *In weighing up the factors related to disclosure,*

- *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*

- *Non-disclosure of this item would protect Council's future commercial negotiations and position.*

*On that basis the public's interest is best served by not disclosing the **Salisbury Oval - Residential Feasibility Update Report** item and discussion at this point in time.*

3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

**CARRIED**

The meeting moved into confidence at 7:14 pm

The meeting moved out of confidence and closed at 7:17 pm

CHAIRMAN.....

DATE.....

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<b>ITEM</b>	1.0.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 October 2016
<b>HEADING</b>	Future Reports for the Policy and Planning Committee
<b>AUTHOR</b>	Joy Rowett, Governance Coordinator, CEO and Governance
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

### **RECOMMENDATION**

1. The information be received.

### **ATTACHMENTS**

There are no attachments to this report.

### **1. BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

### **2. CONSULTATION / COMMUNICATION**

#### **2.1 Internal**

- 2.1.1 Report authors and General Managers.

#### **2.2 External**

- 2.2.1 Nil.

### 3. REPORT

3.1 The following table outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution:

Meeting Item	- Heading and Resolution	Officer
27/01/2015	<b>Mawson Lakes and Salisbury City Centre Parking Fund</b>	Pat Trimboli
1.2.1	2. A review of the effectiveness of this proposal in generating economic activity and its impact on parking availability be undertaken within two years.	
<b>Due:</b>	February 2017	
22/02/2016	<b>Autism Friendly Play Space</b>	Dameon Roy
1.1.1	3. A further report is prepared for November 2016 with preferred design and location, costs of construction and potential partner funding sources.	
<b>Due:</b>	November 2016	
22/02/2016	<b>Autism Friendly Play Space</b>	Pippa Webb
1.1.1	4. The report to include a longer term plan for increasing the number of autism sensitive play spaces across the city.	
<b>Due:</b>	November 2016	
29/03/2016	<b>Tourism and Visitor Sub Committee Establishment</b>	Michael Bennington
NOM3	6. The Tourism and Visitor Sub Committee be reviewed after 12 months.	
<b>Due:</b>	June 2017	
29/03/2016	<b>Development of Fairbanks Drive Reserve for Joint use with Schools</b>	Chantal Milton
1.1.1	4. Further consideration is given towards the future uses of unused portions of the Reserve for strategic development in the next iteration of projects for consideration and that the outcomes of this analysis is presented to the Strategic Property Development Subcommittee in due course.	
<b>Due:</b>	January 2017	
26/04/2016	<b>Review of the Twelve25 Advisory Group</b>	Rick Henke
1.1.1	1. The Twelve25 Youth Advisory Group continue with a further review to be conducted in February 2017.	
<b>Due:</b>	March 2017	
26/04/2016	<b>Mawson Lakes DPA - requirements to receive approval from Minister for Planning</b>	Peter Jansen
GB1	3. That a further report be provided to Council in relation to the proposed Mawson Lakes DPA Part 2 for consideration of the proposed amendments following consideration of appropriate policy content and further discussions with the Department for Planning Transport and Infrastructure.	
<b>Due:</b>	November 2016	



25/07/2016	<b>Request for Sister City Relationship from the City of San Agustin, El Salvador</b>	Pippa Webb
1.1.4-SIPSC3	1. A report be prepared setting out a proposed program for a delegation visit from the City of San Agustin, including resource implications, to enable the Strategic and International Partnership Committee to determine whether an invitation for a delegation can be extended to the City of San Agustin.	
<b>Due:</b>	October 2016	
<b>Deferred to:</b>	November 2016	
<b>Reason:</b>	The next SIPSC meeting is taking place in November 2016	
26/09/2016	<b>Scoreboard Upgrade Assistance for Local Sporting Clubs</b>	Adam Trottman/Christy Martin
NOM5	1. That staff report back in relation to options for the provision of assistance to sporting clubs with the upgrade of existing scoreboards, including: <ul style="list-style-type: none"> <li>• Existing grants available for access by sporting clubs;</li> <li>• Existing funding available to assist with the maintenance/upgrade of scoreboards;</li> <li>• Options for the implementation of a grant scheme or program to assist with the upgrading of scoreboards located at council facilities within the City of Salisbury.</li> </ul>	
<b>Due:</b>	November 2016	
26/09/2016	<b>Waste Education Program to reduce waste to landfill and Zero Waste Levy costs</b>	Sam Kenny
NOM6	1. Staff report back in relation to opportunities to develop and implement an education strategy for the City of Salisbury designed to reduce the amount of waste to landfill, increase recycling and ultimately reduce the financial cost of the Zero Waste Levy to residents, including: <ol style="list-style-type: none"> <li>a. Simple information sources for residents, for example stickers for bins, brochures, website information;</li> <li>b. Consideration of a pilot program in the first instance, to confirm effectiveness of such a program prior to a whole of city roll out.</li> </ol>	
<b>Due:</b>	February 2017	
26/09/2016	<b>Salisbury Oval Master Plan Concept and Engagement Strategy</b>	Amanda Berry
1.1.2	3. Staff report back on the results of the community engagement process and the staff response to issues raised in January 2017.	
<b>Due:</b>	January 2017	

26/09/2016	<b>Salisbury Oval Master Plan Concept and Engagement Strategy</b>	Amanda Berry
1.1.2	4. A further report be brought back to the February 2017 Policy and Planning Committee meeting for final review and endorsement of the final Masterplan following community engagement.	
<b>Due:</b>	February 2017	
26/09/2016	<b>Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment - Public Consultation</b>	Peter Jansen
1.3.1	4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period.	
<b>Due:</b>	March 2017	

#### 4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

#### CO-ORDINATION

Officer:	EXECUTIVE GROUP	GMCD	GMCID	GMCI
Date:	10.10.16	4.10.16	4.10.16	4.10.16

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<b>ITEM</b>	1.1.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>HEADING</b>	Minutes of the Youth Council Sub Committee meeting held on Tuesday 11 October 2016
<b>AUTHOR</b>	Pippa Webb, General Manager Community Development, Community Development
<b>CITY PLAN LINKS</b>	3.3 Be a connected city where all people have opportunities to participate.
<b>SUMMARY</b>	The minutes of the Youth Council Sub Committee meeting for Tuesday 11 October 2016 is presented for the Policy and Planning Committee's information.
<b>RECOMMENDATION</b>	
	1. The information be received and noted.
<b>ATTACHMENTS</b>	
	This document should be read in conjunction with the following attachments:
	1. Minutes Youth Council Sub Committee - 11 October 2016 (inquire)
<b>CO-ORDINATION</b>	
Officer:	MG
Date:	12/10/2016





**MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE JOHN HARVEY GALLERY, 12 JAMES STREET, SALISBURY ON**

**11 OCTOBER 2016**

**MEMBERS PRESENT**

Bianca Bilsborow (Chairman)  
David Charlett (Mentor)  
Kimberlee Daniels (Mentor)  
Rebecca Etienne  
Nick Griguol  
Sue McNamara (Mentor)  
Eric Ngirimana  
Julie Ping  
Michael Santos  
Joel Winder (Deputy Chairman)  
Cr S White  
Cr R Zahra

**STAFF**

General Manager Community Development, Ms P Webb  
Acting Manager Community Capacity and Learning, Mr R Henke  
PA to General Manager Community Development, Mrs B Hatswell  
Community Planner Youth, Ms P Rowe  
Community Planner Youth Participation, Ms J Brett

**APOLOGIES**

Apologies have been received from C Daitol, A Huynh, C Rowe, T Sawtell, D Stewart and M Verdini.

*Due to a lack of quorum, this meeting did not proceed. All business will be deferred and re-presented to the Youth Council Sub Committee scheduled to be held 6 December 2016.*



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<b>ITEM</b>	1.1.2
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>HEADING</b>	Minutes of the Youth Council Sub Committee meeting held on Tuesday 9 August 2016
<b>AUTHOR</b>	Bronwyn Hatswell, PA to General Manager, Community Development
<b>CITY PLAN LINKS</b>	3.3 Be a connected city where all people have opportunities to participate.
<b>SUMMARY</b>	The Youth Council Sub Committee Meeting for Tuesday, 11 October 2016 did not proceed due to a lack of quorum therefore the Minutes of the Youth Council Sub Committee meeting held on Tuesday, 9 August 2016 are presented for confirmation.
<b>RECOMMENDATION</b>	<ol style="list-style-type: none"><li>1. The Minutes of the Youth Council Sub Committee Meeting held on 9 August 2016, be taken and read as confirmed.</li></ol>
<b>ATTACHMENTS</b>	<p>This document should be read in conjunction with the following attachments:</p> <ol style="list-style-type: none"><li>1. Minutes Youth Council Sub Committee - 9 August 2016</li></ol>
<b>CO-ORDINATION</b>	
Officer:	MG
Date:	11/10/2016







**MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE JOHN HARVEY GALLERY, 12 JAMES STREET, SALISBURY ON**

**9 AUGUST 2016**

**MEMBERS PRESENT**

Bianca Bilborow (Chairman)  
Cr D Balaza (5.10 pm)  
Reagan Bledde (Mentor)  
Roshan Chamlagai  
David Charlett (Mentor)  
Cresilda Daitol  
Kimberlee Daniels (Mentor)  
Rebecca Etienne  
Nick Griguol  
Sue McNamara (Mentor)  
Eric Ngirimana  
Julie Ping  
Cameron Rowe  
Michael Santos (Deputy Chairman)  
Taylor Sawtell  
Danielle Stewart (Mentor)  
Joel Winder  
Cr S White  
Cr R Zahra

**OBSERVERS**

There were no Observers.

**STAFF**

General Manager Community Development, Ms J Trotter  
PA to General Manager Community Development, Mrs B Hatswell  
Community Planner Youth Participation, Ms J Brett  
Community Planner Youth, Ms P Rowe  
Youth Services Project Officer, Ms K Kitching

The meeting commenced at 5.05 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

#### **APOLOGIES**

Apologies were received from M Abdalla and M Verdini.

#### **LEAVE OF ABSENCE**

Nil

#### **PRESENTATION OF MINUTES**

Moved R Etienne  
Seconded J Winder

The Minutes of the Youth Council Sub Committee Meeting held on 14 June 2016, be taken and read as confirmed.

**CARRIED**

#### **REPORTS**

##### **YC1 Youth Council Membership**

*Cr D Balaza entered the meeting at 05:10 pm.*

Moved E Ngirimana  
Seconded R Etienne

1. The resignations of Jordan Golley and Abi Davey be received and noted.
2. The resignation of Michael Santos as Deputy Chairman be received and noted.
3. That Joel Winder be appointed as the Deputy Chairman of the Youth Council until February 2107.

**CARRIED**

##### **YC2 Youth Action Plan Project Team - Status Update**

Moved R Etienne  
Seconded J Ping

1. That the information be received.
2. That the title of the third theme, Sports and Arts be changed to Active and Creative Lifestyles.
3. Cresilda Daitol be appointed as Team Leader for the Active Lifestyles - Working Party.
4. Bianca Bilsborow be appointed as Team Leader for the Creative Lifestyles - Working Party.

**CARRIED**

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**YC3 Youth Action Plan - Status Update August 2016**

*M Santos left the meeting at 05:29 pm.*

Moved R Etienne

Seconded J Ping

1. The contents be received and noted.

**CARRIED**

**YC4 Twelve25 Salisbury Youth Enterprise Centre - August Update**

*M Santos returned to the meeting at 05:31 pm.*

Moved J Winder

Seconded R Etienne

1. That the information be received and noted.

**CARRIED**

**OTHER BUSINESS**

Nil

**CLOSE**

The meeting closed at 5.45 pm.

CHAIRMAN.....

DATE.....

Minutes - Youth Council Sub Committee Meeting - 9 August 2016

Item 1.1.2 - Attachment 1 - Minutes Youth Council Sub Committee - 9 August 2016



<b>ITEM</b>	1.3.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 October 2016
<b>HEADING</b>	Social Infrastructure Assessment for Priority Growth Areas
<b>AUTHOR</b>	Julie Douglas, Senior Social Planner, City Development
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice. 3.3 Be a connected city where all people have opportunities to participate. 3.1 Be an adaptive community that embraces change and opportunities.
<b>SUMMARY</b>	This report provides a brief outline and overview of the <i>social infrastructure assessment for priority growth areas</i> technical report. The technical report was developed as a research and planning tool for assessing social infrastructure provision, and presents general findings in relation to social infrastructure provision in growth areas across the City of Salisbury. The technical report is intended to be used as an internal document that highlights the need, and timing, for considering Council's response to providing social services for a changing community. The indicative thresholds for services and facilities provision between 2016 and 2036, based upon the research that underpins the technical report, are provided for noting.

## RECOMMENDATION

1. That the report be noted.

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. City of Salisbury Social Infrastructure Thresholds of Provision 2016-2036

## 1. BACKGROUND

- 1.1 The *social infrastructure assessment for priority growth areas* technical report was developed as one of the outputs of the Social Infrastructure project, which was formulated in 2014/15 to provide evidence-led guidance for planning social infrastructure across the City of Salisbury.
- 1.2 The *social infrastructure assessment for priority growth areas* technical report applies thresholds for social infrastructure provision, identified through the Social Infrastructure project, to anticipated infill and growth areas across the City of Salisbury. The technical report specifically responds to large scale land development and infrastructure construction projects coming online, as well as the

progress of key projects within Council. It provides guidance on the potential social infrastructure requirements to be considered specifically in relation to the progress of the following projects:

- Northern Connector project;
- Dry Creek Salt Fields urban development;
- Growth Action Plan; and
- Burton Community Centre and Preschool site.

With consideration of future projects relating to:

- Greater Edinburgh Parks;
- Strategic Land Review; and
- Adapting Northern Adelaide.

The report is intended to function as an internal guidance document and resource to assist with identifying social infrastructure requirements in those projects and to guide thinking more broadly about social infrastructure as the population and demographics of our suburbs change.

- 1.3 The development of the technical report was scheduled to integrate with the development of Council's Growth Action Plan (endorsed by Council in August 2016), as well as the updated 30 Year Plan for Greater Adelaide (consultation draft released August 2016). The technical report provides information regarding the provision thresholds and timing of social infrastructure to be considered as part of projected growth outlined in the Growth Action Plan.

1.3.1 The 2016 update of the 30 Year Plan for Greater Adelaide recognises the role that social (community) infrastructure will play in supporting productive social and economic capacity, developing social capital and maintaining quality of life in local communities. One of the actions identified by the Department of Planning, Transport and Infrastructure is the development of guidelines that identify the appropriate thresholds for social (community) infrastructure in urban infill and growth area developments. This technical report is a proactive approach that provides early thinking and analysis of the implications for social infrastructure provision across the City of Salisbury as a result of the identified development scenarios and State Government directions.

1.3.2 It is anticipated that the thresholds and projections will be reviewed and updated in line with the State-led establishment of appropriate thresholds.

## **2. CONSULTATION / COMMUNICATION**

### **2.1 Internal**

- 2.1.1 Community Development – General Manager; Manager Community Capacity & Learning; Community Capacity & Learning leadership team; Manager Community Planning & Vitality; Manager Community Health & Wellbeing.
- 2.1.2 City Infrastructure – General Manager; Manager Property & Buildings; Manager Technical Services.

- 2.1.3 City Development – General Manager; Manager Strategic Development Projects; Manager Development Services; Manager Strategic Relations – Infrastructure.
- 2.1.4 Business Excellence – General Manager; Manager Financial Services; Manager Salisbury Water.
- 2.2 External
  - 2.2.1 N/A

### 3. REPORT

- 3.1 In developing the technical report a methodological approach was adopted incorporating the following elements:

- Analysis of applicable state and local government policies intended to inform the future development of the identified priority growth areas/key projects;
- Analysis of the population characteristics at suburb/small area level in comparison to the wider City of Salisbury LGA, utilising Australian Bureau of Statistics 2011 Census data and information available from Profile ID/Forecast ID;
- Analysis of property market data and residential demands analysis data (where available) to provide approximate yields, dwelling types and population projections for project site areas; and
- Analysis of the likely social infrastructure requirements of the project areas based on:
  - assessment of estimated demand generated by future population of the project areas on the basis of established social infrastructure provision benchmarks;
  - audit of existing local and district social infrastructure provision, including current capacity (where available).

The critical information for each of the project areas is provided in a table format itemising thresholds for provision for forecast population levels at five-yearly intervals to 2036. Social infrastructure provision for each time period has been provided in high and low provision scenarios. The key table - Social Infrastructure Thresholds of Provision 2016-2036 (High vs. Low Rates of Provision) - is attached to this report. This table establishes the indicative community facilities standards for the City of Salisbury, based upon research of various standards for the provision of community facilities, taking into account population projections for our City between 2016 and 2036.

- 3.2 At a high level the broad findings of the technical report indicate under-provision of some categories of social infrastructure into the future, most notably:
- community centres;
  - early childhood centres;
  - maternal and child health services;
  - seniors centres;
  - seniors groups;
  - aged care services; and
  - youth centres.

With forecast population growth and demographic change, the disparity between thresholds and provision will increase and therefore should be further investigated and planned for in advance.

- 3.3 A word of caution in interpreting these projections. They are intended as a pointer to areas requiring further investigation, taking into account different service delivery models, capacity to resource etc. leading to more fine-grained understanding of local community needs and expectations. For example, provision of some services/facilities, such as health care, is influenced by trends to deliver regional services in a hub/precinct model. Regional health facilities of this kind are currently located in adjacent Council areas and have arguably contributed to the lower levels of services located within Salisbury or even the withdrawal of services from the City.
  - 3.3.1 There are broader implications for the local community in the regionalisation of key services and facilities, not the least of which is facilitating good access for the community beyond basic outreach service models. Co-location of Council facilities and services in hubs also needs to take these aspects into consideration.
  - 3.3.2 In addition, the method of social services delivery continues to evolve, which will potentially impact upon the type of, and need for, social infrastructure – e.g. delivery of services direct to households; the continued development of on-line services (such as e-books); new service areas emerging such as the growth in services from the NDIS; leased and flexible space for service delivery vs fixed long-term assets.
  - 3.3.3 Thresholds used in the development of the technical report are generally based upon the current state and current delivery models, which may change in the future, such as the hub models mentioned above for delivery of health services and some Council community services.
- 3.4 Many factors potentially influence the level of social infrastructure provided within a community, such as financial considerations, level of government funding, land availability, land zoning, population characteristics, and community demand. However, provision thresholds on their own are not sufficient to provide a comprehensive assessment of need, but they do provide a quantitative guide to highlighting the need to further examine investment in, or decommissioning of, assets or examine alternative models of service delivery to address the identified need.
- 3.5 The timing of provision of social infrastructure is largely dependent on population growth rate and the needs of the growing and changing community. As such, it is both highly market dependent and influenced by the life cycle of the community. It is important to note that many services will need to be considered more closely as communities grow and needs are identified.
- 3.6 Responsibility for the provision of social infrastructure lies with a variety of stakeholders. These include councils, state government agencies, non-government organisations or religious groups. Councils and state government agencies can play a role in provision through seeking commercial operations or through the application of development incentives, joint ventures or public private partnerships. The Social Infrastructure Assessment provides a quantitative approach to inform discussions with third parties, and decisions on our own social infrastructure provision.



**4. CONCLUSION / PROPOSAL**

- 4.1 This report provides an outline and overview of the *social infrastructure assessment for priority growth areas* technical report, as a component of the Social Infrastructure project. The information provided within the technical report is intended to be an internal research and planning tool for input into future asset and services provision, and for evidence-based advocacy for provision of facilities and services by other agencies. A copy of the report will be made available on the Elected Members' portal and in the Elected Members room.
- 4.2 This report will be utilised by relevant staff, and potentially external agencies, with an interest and role in social infrastructure provision. It is intended to be used as a tool to inform decisions about services and facilities provision in existing urban areas; new facilities requirements in growth areas such as Dry Creek Salt Fields; capacity to fund; and comparison of alternatives to achieve services and facilities thresholds. The information in the technical report will be periodically updated to reflect changes in population forecasts, service standards, and changing trends in services delivery.
- 4.3 This report has been provided to Council for noting as it foreshadows various social infrastructure decisions that will need to be considered in the years ahead and integrated into the planning for growth areas.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 10.10.16



## City of Salisbury – Social Infrastructure Thresholds of Provision 2016-2036 (High vs. Low Rates of Provision)

City of Salisbury	2016 Forecast = 139,207		2021 Forecast = 144,213		2026 Forecast = 147,544		2031 Forecast = 149,543		2036 Forecast = 151,538	
	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision
Facility and Service Provision – Low and High Rates of Provision Based on Population Counts										
<b>Community Centres</b> • District 1:15,000 (high) -50,000 (low) • Local 1:5,000 (high) – 10,000 (low)	9 District Centres + 27 Local Centres	2 District Centres + 13 Local Centres	9 District Centres + 28 Local Centres	2 District Centres + 14 Local Centres	9 District Centres + 29 Local Centres	2 District Centres + 14 Local Centres	9 District Centres + 29 Local Centres	2 District Centres + 14 Local Centres	10 District Centres + 30 Local Centres	3 District Centres + 15 Local Centres
<b>Community Hall</b> • 1:10,000 (high) – 30,000 (low)	13 Halls	4 Halls	14 Halls	4 Halls	14 Halls	4 Halls	14 Halls	4 Halls	15 Halls	5 Halls
<b>Library</b> • Regional 1:30,000 (high) -150,000 (low) • Branch 1:15,000 (high) – 30,000 (low)	4 Regional + 9 Branches	1 Regional + 4 Branches	4 Regional + 9 Branches	1 Regional + 4 Branches	4 Regional + 9 Branches	1 Regional + 4 Branches	4 Regional + 9 Branches	1 Regional + 4 Branches	5 Regional + 10 Branches	1 Regional + 5 Branches
<b>Public Primary School</b> • 1:6,000 (high) – 6,500 (low) (when school aged children = 12% of population)	23 Schools	21 Schools	24 Schools	22 Schools	24 Schools	22 Schools	24 Schools	23 Schools	25 Schools	23 Schools
<b>Public Secondary School</b> • 1:15,000 (high) – 25,000 (low)	9 Schools	5 Schools	9 Schools	5 Schools	9 Schools	5 Schools	9 Schools	5 Schools	10 Schools	6 Schools
<b>Early Childhood Centre</b> • 1:4,000 (high) – 6,000 (low)	34 Centres	23 Centres	36 Centres	24 Centres	36 Centres	24 Centres	37 Centres	24 Centres	37 Centres	25 Centres
<b>Kindergarten</b> • 1:7,500 (high) - 10,000 (low)	18 Kindys	13 Kindys	19 Kindys	14 Kindys	19 Kindys	14 Kindys	19 Kindys	14 Kindys	20 Kindys	15 Kindys
<b>Playgroups</b> • 1:5,000+	27 Groups	27 Groups	28 Groups	28 Groups	29 Groups	29 Groups	29 Groups	29 Groups	30 Groups	30 Groups
<b>Childcare Facility</b> • 1:4,000 (high) – 8,000 (low)	34 Facilities	17 Facilities	36 Facilities	18 Facilities	36 Facilities	18 Facilities	37 Facilities	18 Facilities	37 Facilities	18 Facilities
<b>After School Care / Vacation Care Services</b> • 1:4,000 (high) – 6,000 (low)	34 Services	23 Services	36 Services	24 Services	36 Services	24 Services	37 Services	24 Services	37 Services	25 Services
<b>Community Based Health Care</b> • LGA - 1:100,000 (high) - 200,000 (low) • District - 1:30,000 (high) - 100,000 (low) • Local - 1:20,000 (high) – 30,000 (low)	1 LGA Facility + 4 District Facilities + 6 Local Facilities	1 LGA Facility + 1 District Facility + 4 Local Facilities	1 LGA Facility + 4 District Facilities + 7 Local Facilities	1 LGA Facility + 1 District Facility + 4 Local Facilities	1 LGA Facility + 4 District Facilities + 7 Local Facilities	1 LGA Facility + 1 District Facility + 4 Local Facilities	1 LGA Facility + 4 District Facilities + 7 Local Facilities	1 LGA Facility + 1 District Facility + 4 Local Facilities	1 LGA Facility + 5 District Facilities + 7 Local Facilities	1 LGA Facility + 1 District Facility + 5 Local Facilities
<b>Maternal &amp; Child Health Service</b> • 1:16,000+	8 Services	8 Services	9 Services	9 Services	9 Services	9 Services	9 Services	9 Services	9 Services	9 Services
<b>Seniors Centre</b> • 1:15,000 (high) – 20,000 (low)	9 Centres	6 Centres	9 Centres	7 Centres	9 Centres	7 Centres	9 Centres	7 Centres	10 Centres	7 Centres
<b>Seniors Groups</b> • District - 1:40,000 (high) - 60,000 (low) • Local - 1:8,000 (high) – 10,000 (low)	3 District Groups + 17 Local Groups	2 District Groups + 13 Local Groups	3 District Groups + 18 Local Groups	2 District Groups + 14 Local Groups	3 District Groups + 18 Local Groups	2 District Groups + 14 Local Groups	3 District Groups + 18 Local Groups	2 District Groups + 14 Local Groups	3 District Groups + 18 Local Groups	2 District Groups + 15 Local Groups
<b>Aged Care Housing</b> • 1:10,000+	13 Facilities	13 Facilities	14 Facilities	14 Facilities	14 Facilities	14 Facilities	14 Facilities	14 Facilities	15 Facilities	15 Facilities

1.3.1 City of Salisbury Social Infrastructure Thresholds of Provision 2016-2036

City of Salisbury	2016 Forecast = 139,207		2021 Forecast = 144,213		2026 Forecast = 147,544		2031 Forecast = 149,543		2036 Forecast = 151,538	
	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision	High Provision	Low Provision
<b>Aged Care Nursing Home</b> • 1:1,000 (70+years) <sup>1</sup>	12 Nursing Homes	12 Nursing Homes	14 Nursing Homes	14 Nursing Homes	16 Nursing Homes	16 Nursing Homes	18 Nursing Homes	18 Nursing Homes	19 Nursing Homes	19 Nursing Homes
<b>Aged Care Service</b> • District – 1:20,000 (high) – 100,000 (low) • Local - 1:7,000 (high) – 10,000 (low)	6 District Services + 19 Local Services	1 District Services + 13 Local Services	7 District Services + 20 Local Services	1 District Services + 14 Local Services	7 District Services + 21 Local Services	1 District Services + 14 Local Services	7 District Services + 21 Local Services	1 District Services + 14 Local Services	7 District Services + 21 Local Services	1 District Services + 15 Local Services
<b>Youth Centre</b> • District – 1:20,000 (high) – 50,000 (low) • Local - 1:10,000 (high) – 20,000 (low)	6 District Centres + 13 Local Centres	2 District Centres + 6 Local Centres	7 District Centres + 14 Local Centres	2 District Centres + 7 Local Centres	7 District Centres + 14 Local Centres	2 District Centres + 7 Local Centres	7 District Centres + 14 Local Centres	2 District Centres + 7 Local Centres	7 District Centres + 15 Local Centres	2 District Centres + 7 Local Centres

<sup>1</sup> Based on forecast population estimates for persons aged 70+ years in the City of Salisbury of 12,245 in 2016; 14,515 in 2021; 16,422 in 2026; 18,137 in 2031; 19,590 in 2036; compared with Salt Pan development scenario forecast estimates for persons aged 70+ years of 12,245 in 2016; 14,519 in 2021; 16,487 in 2026; 18,323 in 2031; 19,955 in 2036.

<b>ITEM</b>	1.3.2
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	17 October 2016
<b>HEADING</b>	Consultation on Update of 30 Year Plan for Greater Adelaide
<b>AUTHOR</b>	Amanda Berry, Policy Planner, City Development
<b>CITY PLAN LINKS</b>	<p>1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.</p> <p>2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.</p> <p>1.2 Be the place of choice for businesses to invest and grow within South Australia, nationally and internationally.</p>
<b>SUMMARY</b>	<p>The State Government has released an update of the 30 Year Plan for Greater Adelaide for consultation.</p> <p>This report provides a summary of the key policy directions, significant changes and the potential issues and opportunities as they relate to the City of Salisbury. A draft submission to the State Government has been prepared.</p>

## RECOMMENDATION

1. The report be noted.
2. The draft submission contained as Attachment 2 (Item No. 1.3.2, Policy and Planning Committee, 17/10/2016) be endorsed and forwarded to the Department of Planning, Transport and Infrastructure.

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Attachment 1: Consultation Version of the Update of the 30 Year Plan
2. Draft Council Submission

## 1. BACKGROUND

- 1.1 The 30 Year Plan for Greater Adelaide (the Plan) was released in 2010, and forms the metropolitan Adelaide chapter of the State Planning Strategy, as required by the *Development Act 1993*.
- 1.2 The Plan expresses the State Government's strategic land use position on key issues directly related to the development of Adelaide including housing mix and density, transport, economic growth, open space, biodiversity, hazards, health and wellbeing.

1.3 The updated Plan is intended to be a strategic driver for much of the implementation of the Planning Reform and the new *Planning, Development and Infrastructure Act* (PDI Act), although many of the details by which this will occur are somewhat unclear.

1.4 A copy of the draft Plan for consultation is provided as Attachment 1.

## 2. CONSULTATION / COMMUNICATION

### 2.1 Internal

2.1.1 Feedback on the Plan has been sought from various divisions of Council and this has been incorporated into the draft Council submission.

2.1.2 A briefing on the Plan was provided to Elected Members at Informal Strategy on 4 October 2016.

### 2.2 External

2.2.1 The Department of Planning, Transport and Infrastructure (DPTI) is seeking community and stakeholder feedback on the Plan by 21 October 2016.

2.2.2 Staff attended workshops convened by the Local Government Association.

## 3. REPORT

3.1 The focus of the Plan remains on maintaining and improving livability, increasing competitiveness and addressing sustainability and climate change within the greater Adelaide area. It seeks to do this through:

3.1.1 Reducing urban sprawl and focusing the majority of new residential growth within existing urban areas and designated growth areas

3.1.2 Increasing housing and population density within activity centres and adjoining areas with good access to public transport

3.1.3 Focusing on design and improving integration of private development with the public realm (e.g. open spaces and streets)

3.1.4 Providing sufficient land supply and supporting infrastructure to facilitate development of emerging employment generating sectors and support existing business.

### 3.2 Targets and Key Directions

3.2.1 The update is focused on 14 themes which largely reflect the themes in the current plan, with supporting policies and high-level short and medium term actions:

Policy Theme	Focus Area
1. Transit corridors, growth areas and activity centres	A more compact urban form, with increased housing density and mixed use development focused in activity centres and other strategic areas with good access to public transport (and to support new public transport infrastructure) and supported by appropriate walking and cycling infrastructure.

2. Adelaide City centre	Reinforce and enhance the City centre as the State's civic, cultural and commercial centre, with an aim for more people to live, work, visit and invest in the CBD.
3. Design quality	To facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods, including streetscapes and public open spaces.
4. Heritage	Protect and recognise heritage and support adaptive reuse of underutilised heritage buildings.
5. Housing mix, affordability and competitiveness	Provide affordable and diverse housing choices for our different household types and lifestyles.
6. Health, wellbeing and inclusion	Create healthy neighbourhoods that promote cycling, walking and public life.
7. The economy and jobs	Support economic development and unlocking investment.
8. Transport	Deliver a more connected and accessible Greater Adelaide.
9. Infrastructure	Maximising the efficient use of infrastructure, including integrated long-term land use and infrastructure planning and delivery.
10. Biodiversity	Valuing the natural environment and enhancing biodiversity.
11. Open space, sport and recreation	Ensuring provision of a diverse range of quality public open spaces and places.
12. Climate change	Mitigate against and adapt to our changing climate.
13. Water	Protect and secure our water resources.
14. Emergency management and hazards	Build resilience to hazards and disasters.

- 3.2.2 Six new targets are proposed to measure progress on delivery of the policies and actions of the Plan, with the targets applying to multiple policy themes. The new targets include:

1. Protecting our resources	85% of all new housing will be built in established urban areas by 2045.
2. Smarter travel	60% of all new housing will be built within close proximity to quality public transport (rail, tram, O'Bahn and bus) by 2045.
3. Getting active	Increase the share of work trips made by active transport modes by 25% by 2045.
4. Walkable neighbourhoods	Increase the percentage of residents living in walkable neighbourhoods by 25% by 2045.
5. A green liveable city	Tree canopy cover is increased by 20% by 2045.
6. Greater housing choice	Increase housing diversity by 25% to meet changing household needs by 2045.

- 3.2.3 The new State Planning commission will prepare an annual report on how the policies and actions have been implemented and the progress towards the achievement of the targets.

### 3.3 Key changes/issues

- 3.3.1 Unlike the 2010 version, the update of the Plan has been pared back and no longer contains regional targets or structure plans.
- 3.3.2 Proposed policies and actions are very high-level, and while the general intent of these policies are reasonable, there is very little detail regarding implementation, resourcing and timeframes for delivery of actions. This is compounded by the removal of regional directions and targets. In the absence of more specific guidance, there is a danger of suboptimal outcomes being achieved and investments that could assist our community being delayed.
- 3.3.3 The purpose of the plan appears to be largely limited to a 'land use' planning document rather than attempting to coordinate and integrate the directions and strategies of various State Government agencies. However, the directions of the Plan have implications for a much broader range of operations and achieving them will require a whole of Government commitment. Whilst the Plan recognises interactions with some other areas through the identification of various other 'levers', there remain tensions between some Government policy directions and there is no discussion about how this may be addressed. For example, the State approach towards provision of Super Schools and the Plan's target for walkable neighbourhoods appear to be at odds should the Super Schools result in a reduction of accessibility to local schools.



- 3.3.4 Population and dwelling growth forecasts for the greater Adelaide area have been reviewed and reduced slightly compared with the 2010 version, however a 'high growth' scenario has continued to be adopted:

Population Forecast	Dwelling Forecast
2010 – 560,000 additional people	258,000 additional dwellings.
2016 – 545,000 additional people	248,000 additional dwellings.

Unlike the 2010 version, no regional or Council area breakdown of these forecasts has been provided.

- 3.3.5 The Plan also no longer contains a job target. The initial Plan was underpinned by a philosophical view that the planning strategy outlined in that Plan would increase economic growth and outcomes over the previous planning framework. The approach now is that planning simply plays a facilitative role in economic growth with other fiscal levers of government being used to progress specific desired economic outcomes.

#### Local Government Association response

- 3.4 The Local Government Association (LGA) has held several staff and Elected Member workshops on the Plan which have helped to inform the preparation of their submission (to be considered by the LGA Board on 19 October).
- 3.5 The LGA concerns are generally based upon issues that have been consistently raised by inner, middle and outer ring metropolitan Council staff, largely seeking for further dialogue between Councils and DPTI around:
- 3.5.1 The purpose and strategic context of the 30 Year Plan, and its role within the new planning system, and its relationship to other State Government policy positions and strategies;
- 3.5.2 The nature and basis of the proposed targets, policies and actions; and
- 3.5.3 How the Plan will be implemented, inclusive of governance arrangements, identification of priorities, and resolution of tensions between strategic objectives.
- 3.6 Implications for City of Salisbury
- 3.6.1 Clarity is required in relation to the intended purpose of the update. Whereas the 2010 version provided quite detailed regional level directions, these have been removed suggesting that this level of information will be developed through future Regional Plans (as anticipated by the new PDI Act) and Local Area Plans (as identified as an action in the updated Plan). However, the Plan remains silent on the timing of development of these plans, and little is known about the process for their development. There are concerns that the relatively vague nature of the policies of the updated Plan could lead to poor outcomes and a lack of regional coordination in the period between introduction of the new Plan and the development of regional and local area plans.

- 3.6.2 The Dry Creek Salt Fields are identified as a ‘future urban growth area – unzoned’ however there is no strategic action identified to ensure coordinated State Government resourcing is available to coordinate further investigation and structure planning to facilitate development of this site. The identification of potential for a mass transit link to the site, as contained in the 2010 version, has also been removed. The Plan does also not acknowledge that the salt fields are progressively being decommissioned and master planning has recently been initiated, a strong indication of the timing of commencement of urban development of the salt fields in the next five years.
- 3.6.3 The status of the Salisbury City Centre (SCC) as a ‘higher order activity centre’, where policy proposes the location of government services to be focused, is unclear within the updated Plan. The SCC functions as a unique centre within northern Adelaide, providing a vital range of services and facilities to a large residential and business catchment, and is generally considered to be the major activity centre within the City. Whilst the 2010 version identified the Salisbury City Centre as a ‘Major District Centre’, the update identifies it as a District Centre, which is the same classification as Salisbury Downs (Hollywood Plaza) and Mawson Lakes.
- The proposed identification distinction may have significant implications for the future of current services within the SCC and could potentially limit provision of new services, particularly as Elizabeth is identified as a Regional centre (which is ‘higher’ than a district level centre). This may have potential to undermine the key objectives of the SCC Renewal Strategy (and which is identified as a key project in the Northern Economic Plan) and affect accessibility of services for residents more broadly. It is therefore considered crucial that the SCC is recognised as a higher order centre within the Plan.
- 3.6.4 Staff have previously provided feedback seeking for inclusion of an action to review the Housing and Employment Land Supply Program (HELSP), and the assumptions and data that underpin it, particularly as it relates to employment land supply within the Northern Adelaide region. Whilst the Plan proposes an action to undertake a bench-marking process for the analysis of retail and industrial employment land supply it is considered that this needs to go further and review previous assumptions regarding anticipated land supply and demand and job projections, particularly in the context of expected changes due to the closure of Holden.
- 3.6.5 A proposed action seeking to introduce a new process for train station and interchange upgrades, to take in a broader approach ‘beyond the platform’ is welcomed. The Salisbury Interchange is considered to be an ideal station to pilot this approach having consideration to the range of state government owned sites adjoining or nearby the interchange, the commitment to electrification, and the strategic planning that has already been undertaken for the SCC. An integrated review of land use opportunities, accessibility and connectivity surrounding the Mawson Lakes interchange should also be undertaken.

- 3.6.6 The focus on renewal of old Housing Trust dwellings within 10 kilometres of the CBD should be expanded to include consideration of renewal of housing within other strategic locations, particularly where it may contribute towards achievement of broader strategic objectives for an area, and/or is undertaken as part of a partnership with Local Government and/or the private sector. It is also noted that there is a program for transfer of SA Housing Trust dwellings to community housing associations which also has potential implications for the timing and extent of any redevelopment of these sites. The target areas for this transfer program are not confined to within 10 kilometres of the CBD.
- There are also related implications of this transfer program for Council rates income, but this sits outside of the domain of the 30 Year Plan.
- 3.6.7 The inclusion of the City of Salisbury as a 'middle metro' Council is supported, however it appears that this delineation follows the Little Para River, with areas to the north (such as Paralowie, Salisbury North and Burton) considered 'outer metro'. It is considered important that all residential areas of the City are identified as a middle metro area to enable consistent measurement of indicators for the relevant Targets of the Plan (as some Targets have different criteria for inner, middle and outer metro areas).
- 3.6.8 Technology Park and the DSTO are identified as important business and industry clusters, with a policy included seeking to ensure defence, science and technology clusters are supported, promoted and linked by high quality road, rail and telecommunications infrastructure and connect to universities.
- 3.6.9 An action (A33 – page 100 of the Plan) is included to support the reconfiguration and transition of the Dry Creek Salt Fields to new land uses that meet environmental outcomes and are complementary to the preservation of habitat for migratory and resident shorebirds. The Adelaide International Bird Sanctuary is also highlighted in the Biodiversity Case Study in the Plan (Page 99). Given the profile afforded to both the Bird Sanctuary and the Dry Creek Salt Fields development in the Plan, Council should ensure it is able to capitalise on this action through identification of potential funding sources and opportunities to link elements of other strategic projects including the Northern Connector, positioning of St Kilda as a tourism and visitor gateway and regional stormwater management solutions.
- 3.7 A draft Council response has been provided as Attachment 2 to this report, and responds to the priority issues for the City of Salisbury.

#### 4. CONCLUSION / PROPOSAL

- 4.1 Recognising that the policies and actions of the update of the Plan are at a very high-level, and that ongoing involvement by Local Government will be expected in their delivery, the general intent behind the direction of the majority of the policy themes are supported. They generally align with the objectives and strategies of Council's City Plan and strategic action plans. It will be important that Council's strategic priorities and critical actions are able to capitalise on the opportunities that may present as a result of the update of the Plan (e.g. alignment with grant funding opportunities and other key actions).

- 4.2 However, it will be the interpretation and implementation of the policies and actions that will shape on-ground results, and the current lack of detail regarding implementation of the Plan, and links with the roll-out of the new PDI Act, is an issue.
- 4.3 In addition to supporting the proposed direction and issues to be raised by the LGA in their response on the Plan, a draft Council response has been prepared.
- 4.4 The draft Council response has identified the priority issues for the City of Salisbury, having consideration to the critical actions and strategies of City Plan 2030. The submission seeks the following key amendments and inclusions:
  - 4.4.1 The Salisbury City Centre to be identified as a 'higher order centre' for the purposes of P7 within the Transit Corridors, Growth Areas and Activity Centres section to reinforce the centre as a site for the ongoing provision of State Government services.
  - 4.4.2 Reference to the potential for significant urban development of the Dry Creek Salt Pans and the need for coordination and preparation of supporting investigations and structure planning to be included as an action within the Plan. The identification of the potential for a mass transit link to the Dry Creek Salt Pans site should also be reinstated.
  - 4.4.3 Identification of the Salisbury Interchange as an ideal site for piloting the new approach for station upgrade, particularly considering the commitment to electrification, location of State Government land holdings, and the extent of strategic land use planning already done for the Salisbury City Centre as part of the SCC Renewal Strategy. There is also significant benefit in undertaking an integrated review of land use opportunities and accessibility issues surrounding the Mawson Lakes Interchange.
  - 4.4.4 Include a new action within the Green Industries section seeking to support the development of a Northern Adelaide Green Industries Region as part of continuing the growth of the green and low carbon economic sector and assisting in the transition from car manufacturing (as identified in the Adapting Northern Adelaide Adaptation Plan).
  - 4.4.5 Need for review of assumptions that underpin the HESLP, with consideration of current and future employment land supply within Northern Adelaide.
  - 4.4.6 Expansion of the Renewal SA program to renew old Housing Trust dwellings to beyond a 10 kilometre radius from the CBD.
- 4.5 The draft Council submission also contains several more minor and technical comments.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 10.10.16

# 30-YEAR PLAN FOR GREATER ADELAIDE

Draft for Consultation

2016 Update



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

***The Draft 30-Year Plan for Greater Adelaide  
2016 Update***

**A volume of the South Australian Planning Strategy**

**For further information:**

Please visit [www.livingadelaide.sa.gov.au](http://www.livingadelaide.sa.gov.au) or email the Department of Planning, Transport and Infrastructure via [DPTI.30YearPlan@sa.gov.au](mailto:DPTI.30YearPlan@sa.gov.au).

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ISBN pending

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**Government of South Australia**  
Department of Planning,  
Transport and Infrastructure







## Premier's foreword

This draft update of *The 30-Year Plan for Greater Adelaide* surveys the positive transformation our city has undergone in recent times and maps out a strategy to make it even more liveable, competitive and sustainable in the future.

Adelaide's resurgence has not come about by accident. Reforms to liquor-licensing, planning and other laws, plus record State Government spending on infrastructure, has revitalised the city centre and led to the massive redevelopment of areas such as the Riverbank Precinct. Our capital is a much more vibrant and attractive place than it was when the Plan was first published, and this process has itself boosted economic activity and created new jobs.

One thing we can be sure of, however, is that change is a constant, and that we will need to continue to respond to and anticipate prevailing trends affecting the city.

This document outlines the social and economic imperatives that are requiring us to review our approach and consider new and different ways of shaping our built environment. These imperatives include the size and nature of the city's population growth, our ageing demographic, changing housing preferences, and the need for an improved public transport network.

There are many elements to what a bolder, better Adelaide might look like, and the State Government wants the people of our city to suggest and hone those elements by reading this Plan and providing feedback. Overall, however, we will be guided by 14 principles including: a compact and carbon-efficient city; housing diversity and choice; accessibility; a transport-focused and connected city; world-class design and vibrancy; and social inclusion and fairness.

The ultimate goal is to protect the things we love about Adelaide, to create engaging and healthy neighbourhoods, and to foster an urban environment in which individuals and families can prosper and fulfil their potential.

I am very confident the Update – together with the Government's planning reform program and its continuing commitment to substantial infrastructure spending – will complement recent successes and create a truly greater Adelaide.

**Jay Weatherill**  
Premier of South Australia



# Minister's foreword



South Australia is consistently recognised as one of the most liveable places in the world. This should be unsurprising. It should become better recognised.

Some of Adelaide's most distinctive qualities are our enviable proximity from the city to our welcoming beaches, premium food and wine regions, and beautiful landscapes. In recent years our city life has also grown with the emergence of many much loved small licensed venues, the continued increase in city developments, and the revitalisation of our city's public places, such as the Adelaide Oval and the redevelopment of the Riverbank.

We must celebrate and leverage these qualities of our State to continue to build South Australia as the place where business and people thrive.

How we plan our city, towns, and suburbs for our future growth is an integral part in ensuring we can continue to do this for years to come. This update to *The 30-Year Plan for Greater Adelaide* is how we will plan for this.

The Plan has achieved several important changes. We are already making better use of our existing urban spaces and infrastructure, and we have a healthy supply of zoned land to support Adelaide's long term growth. In the 2015/16 financial year, we had planning approvals for more than \$1.2 billion worth of developments valued at over \$10 million in Adelaide. This is a significant increase from \$215 million in the 2008/09 financial year

and an indication of the growing interest and investment in Adelaide and South Australia. This Update allows us to build on this success.

This Update revises some assumptions made over five years ago to reflect contemporary trends and changes, particularly in relation to population growth and the rate at which we consume land. While the overall objectives and principles of the Plan remain the same, in response to contemporary data we set out clearer policies in this Update.

The policies set out in this Update are complemented by a new planning system established through the *Planning, Development and Infrastructure Act 2016*. The new planning system will deliver faster and more consistent planning assessment processes with a greater emphasis on the importance of good design. It also establishes Environment and Food Production Areas that will ensure that our vital food and other productive lands are not lost forever to unnecessary and unwarranted urban sprawl.

This Update and the new planning system will drive us towards a more vibrant city, and provide greater focus on economic development, unlocking investment and the creation of job opportunities for South Australia.

**John Rau**  
Minister for Planning

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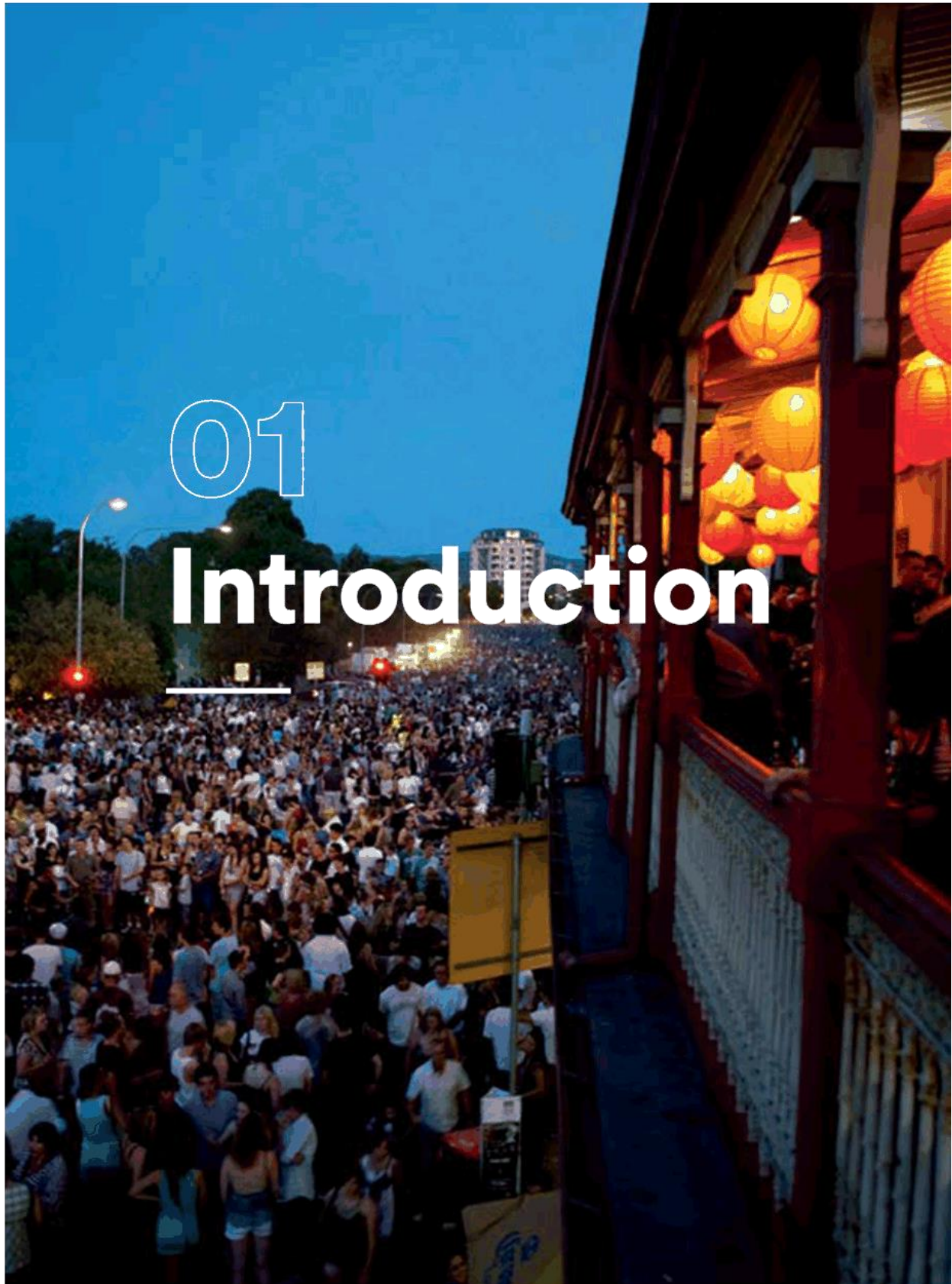
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*The 30-Year Plan for Greater Adelaide* (first prepared in 2010) describes our plan for how Adelaide should grow to become more liveable, competitive and sustainable.

The policies and strategies included in the 2010 plan have resulted in a number of actions – both ‘on the ground’ and within planning reform.

This Update builds on the strong foundations of the 2010 Plan and updates its vision where needed to ensure that the development of Greater Adelaide continues to respond to emerging challenges and opportunities.

This is your opportunity to help shape this draft Update.

**Successful cities  
don’t happen  
by accident.  
They need long-  
term strategic  
planning,  
coordinated  
action and  
sustainable  
investment.**

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## Our 30-Year Plan

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In 2010, we released a bold vision for how Greater Adelaide would look and feel in 30 years time.

*The 30-Year Plan for Greater Adelaide* focused on creating a new walkable urban form with a pronounced shift away from continued urban sprawl, to build a more liveable, competitive and sustainable region (Figure 1.1).

It prioritised the revitalisation of existing neighbourhoods, concentrated new development around transit corridors and proposed new mixed-use precincts to bring jobs, services and public transport closer to where people will live. It also recognised that we could not afford to continue sprawling north and south of what is already an elongated metropolitan footprint, and must look instead to urban renewal as the means of finding new spaces and places to live.

A set of 14 core principles were developed to help shape the key policies and actions required to deliver our vision (Figure 1.2). Today, our commitment to these objectives and principles remains unchanged.

Since its introduction, the 30-Year Plan has had a marked impact on how Greater Adelaide has grown, and significant policy directions have already been implemented (Figure 1.3).

In just six years we have unlocked an unprecedented level of private investment in the CBD and inner metropolitan areas through the introduction of planning reform, place making initiatives and pre-lodgement services, and have driven design excellence through the appointment of a South Australian Government Architect and establishment of the Office for Design and Architecture South Australia.

Our commitment to managing growth within our existing urban footprint has seen a significant increase in the ratio of infill development compared to fringe development in Greater Adelaide and more than 350 public open spaces, streets and places have been the beneficiary of a stronger focus on improving our public realm.

There is now also a healthy land supply within a diverse range of housing markets, as well as suitable employment lands to support our long term growth. There are more housing options giving people choice about where they want to live – an apartment in the city through to a traditional detached house in a variety of locations.

We also recognised the importance of preserving our agricultural lands, introducing an addendum to the Plan in 2013 to ensure the heritage and cultural significance of the Barossa Valley and McLaren Vale regions were preserved for future generations. But while we have made tremendous progress, much work still remains.



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## Our 30-Year Plan

In preparing this Update, we have kept what is contemporary about the existing Plan and updated it where needed. It also incorporates much of what we have learnt from engaging in conversations with local councils, other government agencies and key industry and community stakeholders.

While reinforcing the Plan's objectives and principles, the Update seeks to strengthen our focus on:

- Greater Adelaide's new urban form
- reinforcing and enhancing Adelaide's reputation as a liveable and vibrant place
- facilitating good design outcomes that ensure new development positively contributes to existing neighbourhoods
- protecting and recognising our heritage
- providing affordable and diverse housing choices for our different household types and lifestyles
- creating healthy neighbourhoods that promote cycling, walking and public life
- delivering a more connected and accessible Greater Adelaide
- supporting economic development and unlocking investment
- maximising the efficient use of infrastructure
- valuing our natural environment and enhancing biodiversity
- ensuring a diverse range of quality public open space and places
- mitigating against and adapting to our changing climate
- protecting and securing our water resources; and
- building resilience to hazards and disasters.

Several of the more challenging questions arising from development within existing urban areas have also been addressed, including:

- how can these suburbs grow in a way that is acceptable to communities?
- how do we ensure neighbourhoods contribute positively to our quality of life, with access to quality public transport, community services, public open spaces and employment?
- how can we manage interface issues between higher densities and traditional low density suburbs rich with valued character and heritage?

Finally, we realise our vision cannot be achieved in isolation, therefore the Update also outlines opportunities where land use planning can partner with other strategic levers for Greater Adelaide, including transport, education, environment and public health.



Figure 1.1 Objectives of the Plan

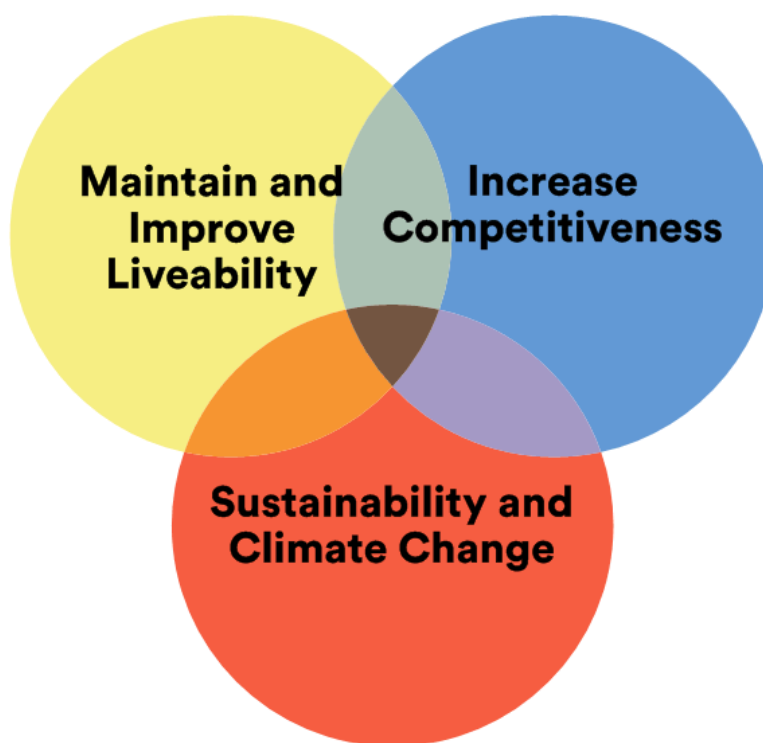


Figure 1.2 Principles of the Plan



Figure 1.3 Key achievements implementing the 30-Year Plan so far





# City shaping

## Our vision for the new urban form

Greater Adelaide is one of the most liveable regions in the world. So, how will this updated 30-Year Plan help make it even better for those of us living here now and in the future?

Firstly, we need to talk more about the future shape and form of Greater Adelaide. How can Adelaide grow up—and not out—in a way that suits local context and needs? We don't want tall buildings everywhere and we want to protect and build on the character we value.

The Adelaide CBD will continue to be the primary focus of our new walkable urban form, with more residents and mixed use development envisioned. As we move to a new way of living in and along the city's edge, the Adelaide Park Lands will become the new backyards and meeting places for locals and visitors.

Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisioned such as the Adelaide CBD, Glenelg foreshore, parts of the edges of the Adelaide Parklands, large redevelopment sites and where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed.

New tram networks will connect the city to the suburbs through corridors that provide new lifestyle options. These main streets will feature three to four storey mixed use buildings, with shops, cafes and restaurants on the ground level. New residential design guidelines will ensure the sensitive transition between the

bustling activity of main streets and the rest of the neighbourhood is done in a way that gives back to the existing community.

Local neighbourhoods will generally be one to two storeys and will support an increased diversity of housing types (including affordable housing options) to better meet our changing demographics and needs. This will give older people more opportunities to 'age in place' and give young people the chance to get their foot on the housing ladder.

This requires encouraging alternative housing types (the 'Missing Middle'), beyond our plentiful supply of detached houses and multi-storey apartments. For example, 'next generation granny flats', row terraces and laneway housing. New development will build on and enhance local valued character. Neighbourhoods will offer a wide range of services that can easily be reached on foot or bicycle, including schools, health care, shops, parks, sports facilities and public transport.

New housing will be focused in areas close to existing and new high quality public transport infrastructure. Our new compact urban form will be supported by continued improvements to our public transport system such as the electrification of the rail lines and the building of a new tram network. This will be further supported by emerging technologies such as driverless cars and ride sharing initiatives. Less reliance on private vehicles will lessen





the requirements for car parking. This will shape our city by reducing the need for large expansive ground level car parks which use up valuable real estate.

Greater emphasis will be placed on the quality of our public open spaces and streets. They will connect people with nature, support social interaction, and be walking and cycling friendly. These 'healthy walkable neighbourhoods' will be an integral part of our new urban form and support the increased uptake of cycling and walking.

The legislated Environment and Food Production Areas and Character Preservation Areas will protect our valued primary production areas and their supporting townships from urban encroachment. The historic character of our townships will continue to be protected, while population growth to support the sustainability of local small businesses and community infrastructure will be encouraged. New urban fringe growth will occur only within designated urban areas and township boundaries and will make efficient use of existing infrastructure.

Does this mean that all of Greater Adelaide will change? The answer is no, there will be areas where there is limited or no change. Change will be focused where it best suits. Local area planning will be undertaken so that this high level vision is grounded in local context and needs. Communities will play a greater role in determining how their city develops through involvement at the early stages of planning.

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# Why the Update?

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When we launched the Plan in 2010, a range of assumptions were made based on key data to help formulate the necessary policies required to realise our vision for a more liveable, competitive and sustainable Greater Adelaide. In reviewing the Plan for this Update, we have determined that a number of these data sets have changed.

There was also a need to take stock of our achievements to date and identify any new challenges that may have presented themselves since the Plan was first released.

In view of this, the Plan has now been adjusted and recalibrated to respond to this new information, updated trends and our progress so far.\*

The review of the 2010 Plan revealed the importance and opportunity to better align its targets with its strategic directions. Therefore the targets in this Update have been refined to focus strongly on measuring the delivery of the new walkable urban form, whilst also protecting environmental and productive land and mitigating climate change.

\* Under current legislation, the Planning Strategy for South Australia, which the Draft 30-Year Plan for Greater Adelaide is a part of, is required to be reviewed every five years.



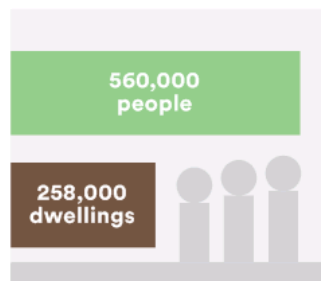
## Our population growth

The population of Greater Adelaide is growing, but this has been at a slower rate than we anticipated in 2010. Overseas migration and the rate of natural increase have both declined. Interstate migration from South Australia also continues to be significant, with a high rate of young people leaving to pursue careers in other states. This Update aims to help make Adelaide a place where young people want to stay and pursue a career and family.

The revised population growth scenario\*\* is that Greater Adelaide will grow by up to 545,000 people (this is almost 350 per week) by 2045. This will result in a total population of almost 2 million people. An additional 248,000 dwellings (nearly 8,300 per year) will be required to support this population growth. Refer to Figure 1.4.

**Figure 1.4 High population growth scenarios**

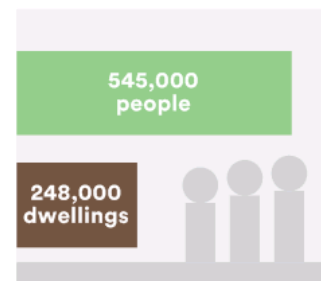
### 2010 Plan Growth Scenario



**1.29 million total population in 2010**  
**1.84 million projected to 2036**

The Update will continue to use a high population growth scenario. This is to account for the often long lead-in times required to establish new communities

### 2016 Update Growth Scenario



**1.42 million total population in 2015**  
**1.97 million projected to 2045**

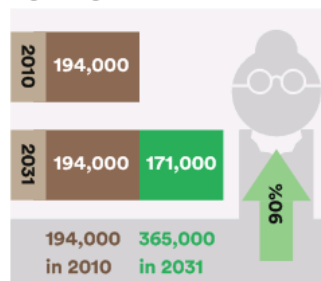
and renew existing suburbs. Quite simply, we want to be prepared for the challenges that the future might bring.

## Our changing household formation

Greater Adelaide has more people aged over 65 than the Australian average and its share of this age group is growing faster than the national average. The number of group, lone-person, single-parent and couple-without-children households has also increased, and this trend is expected to intensify.

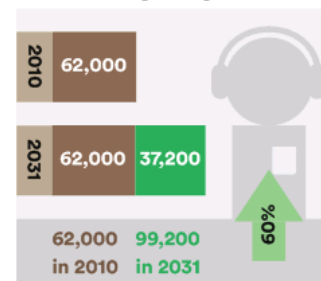
There is a need to give older people more opportunities to 'age in place' and to give young people the chance to get their foot on the housing ladder in a variety of locations. These trends indicate that the demand for well-designed smaller accommodation located next to services, public transport and shops, as well as more aged care and age-in-place options will continue to increase.

### The number of people aged 65+ is growing



This Update seeks to better enable additional housing types (the 'Missing Middle') beyond our plentiful supply of three or more bedroom detached houses

### The number of single person households is growing



and multi-storey apartments. It is also important to facilitate universally designed buildings and better access to public transport and amenities.

\*\* Population projection approved by Cabinet for land-use planning purposes in July 2015.

## Why the Update?

### Our housing choices

---

Adelaide's spread to the north and south of the city has dominated housing growth in recent decades, but more recently there is a trend towards new housing preferences—row and terrace houses, as well as units and apartments in high amenity and accessible locations. This reflects the different housing requirements and preferences of contemporary family types.

#### **Shortage of infill opportunities available close to public transport, jobs and services**

Around the world there is an increasing demand for housing in close walking distance to public transport, shops and services. This is now a real competitive edge in attracting capital for the knowledge economy and retaining a young and talented workforce. In the past decade in Greater Adelaide, a large amount of development has occurred at major infill broadhectare sites, such as Mawson Lakes and Northgate.

Now, the challenge is to identify new development opportunities within established suburbs. Currently, the zoning in many of these areas restricts any increase in the number of housing types (e.g. medium density) being built convenient to jobs and services. This Update supports a review of these planning policies to enable greater density developments in these locations, where appropriate.

#### **Supporting affordable housing options**

We need to ensure that Adelaide maintains its housing affordability advantage compared to other states. When measuring affordability, it is important to recognise that household costs do not only just relate to the actual purchase cost of the home, other aspects of daily life must also be considered. For example, transport costs are the second largest component of household expenditure and therefore must also be measured. Consequently, the total 20-year cost per household (factoring in interest payments and travel costs) can be significantly higher for people living in the outer metropolitan areas compared to those living in inner and middle rim suburbs.

To reduce transport costs and to increase affordable living options, this Update facilitates the development of walkable neighbourhoods. These are neighbourhoods that provide close and convenient access by foot, bike or public transport to local services, shops, primary schools and public open space.



### Our land supply in the right locations

Land available in the right places and at the right time provides certainty to the property industry; stabilises land markets; supports population growth and allows for the growth of sustainable and healthy communities with a range of housing options to meet people's needs.

To achieve these outcomes, the 2010 Plan targeted a 15-year supply of zoned urban land on the fringe and through infill and renewal opportunities. This was in recognition of the long lead time required to bring land to market and the need to ensure that land supply can respond quickly to housing demand. It also helps avoid spikes in house prices that impact on affordability and the state's competitive advantage.

#### The 2010 Plan's dwelling infill target has already been met

Analysis of emerging trends and evidence suggests that greater numbers of people are choosing to live closer to the city in varied forms of housing. This has meant that there has been less pressure than assumed on the fringe and in townships.

Currently, approximately 70 per cent of Greater Adelaide's new housing growth is in established suburbs and this is growing.

#### We have more fringe broadhectare land than needed

The 2010 Plan assumed that an average of 400 hectares of broadhectare land would be consumed annually. However the average annual consumption has only been 306 hectares over the past ten years, and only 236 hectares over the past five years. In 2014/15, actual broadhectare consumption was 236 hectares, consistent with the five-yearly average.



Due to a substantial structure planning and rezoning process over the last five years we now have well in excess of 15 years of zoned broadhectare land. In fact, we now have more than 20 years of zoned broadhectare land in metropolitan fringe and township locations.

#### We are achieving higher dwelling yields

The average gross dwellings yields from broadhectare land was assumed to be 10 lots per hectare (lph) in the 2010 Plan. However, there has been less land supply consumed than expected under these assumptions. The actual average gross dwelling yield from broadhectare land has been higher at 11.1 lph, with many new greenfield sites achieving in excess of 14 lph.

Therefore if more dwellings are built per hectare, and the consumption is lower, then the amount of land required to support the

Update's dwelling growth scenario will be less.

On this basis, there is sufficient land designated for greenfield development but the supply of land for major infill requires further attention. In line with this data, the scope for the expansion of the Roseworthy Township has been contained. Further expansion of greenfield sites will be driven by market need and proximity to supporting infrastructure. The Government will continue to monitor and regularly report on land supply across the region to ensure that adequate supply is maintained into the future.

**Recent major development projects range from 14.5lph at Seaford Meadows and 47 lph for parts of the Mawson Lakes project.**

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## Why the Update?

### Protecting our valuable agricultural, tourism and environmental assets

The *Planning, Development and Infrastructure Act 2016* (PDI Act) has introduced legislated Environment and Food Protection Areas (EFPAs) to protect our food bowl, tourism assets, valuable rural areas, landscape values and environmental resources, and to guide Adelaide's future urban form.

In response to this Act, this Update focuses on enabling new development within our existing urban footprint. By doing so, we will help create opportunities for housing choice; reduce costs to new homebuyers; protect our iconic agricultural landscapes; ensure jobs are available and accessible;

and reduce the burden on taxpayers for future infrastructure.

It is important that we maintain Adelaide's unique qualities as a city conveniently located a relatively short distance from an international airport, one of Australia's largest stretches of coastline, world renowned wine regions and unique landscapes. We are already being recognised for our foresight in doing this. There is growing concern in Sydney and Melbourne that they are losing their valuable food production areas and their populations are being further dispersed from their workplaces.

“

In 2013-14 the agriculture, food and wine industries contributed **\$17.1 billion** to the State economy, employed **1 in 5 workers** and accounted for more than **40%** of our merchandise exports

”

1



2

### Supporting our public transport investment

Since the release of the 30-Year Plan, the State government has launched the *Integrated Transport and Land Use Plan* (ITLUP), which supports a compact urban form that is underpinned by a network of quality trams and public transport.

To support public transport investment, such as the Adelink tram network, it is vital that Greater Adelaide's population growth is concentrated close to key existing and planned public transport routes. Currently metropolitan Adelaide's population density is amongst the lowest in Australia with, on average, fewer than 1,400 people per km<sup>2</sup>. Cities around the world with successful public transport networks have an average

population density of at least 3,000 people per km<sup>2</sup>.

Facilitating high quality design and new innovative housing types is important to ensure that increased density can be accommodated close to public transport while also conserving the character of areas that the community values.

The density required to support a viable transport network can be achieved in metropolitan Adelaide by promoting a more compact urban form; allowing mixed land use; better design and prioritising walking and cycling infrastructure.

**Greater density does not mean height. Density can be achieved without high-rises as seen in cities such as Paris, Barcelona and Vienna, and in established suburbs such as Carlton in Melbourne, Paddington in Sydney and Parkside in Adelaide.**



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## Why the Update?

### Growing our economy and competitiveness

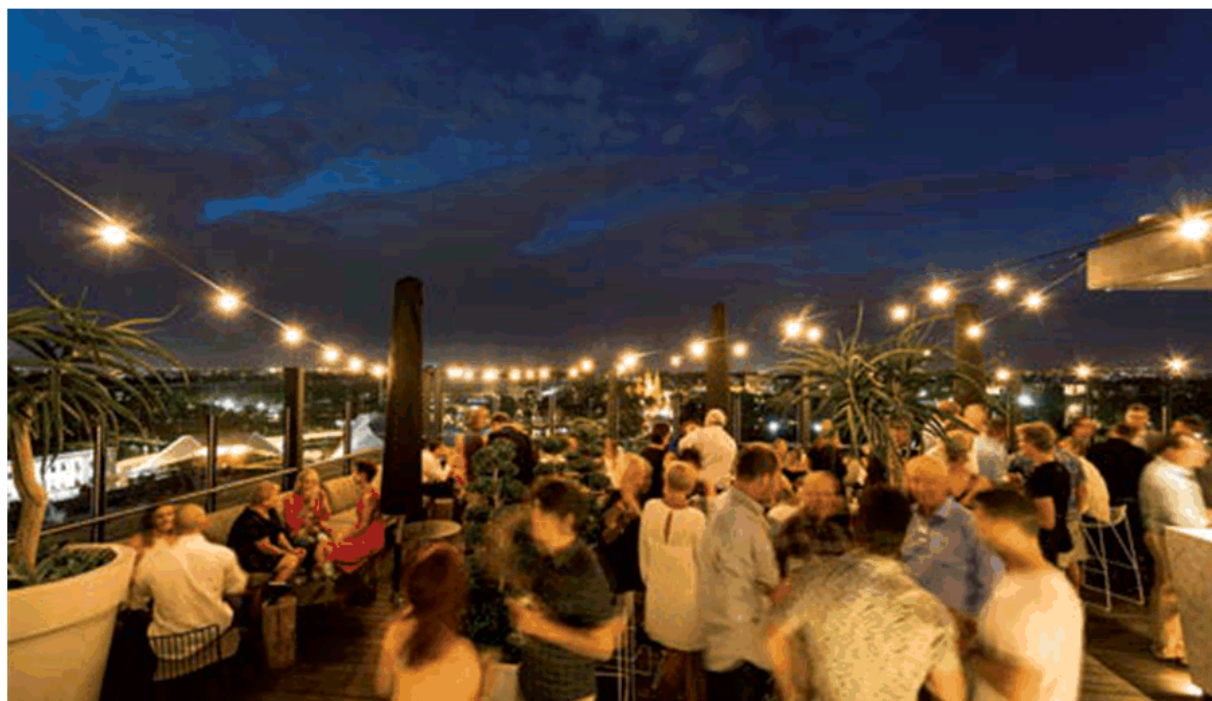
#### Smart City - embracing emerging trends

World-wide the patterns of production and employment are changing. We must respond to shifts in the global and local economies as manufacturing and export dynamics alter and the knowledge and service sectors evolve and grow in importance.

We need to embrace new trends and technologies as the low carbon economy drives competition between cities for investment, business and workers.

#### Unlocking economic development and jobs

This Update seeks to ensure that we have modern planning policies that support new industries, while allowing traditional strengths in areas such as primary production, tourism, mining and defence to continue and prosper. Where possible, we must also help stimulate the economy by removing barriers to business growth, accelerating approval processes and ensuring our regulations support opportunity, rather than create burdens. We will enable this to occur through the new performance based system which will be implemented under the new PDI Act.



### Good design - better way to deal with interface issues

There are many benefits in enabling new population growth to be accommodated within our existing urban footprint. However, there are challenges to face, such as managing interface issues between higher densities and traditional low density developments. To manage these challenges, high quality design principles have been embedded in the new PDI Act to ensure new development positively contributes to existing neighbourhoods. The new Planning and Design Code will play an important role in its implementation.

Residential design guidelines, along with an expanded design review panel

process, will be implemented to ensure that development is well designed and integrated into existing areas. Local area planning will also be undertaken to ensure that interface issues are adequately managed in the local context. These plans will also identify the appropriate locations for:

- medium and high rise buildings
- sensitive infill and areas of protection
- where there should be minimum and maximum height levels.



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## Why the Update?

### Developing healthy and walkable neighbourhoods

The role and value of public open spaces is becoming increasingly important as living patterns within Greater Adelaide change. More people are choosing apartments rather than houses and many new houses have small backyards. Ensuring access to quality green spaces and places for recreation, health and wellbeing is vital.

Our streets (which represent about 80 per cent of public space in modern cities) are often changing as well and in many cases becoming destinations in their own right, especially in higher density neighbourhoods. We must recognise streets

as hubs for commercial activity and social interaction, not just transportation routes dominated by cars. There will be many opportunities in Adelaide to increase cycling and walking uptake because three-quarters of daily trips are predicted to be short journeys (three to six kilometres).<sup>3</sup>

The general infrastructure scheme and the design standards identified in the PDI Act will help facilitate the development of these neighbourhoods.

“

People who live in neighbourhoods with a higher density of trees on their streets perceive themselves to be significantly healthier and have less cardio-metabolic conditions.

”

4



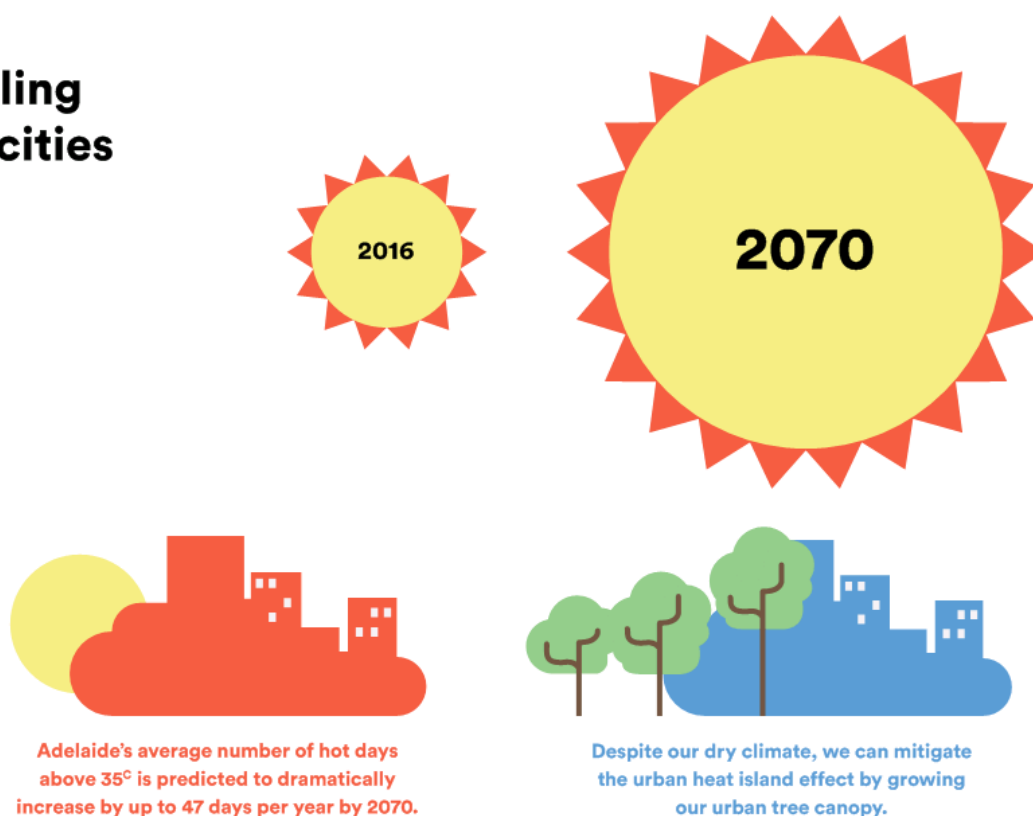
### Strengthening our response to climate change

Good urban planning can help reduce Greater Adelaide's greenhouse gas emissions and better equip us to cope with the impacts of climate change. A compact urban form integrated with more transport options will reduce our reliance on cars. Improving the thermal efficiency of buildings and building design will also help reduce our energy consumption.

This Update further strengthens the delivery of a walkable, compact urban form and supports green industries and green infrastructure (for example water sensitive urban design techniques). This includes the increasingly important need to green our streets and urban environments so that our city is made cooler and we live in a healthier environment. The State Government and

Adelaide City Council have also committed to making Adelaide the world's first carbon neutral city.

### Cooling our cities



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## Why the Update?

### The transformation of our planning system

Since the 30-Year Plan was first developed, a new Act, the *Planning, Development and Infrastructure Act 2016* has been enacted. Its role is to support and enhance the state's liveability and prosperity in ways that are ecologically sustainable, and meet the diverse needs and expectations of our communities by creating an effective and enabling planning system.

In particular, it will promote high standards for the built environment by embedding quality design standards into the planning system. The Act also creates infrastructure schemes which will ensure infrastructure needs are identified, and costs calculated and locked in, before development can begin – rather than building sub-divisions that leave new homeowners without the infrastructure and services they need. The new Act also recognises the key role that planning plays as an important economic driver of our state.

#### Better Community Engagement

Early engagement with communities will be a central feature of the new planning system to ensure that we better meet the expectations of our citizens. A new community engagement charter will be developed to enable people to exercise genuine influence over the process of developing the plans and policies that will shape their communities.

**This 30-Year Plan Update will ensure that the new tools and governance system introduced by this Act are harnessed, including the new Planning and Design Code, Design Standards and State Planning Policies.**

#### Culture change and improved practice

In the new planning system, there will be an emphasis on building culture and practice that is responsive, service-oriented and driven by professionalism.

The State Planning Commission will work with councils, developers and professionals to identify and drive efforts to institute a high-performance culture to ensure this happens.

This is because a planning system will only ever be as good as the people working within it. It is essential that a new system be founded on a culture that emphasises performance monitoring and improvement and empowers professionals who work in it to deliver the best outcomes, not simply control processes.

**We recognise the need to put people at the centre of urban planning and create and revitalise communities by developing high quality places that bring people together.**





Map 1 — Greater Adelaide Region



PLN ID: 5223

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# How to read this Update

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This Update has been prepared to ensure the pathways we have chosen to achieve our vision for Greater Adelaide remains on track, reflects current government policies and ensures we remain open to new opportunities, innovations and challenges as they emerge.

With this in mind, as well as refreshing the content, we have taken the opportunity to make the Plan more graphical, contemporary, accessible and easier to read.

Based on feedback from professionals and the community, as well as advice received during the extensive consultation by the Expert Panel for Planning Reform, we have made the Plan more concise, reducing the number of targets and policies to make the Update easier to benchmark and measure (Figure 1.5).

## Please note:

**The Barossa Valley and McLaren Vale Character Preservation Addendums to the 2010 Plan will still stand as separate addendums to this Update.**

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**Figure 1.5 Comparison between the 2010 Plan and 2016 Update**

2010 Plan	2016 Update
3 Objectives	3 Objectives (unchanged)
14 Principles	14 Principles (unchanged)
89 Targets	6 Targets
16 Policy Themes	14 Policy Themes
238 Policies	120 Policies
153 Regional Directions	No Regional Section (this section will be revisited as the new planning system is implemented).

### The targets

Six strategic high-level targets have been developed to replace the 89 targets established in 2010.

The six new targets will provide clearer signposts of where we want to be and allow us to measure progress to see if we are on track. They are a key tool in determining whether the policies and actions outlined in the Update have been effective in delivering the new urban form. Consequently they cover multiple policy themes.

### Policy themes

This Update has refined the 2010 Plan's policy themes from 16 to 14. This has been achieved by combining the Affordable Housing policy theme with Housing Mix, Affordability and Competitiveness. Secondly, the Communities and Social Inclusion policy theme has been merged into Health, Wellbeing and inclusion. A new Heritage policy theme has been included and the Urban Design policy theme has been renamed Design Quality (Figure 1.6).

### The policies

This Update has reduced the Plan's policies from 238 to 119. They build on the foundations of the 2010 Plan by adding to and renewing existing policies where necessary to reflect changing circumstances, new government directions and new initiatives.

Except when linking back to a new or re-emphasised government initiative, the policies seek to provide guidance and direction for planning activities over a broad spatial area rather than at specific locations.

### Our actions

This Update contains short term (1 to 2 years) and medium term (3 to 5 years) actions required to help deliver the policies under each policy theme. Implementing this Update will require the collaboration of the State Government, local government, the private and non-profit sectors and individual South Australians.

The process of developing guidelines, codes and standards – as detailed in the actions for the relevant policy themes – will be guided by the principles of the new Community Engagement Charter.

### Other supporting levers

In this Update, there is a strong focus on what can be delivered through land use planning processes, recognising that planning is often just one element in helping to develop liveable, competitive and sustainable places.

Other levers, outside the planning system, need to be pulled to achieve success and where possible the Update seeks to recognise these and the role that they play in this process.

### Measuring our progress

An annual implementation plan and report card will be released to track our progress.

**Figure 1.6 Our policy themes**

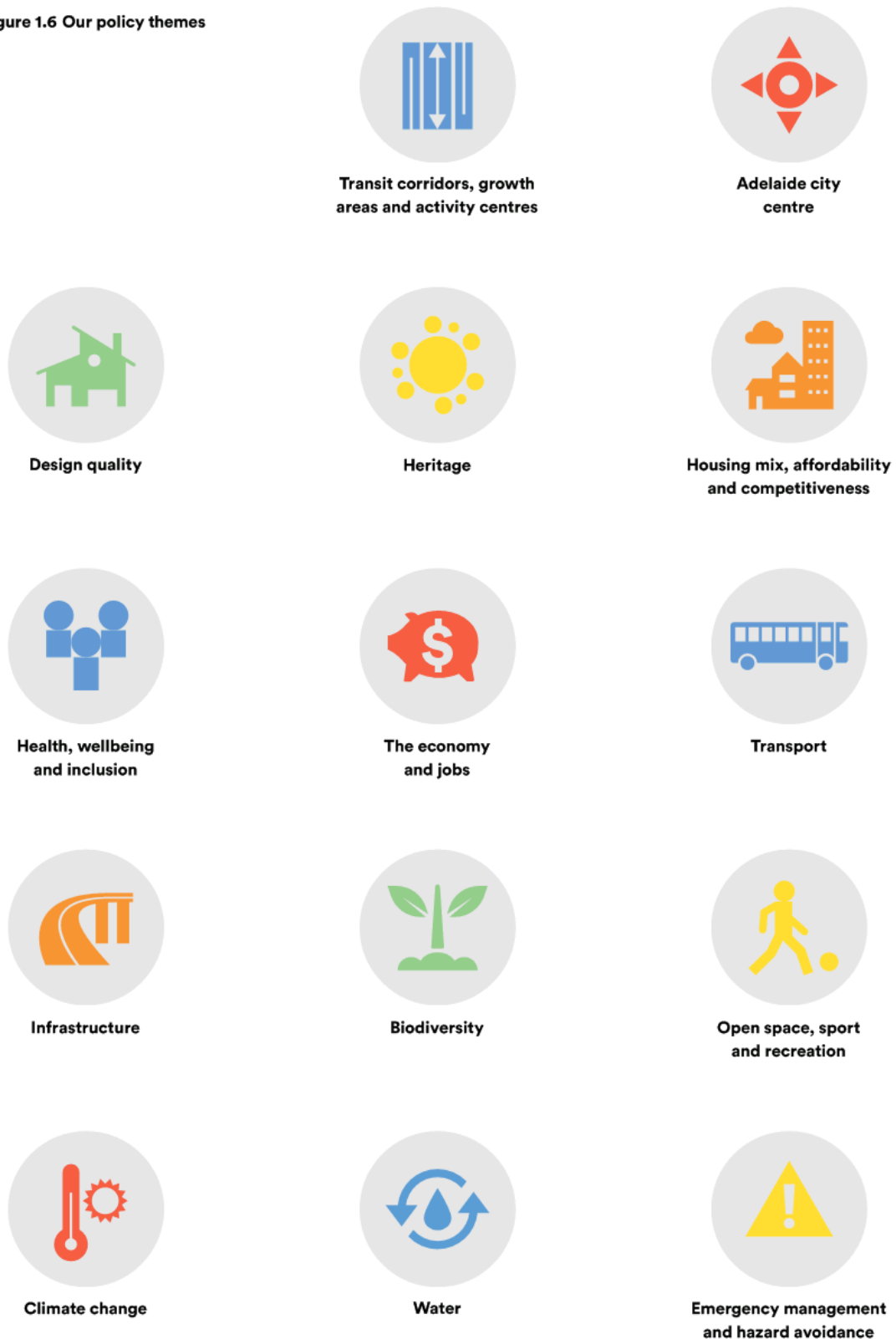
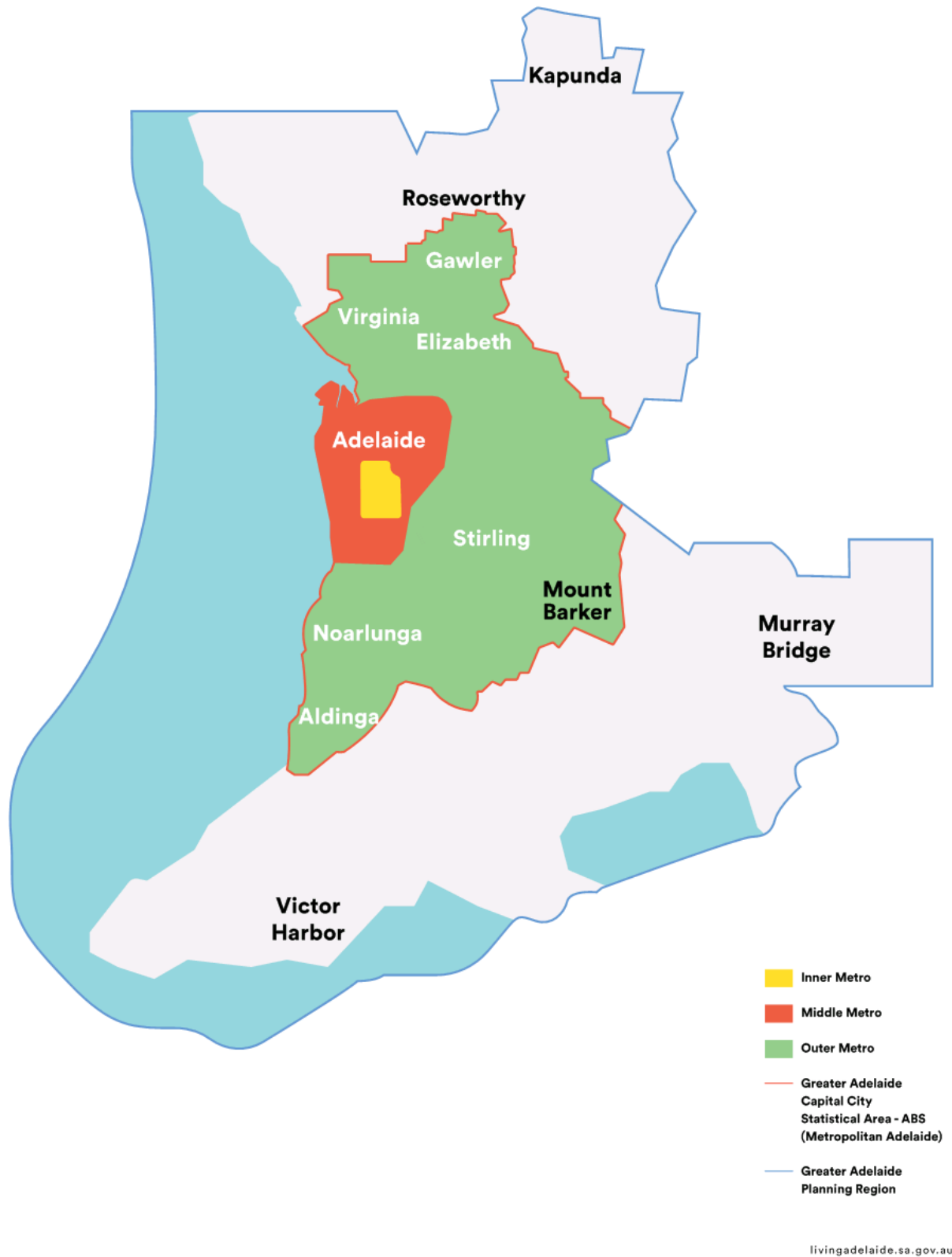


Figure 1.7 Geography used in the targets



# Our targets

These six high level targets will measure our progress on delivering the new urban form and how Greater Adelaide becomes a more liveable, sustainable and competitive place.

Part 3 outlines these targets in detail.

1



## Protecting our resources

85% of all new housing will be built in established urban areas by 2045

### Baseline

70%

### Method

Annual dwelling count data

### Target location/area

Metropolitan Adelaide

4



## Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods by 25% by 2045

### Baseline

Inner: 72%

Middle: 49%

### Method

A multi-criteria analysis (through GIS)

### Target location/area

Inner and Middle Metro Adelaide

2



### Smarter travel

60% of all new housing will be built within close proximity to quality public transport (rail, tram, O'Bahn and bus) by 2045

#### Baseline

41%

#### Method

GIS analysis of dwellings built + proximity to public transit

#### Target location/area

Metropolitan Adelaide

3



### Getting active

Increase the share of work trips made by active transport modes by 25% by 2045

#### Baseline

Inner: 24%

Middle: 14.4%

Outer: 9.1%

#### Method

ABS data

#### Target location/area

Inner, Middle and Outer Metro Adelaide

5



### A green liveable city

Tree canopy cover is increased by 20% by 2045

#### Baseline

21.4%

#### Method

i-Tree Canopy software (survey/ aerial photography)

#### Target location/area

Metropolitan Adelaide

6



### Greater housing choice

Increase housing diversity by 25% to meet changing household needs by 2045

#### Baseline

75% of new dwellings are detached houses

#### Method

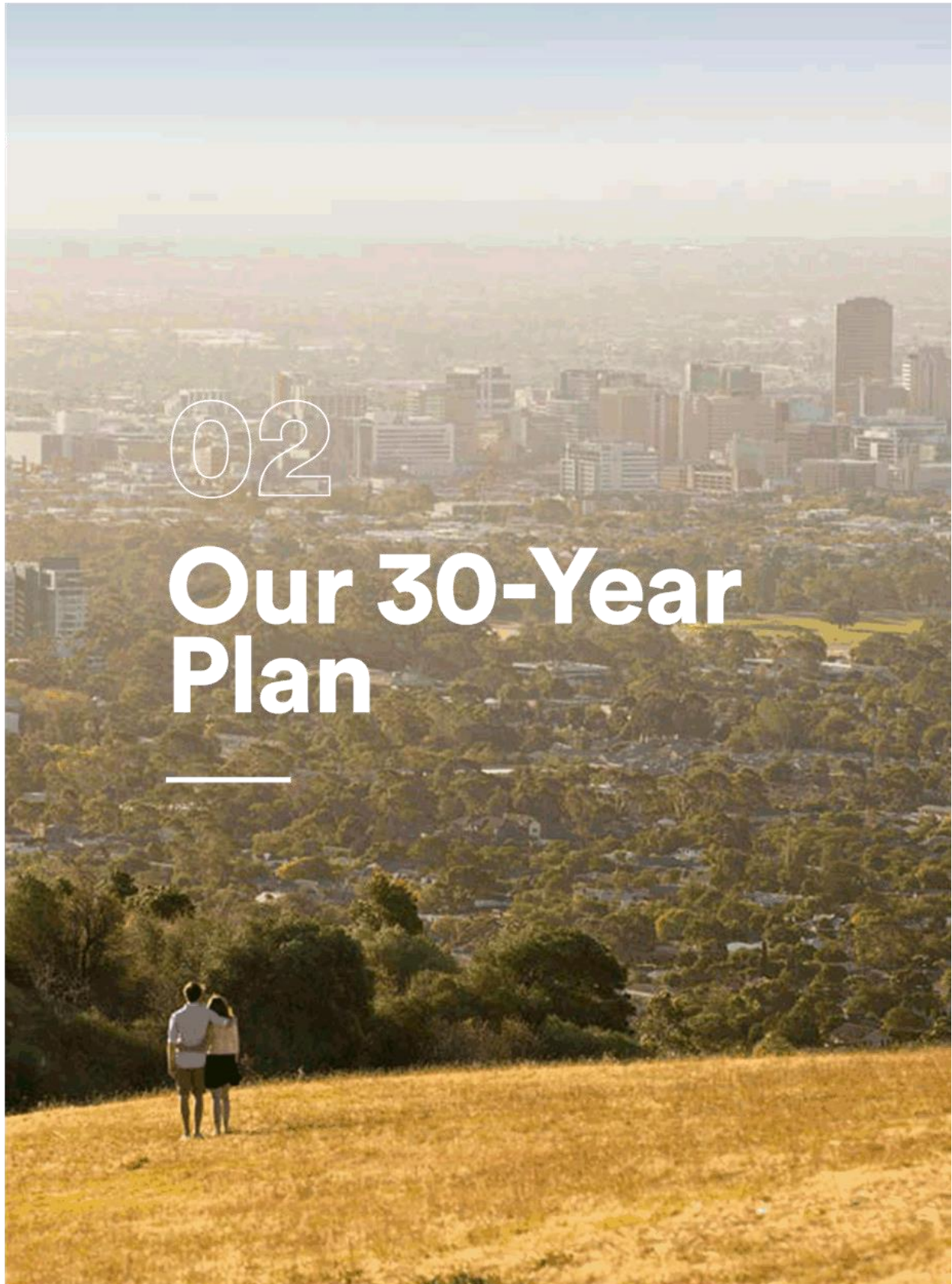
Analysis of dwelling count data (rolling 5 year average)

#### Target location/area

Metropolitan Adelaide

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The policies are high level strategic directions that will guide land use across the Greater Adelaide region until 2045.

Each policy theme is supported by actions that will facilitate the implementation of this plan. Policies with a substantial spatial element are accompanied by maps and explanatory diagrams.

**The 14 policy themes of the Update and their associated initiatives are detailed in this section.**

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## Our policy themes



Transit corridors, growth areas and activity centres



Adelaide city centre



Design quality



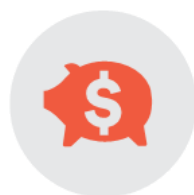
Heritage



Housing mix, affordability and competitiveness



Health, wellbeing and inclusion



The economy and jobs



Transport



Infrastructure



Biodiversity



Open space, sport and recreation



Climate change



Water



Emergency management and hazard avoidance



# Transit corridors, growth areas and activity centres



## Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

## Deliver a new urban form

Greater Adelaide's new urban form will focus jobs and services in accessible locations and provide more housing options close to public transport. The city, mixed-use activity centres and transit corridors will be the focus of renewed activity and will be supported by rejuvenated neighbourhoods linked by integrated public transport systems and cycling networks. Townships and new fringe growth areas will be planned to ensure residents are connected to necessary infrastructure and services.

Metropolitan Adelaide's population density is currently among the lowest in Australia,

with an average of fewer than 1,400 people per square kilometre. This makes it difficult to support investments in new public transport infrastructure with higher service frequencies such as the network of trams (AdeLINK) envisioned in the *Integrated Transport Land Use Plan* (ITLUP). Cities around the world with light rail and/or underground trains have an average population density of at least 3,000 people per km<sup>2</sup> across their metropolitan areas and as a result have higher public transport use.<sup>5</sup>

This can be achieved through a more compact urban form, allowing mixed land use and increased population density to support local new public transport infrastructure, and prioritising walking and cycling infrastructure.



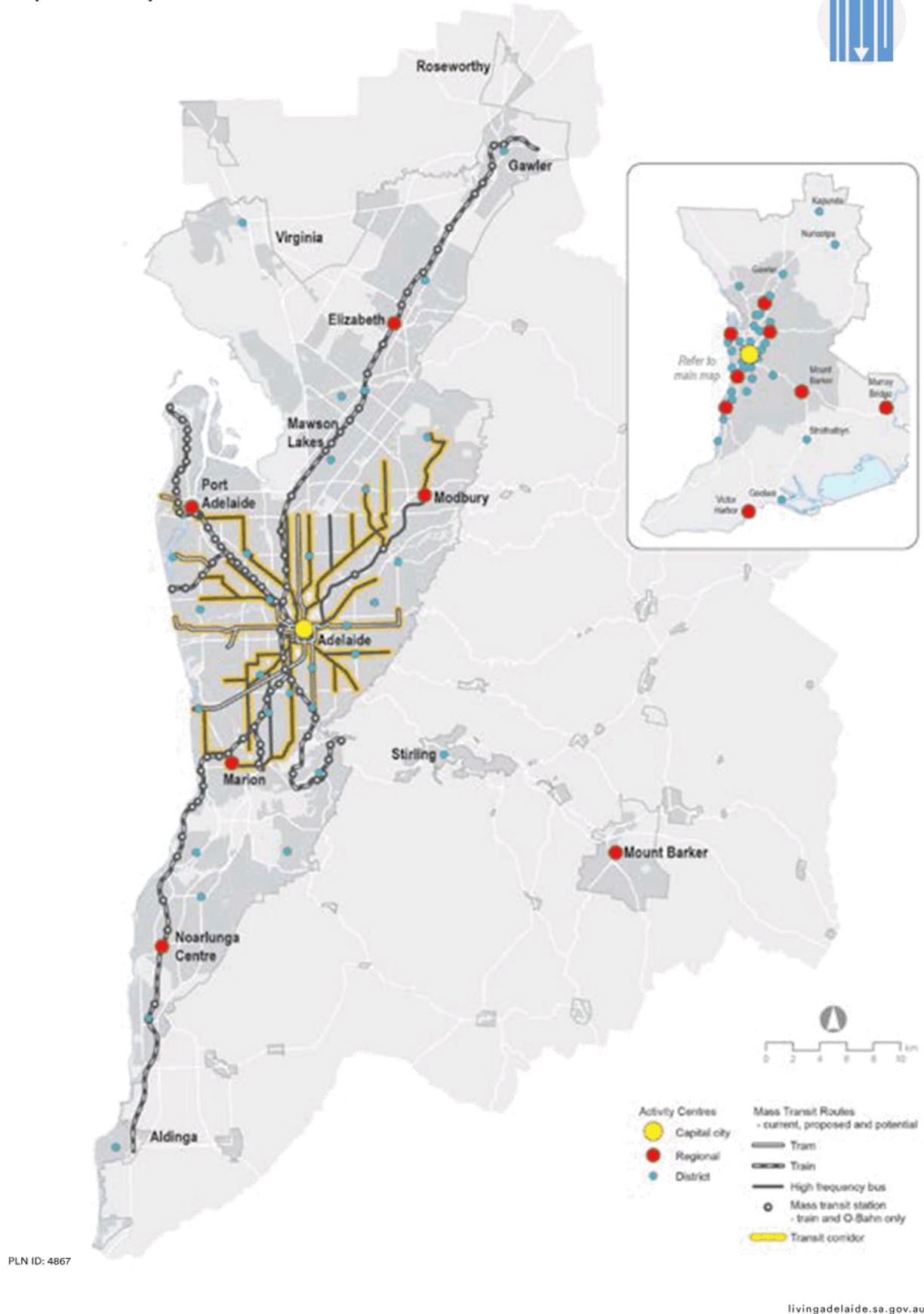
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## Transit corridors, growth areas and activity centres

### Policies

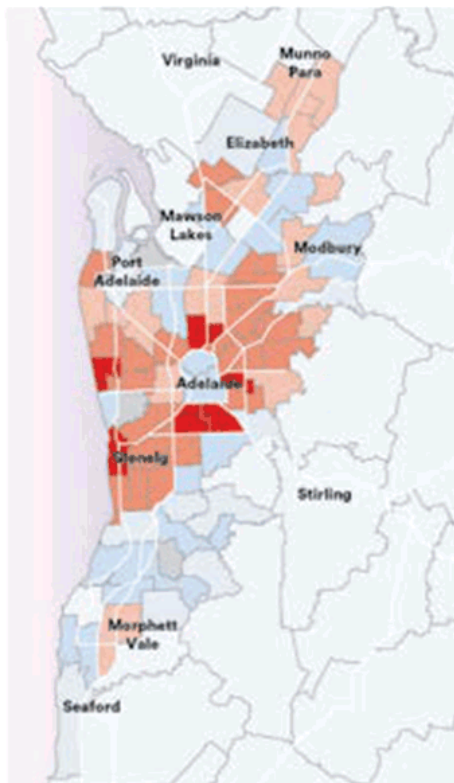
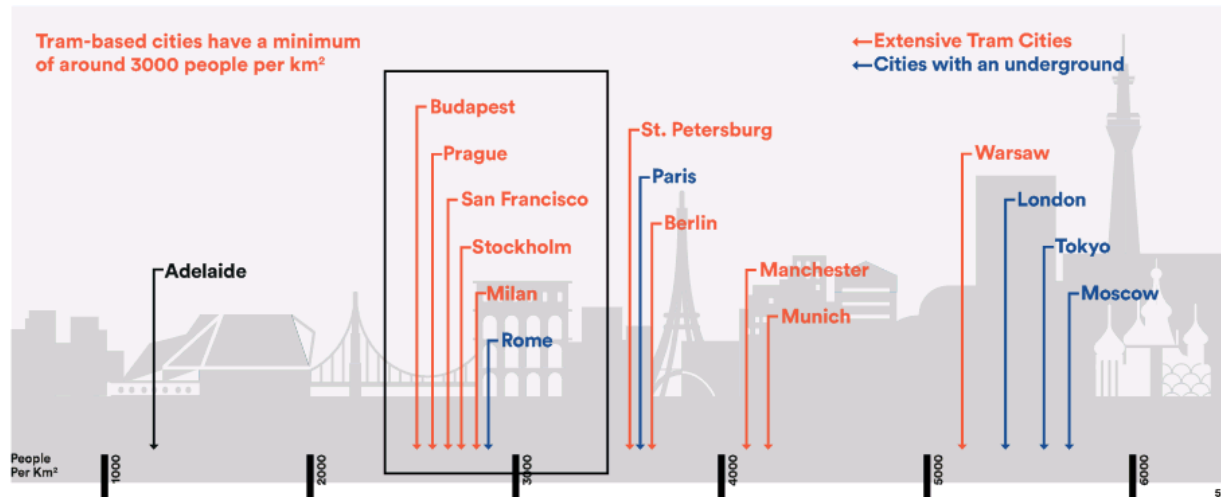
- |  |   |
|--|---|
| <p><b>P1.</b> Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density at strategic locations close to public transport (Map 2).</p>  | <p><b>P7.</b> Locate government services in the higher-order activity centres to support viable clusters of activities and minimise unnecessary car trips.</p>  |
| <p><b>P2.</b> Increase residential and mixed-use development within activity centre and transit corridor catchments to achieve densities required to support public transport use.</p>   | <p><b>P8.</b> Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, economic growth and competitiveness.</p> |
| <p><b>P3.</b> Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</p>   | <p><b>P9.</b> Develop activity centres as vibrant places through a focus on mixed-use activity, main streets and public realm improvements.</p>   |
| <p><b>P4.</b> Ensure that the bulk of new residential development in Greater Adelaide is low to medium-rise development with high-rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards and other strategic locations where the interface with lower rise areas can be managed.</p> | <p><b>P10.</b> Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants.</p>   |
| <p><b>P5.</b> Encourage medium rise development along key transport corridors, within activity centres and urban renewal areas that support public transport use.</p>  | <p><b>P11.</b> Ensure new urban fringe growth occurs only within designated urban areas and township boundaries, outside the Environment and Food Production Areas, as shown on Map 3.</p>  |
| <p><b>P6.</b> Promote urban renewal opportunities and maximise the use of government owned land to achieve higher densities along transit corridors.</p>   | <p><b>P12.</b> Ensure, where possible, that new growth areas on the metropolitan Adelaide fringe and in townships are connected to and make efficient use of existing infrastructure, discouraging "leapfrog" urban development.</p>                                |

Map 2 — Activity centres and mass transit routes



## Transit corridors, growth areas and activity centres

Density - people per km<sup>2</sup>

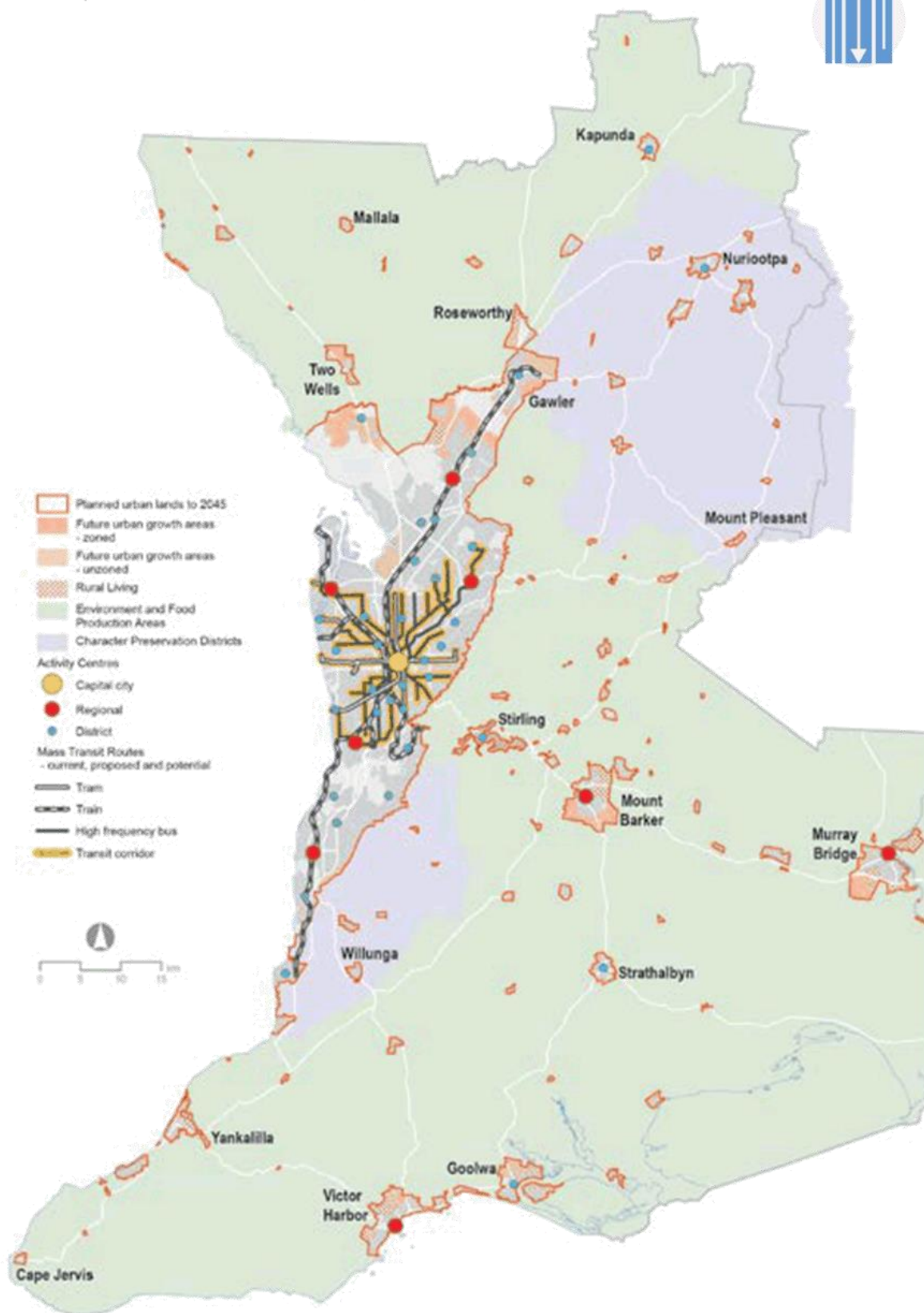


**We have abundant opportunities to increase population density to support transit. Our densest suburbs are some of our most desirable, liveable and vibrant.**



PLN ID: 5052



**Map 3 — Designated urban areas and township boundaries**

PLN ID: 4875

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## Transit corridors, growth areas and activity centres

### Making it happen - the planning system

#### In the short term

**A1.** Undertake local area planning for strategic transit corridors, activity centres and growth areas that implements the strategic directions of the Plan, including:

- identification of how individual areas can contribute to the overall Greater Adelaide growth scenario
- identification of opportunities to implement the dwelling density guidelines that support economic vitality of public transport and activity centres and walkable neighbourhoods.
- linking development to supporting infrastructure investment and public realm improvements.
- managing interfaces with existing land uses.

**A2.** Prepare an urban renewal zone (for inclusion in the Planning and Design Code) that includes key policies required for new infill to be sensitively interfaced with existing suburbs.

#### Other key levers to unlock opportunity

##### Deliver new public transport infrastructure through:

- \$4 million investment into the planning of the future extended AdeLINK tram network.
- \$160 million investment into the O-Bahn City Access project which will extend the O-Bahn guided bus way from Hackney Road into the cross-city priority bus lanes on Grenfell Street.
- \$55 million investment to extend the tram network along North Terrace to the Old Royal Adelaide site.

# Adelaide City centre



## Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

5 Target 5

6 Target 6

## Reinforce and enhance Adelaide's reputation as a liveable and vibrant place

Adelaide City is the heart of our state's civic, cultural and commercial life and we aim to have more people living, working, visiting and investing in our Capital. Creating liveable, vibrant, sustainable and accessible places is a key competitive advantage for attracting and retaining talented people and investment. We need to build on our significant international success to date.

Well planned growth will reinforce the unique qualities that make our Capital accessible, liveable and affordable. Trams will loop the CBD and link into inner-city suburbs. Pedestrian friendly streets will

support universal access and be walked safely any time, day and night. City squares and laneways will be alive with people of all ages, enjoying public art, live music and diverse opportunities for entertainment.

Enhancing our Park Lands will support the envisioned increased population and higher density living in the city, providing greater diversity in recreational, cultural and social activities. The Park Lands will also function as a key connection for walking and cycling routes.

The revitalisation of the iconic Adelaide Riverbank will become home to world-class facilities and position the precinct as one of Adelaide's premier destinations for recreation, learning, entertainment and culture. It will be supported by improved pedestrian and cycle connections to better integrate it with the City and its surrounds.



## Economic priority target 8:

By 2017, increase the number of people living in the city from 22,000 to 30,000 (on the way to our 2024 target of 50,000) <sup>6</sup>

## Adelaide City centre

### Policies

- P13.** Maintain the primacy of the Adelaide City centre as the cultural, entertainment and economic focus of Greater Adelaide, enhancing its role as the centre for peak legal, financial and banking services, specialty health and medical, educational, the arts and high-quality specialty retail.
- P14.** Strengthen the overall built form of the city characterised by a grid pattern of streets and squares, contrasting with the organic form of the Adelaide Park Lands.
- P15.** Deliver an overall city form that expresses taller buildings within the centre, lowering towards the southern residential precincts with some additional height along the terraces and around the four city squares.
- P16.** Reinforce key city boulevards, such as King William, Grote and Wakefield Streets through taller contemporary buildings that create a sense of entry and frame these important streets.
- P17.** Reinforce the special character of the main streets of Gouger Street, Hindley Street, Rundle Street and Hutt Street through contextual design responses that increase activity and vibrancy while also preserving the elements that make these places special.
- P18.** Create vibrant and distinctive laneways, each with their own individual character, with small bars, restaurants, shops and cafes that contribute to city vibrancy.
- P19.** Reinforce the inner and outer frame of the Park Land Terraces by encouraging quality medium to high-rise mixed-use developments that increase the diversity of housing while also contributing to, and activating the public realm.
- P20.** Continue to develop the Riverbank Precinct as a world-renowned health, educational and biomedical precinct with strong connections to the city centre, while also reinforcing North Terrace as a premier cultural boulevard with a new vibrant public plaza that will be the heart of entertainment and cultural events.
- P21.** Increase the amount and diversity of residential accommodation in the city to support a variety of household types for a wide range of age and income groups including students, professionals and the aged.
- P22.** Sustain the heritage, character and scale of the valued residential precincts of North Adelaide and the south-east and south-west corners with contextually appropriate development that contributes to a growing population and provides services to the community.
- P23.** Reinforce the role of the Park Lands as a major recreational, sporting, tourism, natural and open-space asset destination for the city and metropolitan Adelaide that connects the city to the suburbs.
- P24.** Enhance the city's street network to support the intensity and complexity of people movement, business and community activity, as to provide great 'people places' befitting Adelaide's heart.





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## Adelaide City centre

### Case Study: Bringing it all together – a Vibrant City

Good planning has an important role to play in shaping the urban form. However, it is when planning comes together with a range of strategic initiatives that real change happens. Our city is an example of where policy, legislation, investment and place making has come together to see significant change.

In 2012, a new policy framework was introduced for the city. It was designed to stimulate investment and new housing, support infrastructure investment, generate jobs and attract more people to live, work, spend time and invest in Adelaide. In addition, a Pre-lodgement and Design Review program was introduced in 2013 to work collaboratively with proponents to get

the best planning and design outcomes and to provide progressive certainty to developers.

The new planning reform program was also supported by significant investment in infrastructure projects such as the new Royal Adelaide Hospital, Adelaide Oval, Convention Centre, South Australian Health and Medical Research Institute and revitalisation of Festival Plaza, among other projects. At the same time, the small venue liquor licence has been successfully introduced and stamp duty concessions for off-the-plan sales have also contributed to significant growth in development applications which is now starting to translate into building activity.

#### What's changed?

South Australia's small venue liquor licence has rejuvenated a number of city laneways and a new small bar scene is emerging in the CBD. Since the new licences were introduced in April 2013, 68 new businesses have opened, equating to over \$65 million in capital investment and over 800 new jobs. Peel Street has transformed from a primarily vacant through road to Adelaide's hottest new 'eat street', with seven small licensed venues and an eighth to open in the street before the end of 2016. Bank Street has also been transformed, with foot

traffic from the redeveloped Adelaide Oval using this laneway on game days averaging 21,000 people.

The redeveloped Adelaide Oval and Riverbank Precinct is encouraging private investment, construction and flow-on hospitality jobs. The Adelaide Oval redevelopment is expected to generate upwards of \$111 million in economic activity per year, and create 405 new full-time jobs\*. The Blue Hive event space has reinvigorated the previously underutilised Riverbank Promenade, hosting more than

30 events for 20,000 people and giving 124 businesses a chance to showcase their products and services.<sup>7</sup>

Private sector investment is also on the increase. Apartment sales are up and so is construction in the residential market. The city skyline is changing with a number of new projects transforming the built environment of North Terrace and South Terrace.

Planning reforms  
introduced in:

**2012  
2013**

Unlocked more than:

**122**

Potential projects

To the value of:

**\$4.08  
billion**

\* As of June 2016.





## Case Study: City streets and laneways upgrade – Market to Riverbank Link

The Government of South Australia and Adelaide City Council have committed to a joint investment of \$14.6 million to transform the network of small streets and laneways between the Adelaide Riverbank and Adelaide Central Market.

This partnership is a natural result of the successful Leigh Street demonstration project, launched in July 2012 as part of the government's Vibrant City agenda with the support of council.

The upgrade project encompasses Bank Street, Leigh Street, Topham Mall, Bentham Street and Pitt Street and will create an

exciting and vibrant pedestrian and cycling connection between the Adelaide Central Market and Adelaide Riverbank for the 15,000 people who pass through these laneways daily.

The 'Market to Riverbank Link' will feature upgraded intersections, new paving, lighting, trees, landscaping, street furniture and public art. Capital works are expected to start in early 2017 and be completed in 2018.



Conceptual illustration only

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## Adelaide City centre

### Making it happen - the planning system

#### In the short term

- A3.** Introduce appropriate zoning for the old Royal Adelaide Hospital site that stimulates investment in the east end of Adelaide, grows the city population and ensures an appropriate interface with the Adelaide Botanic Gardens.
- A4.** Prepare a master plan/framework for the remainder of the biomedical precinct to guide future investment and ensure legible connections are identified and maintained, and that a quality public realm is provided.
- A5.** State Government to invest \$20 million over four years to deliver demonstration projects in the Park Lands that support increased population, provide for a range of activities and link the city to the suburbs.

#### In the medium term

- A6.** Deliver the remaining stages of North Terrace Master Plan, with a priority on the western end to service the increased population generated by the Biomedical Precinct, to reinforce its status as Adelaide's premier cultural boulevard and a consistent link between our significant cultural, educational and institutional facilities.

#### Other key levers to unlock opportunity

- **Deliver public realm improvements:**
  - State Government to redevelop Festival Plaza to make it an engaging and accessible space for all to enjoy.
  - Adelaide City Council to deliver the southern half of the Victoria Square/Tarndanyangga redevelopment.
- **Prioritise street improvements** - that increase greening, encourage walking and cycling to support active travel choices and enrich people's city experience, in line with Council's Smart Move Strategy and the Adelaide Design Manual.
- **Deliver streetscape improvements**
  - State Government and Adelaide City Council to invest \$14.6 million to create a high quality pedestrian link from the Riverbank to Adelaide Central Markets (through landscaping, more outdoor dining, and street furniture).

# Design quality



## Relevant Targets

1 Target 1

2 Target 2

6 Target 6

## Facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods

As the face of Greater Adelaide changes, with a greater focus on urban infill, it will be important to ensure new development in existing suburbs is undertaken sensitively. The planning system will facilitate the development of neighbourhoods that reflect local identity and supports decision-making that builds local character.

Well-designed new development will help to activate open space, contribute to the streetscapes and facilitate the creation of new products for the market.

The enhancement of the supporting neighbourhood infrastructure, such as streetscapes and local parks should be part of any new major development. A quality public realm not only contributes to quality of life and wellbeing, but also builds community pride and attracts investment and economic development.

Our competitiveness will be further strengthened by encouraging high quality and innovative design that create beautiful buildings and public places. New or redeveloped precincts will have unique characters, with an urban form that build on the distinctive character and valued heritage of Adelaide's existing neighbourhoods. New and revitalised public spaces will be vibrant gathering places for our population, with active edges and managed events programs supported by innovative, adaptable infrastructure.



Harts Mill Surrounds

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## Design quality

## Policies

- |  |  |
|--|--|
| <p><b>P25.</b> Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that support the community.</p>  | <p><b>P29.</b> Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and providing active interfaces with streets and public open spaces.</p> |
| <p><b>P26.</b> Develop and promote a distinctive and innovative range of building typologies for residential housing, which respond to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.</p> | <p><b>P30.</b> Support the characteristics and identities of different neighbourhoods, suburbs and precincts by development which adequately considers context, location and place.</p>                              |
| <p><b>P27.</b> Provide for transitions between higher density and multi-storey, mixed-use development in activity centres, corridors and existing detached housing precincts.</p>  | <p><b>P31.</b> Recognise the unique character of areas by identifying the valued physical attributes of particular neighbourhoods.</p>   |
| <p><b>P28.</b> Promote permeable, safe, attractive, accessible and connected networks of streets in new growth areas and infill redevelopment areas to encourage walking and cycling and green infrastructure.</p>   |  |



Woodville West

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## Design quality

### Supporting design excellence

South Australia's Design Review Program, which is led by the Government Architect, offers independent and impartial advice on the design quality of proposed construction projects and supports design excellence in our state.

The following applications are referred to the Government Architect and are eligible to participate in the Design Review Program:

- proposals over \$10 million in Adelaide City
- proposals over 4 storeys in an Urban Corridor Zone in Inner Metropolitan Adelaide
- proposals over \$3 million in the Port Adelaide Regional Centre Zone.



Verde Living apartments, Kent Town

**How do we best identify, respect and enhance neighbourhood character? This is different from heritage conservation. How can good design conserve what we value as a community while maximising opportunities to develop our new significant character of the future?**

---



## Case Study: Good design

To ensure that the transition to higher density neighbourhoods is delivered with principles of good design at the forefront of decision making, the State Government is developing residential design guidelines to assist designers, developers and planners in the preparation and assessment of developments.

Good design is more than whether or not a building looks nice. Appearance is important, but many other factors also influence the success of a place. A well designed place reflects the values and needs of its users and makes a positive contribution to its physical and cultural context.

In higher density housing, good design relates to:

- **Appearance** - the aesthetics of buildings and their relationship to their physical setting;

- **Amenity** - how a development contributes to the wellbeing and enjoyment of its users and the wider community;
- **Performance** - how well the development operates and performs environmentally, socially, and economically.

Not everyone will like the same things, but considering design against a set of principles and supporting objectives that clearly state what a development should set out to achieve, enables the quality of proposals and places to be objectively assessed.

Importantly, the guidelines will provide specific decision guidance to assist the assessment process.



**Bowden development**

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## Design quality

### Making it happen - the planning system

#### In the short term

- A7.** Release design guidelines that showcase how medium density urban development can help create desirable neighbourhoods and streetscapes, particularly in local heritage and character areas.
- A8.** Reinforce and expand the role of the design review process for strategic urban infill and other priority developments.
- A9.** Explore opportunities to review local heritage listing processes within a more integrated strategic framework.
- A10.** Ensure that local area plans adequately manage interface issues in the local context and identify the appropriate locations for:
  - medium and high rise buildings
  - sensitive infill and areas of protection
  - where there should be minimum and maximum height limits.

#### In the medium term

- A11.** Identify and develop partnership models between the State Government, councils and businesses that will boost involvement in public realm improvements in activity centres and main streets.

#### Other key levers to unlock opportunity

- Promote the Office for Design and Architecture's 3D Adelaide City Model - as a communications tool for showing how new policies and development will impact the city.
- Use the Streets for People Compendium for South Australian Practice - to make the design and approval of innovative walking and cycling friendly streets easier.

# Heritage



## Relevant Targets

### 6 Target 6

## Protect and recognise our heritage

The Update will continue to recognise the importance of the sense of place and identity that our communities value.

Cultural heritage is an important part of Greater Adelaide's fabric and the adaptive reuse of underutilised heritage buildings plays a key role in revitalising key precincts

that are reflective of our cultural values and reinforce our sense of place.

Adapting heritage places amounts to substantial environmental and financial savings in embodied energy, by avoiding the creation of waste and the need for replacing building materials. It also provides opportunities to assist local economies through employment and ensures that historic buildings continue to provide a sense of place for current and future generations.



Peel Street, Adelaide

[livingadelaide.sa.gov.au](http://livingadelaide.sa.gov.au)

## Heritage

## Policies

- P32.** Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.
- P33.** Ensure local heritage places and areas of heritage value are appropriately identified and their conservation promoted.
- P34.** Promote economic development through the provision of quality public spaces and encourage the innovative reuse of heritage places and older building stock that encourages activity and entices people to visit.







## Case Study: Wharf 10

Port Adelaide is rich in architectural influence and the *Old Port: Port Adelaide Precinct Plan* is a great opportunity to develop the area in a way that captures the historical shipping and industrial harbour into a contemporary mixed use urban area. This redevelopment will build on, reinterpret and reinforce the character of the Port Adelaide.

Wharf 10 is an approved new development in Port Adelaide which utilises shipping container type modules. This design technique connects Dock 10 to the cultural and historical identity of its location. By homogenizing the module formation of the facade, relief is given to the surrounding heritage buildings.



Artistic impression: Wharf 10, Port Adelaide

## Heritage

### Making it happen - the planning system

#### In the short term

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- P35.** Explore opportunities to review local heritage listing processes within a more integrated strategic framework.
- P36.** Work with the traditional owners to identify and protect sites and areas of significance to Aboriginal heritage and culture and where appropriate, incorporate identified sites into Regional and other plans.

# Housing mix, affordability and competitiveness



## Relevant Targets

1 Target 1

2 Target 2

6 Target 6

## Provide affordable and diverse housing choices for our different household types and lifestyles

Historically, the growth of Adelaide's suburbs and satellite townships has helped to deliver an affordable lifestyle and support jobs growth. Evidence is now emerging that overreliance on this model of growth will not serve our State well in the future.

Continuing urban sprawl is likely to come with real long-term costs for the community. It increases congestion, adds to cost of living pressures for new homebuyers and young families and leaves a hefty infrastructure bill for families.

It is vitally important that new development occurs primarily within our

existing urban footprint. This will help create opportunities for housing choice, reduce costs to new homebuyers, limit urban sprawl and reduce the burden on taxpayers for future infrastructure.

Greater Adelaide's competitive advantage as one of the most affordable and liveable places in Australia, based on actual housing costs and the associated costs of transport and access to services, must be maintained. Historically Greater Adelaide has been dominated by detached housing on large pieces of land and at the other end by multi-level apartment buildings. However, there are many other housing types ('Missing Middle') that could offer affordable, well designed and well located options for our changing demographics and household types.

There must be a strong focus on diverse housing options that are universally designed, affordable, support 'ageing in place' and reflect the changing needs of our community.



Lightsview

[livingadelaide.sa.gov.au](http://livingadelaide.sa.gov.au)



## We need new models of housing

To provide choice for our different households types, life stages and lifestyle choices

1. 'Next Gen' Granny Flat



2 Courtyard



3. Fonzie



4. 'Next Gen' Six Pack



5. Row Terrace





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## Housing mix, affordability and competitiveness

### Policies

- 
- |  |   |   |
|--|---|---|
| <p><b>P37.</b> Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</p>   | <p><b>P39.</b> Explore the evolution of existing housing in local heritage areas to provide ancillary residences, encouraging ageing in place and enabling the release of equity to owners whilst protecting heritage values.</p>   | <p><b>P43.</b> Provide for the integration of affordable housing with other housing to help build social capital.</p>   |
| <p><b>P38.</b> Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</p> <ul style="list-style-type: none"> <li>• student housing</li> <li>• ancillary dwellings such as granny flats, laneway and mews housing</li> <li>• dependent accommodation such as nursing homes</li> <li>• assisted living accommodation</li> <li>• aged-specific accommodation such as retirement villages</li> <li>• small lot housing types.</li> </ul> | <p><b>P40.</b> Promote universal and adaptable housing principles in new housing stock to support changing needs over a life-time and for those who are less mobile.</p> <p><b>P41.</b> Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.</p> <p><b>P42.</b> Renew neighbourhoods that have high concentrations of old public housing to improve housing stock, increase the diversity of housing options and tenures, and catalyse private investment.</p> | <p><b>P44.</b> Increase the supply of affordable housing through provision of 15 per cent Affordable Housing in all new significant developments.</p> <p><b>P45.</b> Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (being at least a 15 year period).</p> |



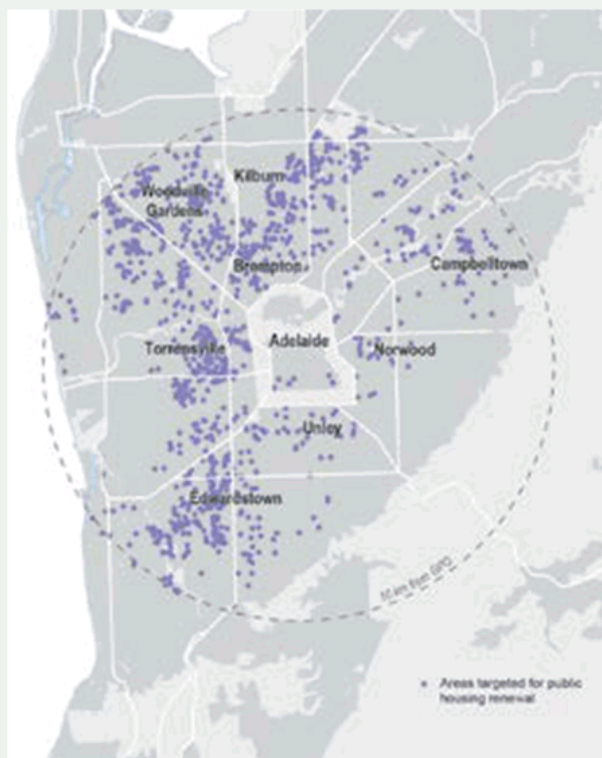
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## Housing mix, affordability and competitiveness

### Case Study: Renewing our Streets and Suburbs program

The Renewing our Streets and Suburbs program will renew all old South Australian Housing Trust homes. This will:

- Support housing growth in existing suburbs, close to schools, hospitals and other services to create healthy, affordable and liveable neighbourhoods.
- Provide tenants with more involvement and better, more suitable housing.
- Focus new affordable housing opportunities on areas close to services, facilities and employment.
- Improve processes for supporting the growth of the community housing sector.
- Provide certainty for not-for-profit organisations and local government on opportunities to increase the supply of affordable and diverse housing.



**Renewing our Streets and Suburbs program will stimulate significant on-going investment and support hundreds of jobs in the housing and property industries.**

“

Up to 4500 old Housing Trust dwellings within 10 kilometres of the CBD will be renewed by 2020.

All Housing Trust dwellings built before 1968 will be targeted for renewal over the next 15 years.

”





## Case Study: Playford Alive Town Life Living project

Playford Alive is a major urban renewal project, encompassing approximately 1000 hectares, that is transforming Adelaide's outer northern suburbs.

The Playford Alive Town Life Living project is helping to deliver diverse housing options that meet the needs of the local community. A 2011 ABS census data showed that 25 per cent of

Playford households were single person households but that only 12 per cent of available dwellings were 1 to 2 bedrooms.

Playford Alive represents Renewal SA's determination to broaden the range of affordable new housing options for single-person and small households in these suburbs.



Artistic impression: Playford Alive

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## Housing mix, affordability and competitiveness

### Making it happen - the planning system

#### In the short term

**A12.** Provide mechanisms to support the development of larger sites to regenerate neighbourhoods, including:

- developing a model (in collaboration with councils and developers) for providing incentives for landowners to amalgamate neighbouring sites
- preparing guidelines on options and incentives for the renewal of larger sites to increase development yield in return for contributions to the local neighbourhood.

**A13.** Deliver flagship projects where government leads by example in creating world-class liveable places.

**A14.** Monitor the consumption of residential and employment land use and urban development trends and report yearly.

**A15.** Explore the evolution of existing housing in local heritage areas to provide ancillary residences, enabling ageing in place and the release of equity to owners whilst protecting heritage values.

**A16.** Develop Planning and Design Code policies that facilitate opportunities for diverse, well-designed housing and simplify the assessment pathways.

**A17.** Enable existing mechanisms and facilitate the development of new tools to support the delivery of affordable housing in State Government legislation and regulations, as well as the Planning and Design Code.

#### Other key levers to unlock opportunity

- Implement the Renewing Our Streets and Suburbs Program - to replace old South Australian Housing Trust homes with up to 4,500 new homes in the next 15 years.
- Investigate better integration of affordable housing levers - including planning, financing, infrastructure, land supply industry capacity and market demonstration.

# Health, wellbeing and inclusion



## Relevant Targets

2 Target 2

3 Target 3

4 Target 4

5 Target 5

## Create healthy neighbourhoods that promote cycling, walking and public life

Healthy, walkable neighbourhoods are places where people can afford to live, learn, work and play. They offer a wide range of services that can easily be reached on foot or by bicycle, including schools, health care, shops, parks, sports facilities and public transport. They also provide streets and public spaces which support diverse and vibrant public life, biodiversity and physical activity opportunities. They connect people with nature, support social interaction, are multi-functional and will better meet active and healthy lifestyles as

Adelaide's new and more compact urban form evolves. Healthy neighbourhoods also have access to affordable and diverse housing options which meet Greater Adelaide's different household and family structures.

Creating compact mixed use communities ('the new urban form') is essential to supporting increased walking, cycling and public transport uptake. Higher residential densities are needed to create vibrant neighbourhoods by ensuring that there are enough people to support local shops, services, new public transport and community facilities within walking distance. The better integration of transport and land use planning is a critical component of this.



Bonython Park

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## Health, wellbeing and inclusion

### Policies

- |   |  |   |
|---|--|---|
| <p><b>P46.</b> Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods with:</p> <ul style="list-style-type: none"> <li>• diverse housing options that support affordability</li> <li>• access to local shops, community services and facilities</li> <li>• access to fresh food and a range of food services</li> <li>• safe cycling and pedestrian friendly streets that are tree lined for comfort and amenity</li> <li>• diverse areas of quality public open space (including local parks, community gardens and playgrounds)</li> <li>• sporting and recreation facilities</li> <li>• walkable connections to public transport and community infrastructure.</li> </ul> | <p><b>P47.</b> Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.</p> <p><b>P48.</b> Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</p> <p><b>P49.</b> Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas), such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.</p> | <p><b>P50.</b> Facilitate and support the value of local ownership by supporting communities and businesses to help shape and look after their local open space and streetscapes.</p> <p><b>P51.</b> Support a diverse range of cultural initiatives, such as public art, to stimulate revitalisation of communities and social cohesion.</p> <p><b>P52.</b> Encourage the integration of green infrastructure in the public and private realm to support positive physical, mental and social health outcomes.</p> |
|---|--|---|



## Healthy neighbourhoods provide



Examples of elements that contribute to a healthy place to live.

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## Health, wellbeing and inclusion

### Making it happen - the planning system

#### In the short term

- A18.** State and local government to develop design standards for public realm and infrastructure to support well-designed, liveable neighbourhoods.
- A19.** Prioritise Planning and Development Fund grants for improved access to quality public realm (such as playgrounds, linear paths and new open space purchases) at strategic locations.

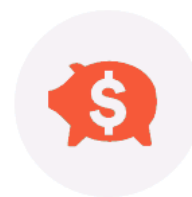
#### In the medium term

- A20.** Reform policies for the public realm, in collaboration with local government, including developing a state-wide streetscape framework which outlines the process for identifying and agreeing (using the 'link and place' methodology) on priority projects for streetscape improvements.
- A21.** Develop guidelines to encourage broad community involvement in the design, maintenance and progressive enhancement of the public realm through engagement and participation.

#### Other key levers to unlock opportunity

- Deliver the State Public Health Plan - through collaborative action between State and local government to increase opportunities for active living.
- Undertake community programs to encourage sustainable travel behaviour change - for example the Way2Go School Program, TravelSMART Households, Way2Go Bike Ed Program, Living Neighbourhoods Program and Residents to Win Grants Program.
- Support Nature Play SA - to make unstructured outdoor play in nature (in public open space) an everyday part of childhood.

# The economy and jobs



## Relevant Targets

1 Target 1

2 Target 2

4 Target 4

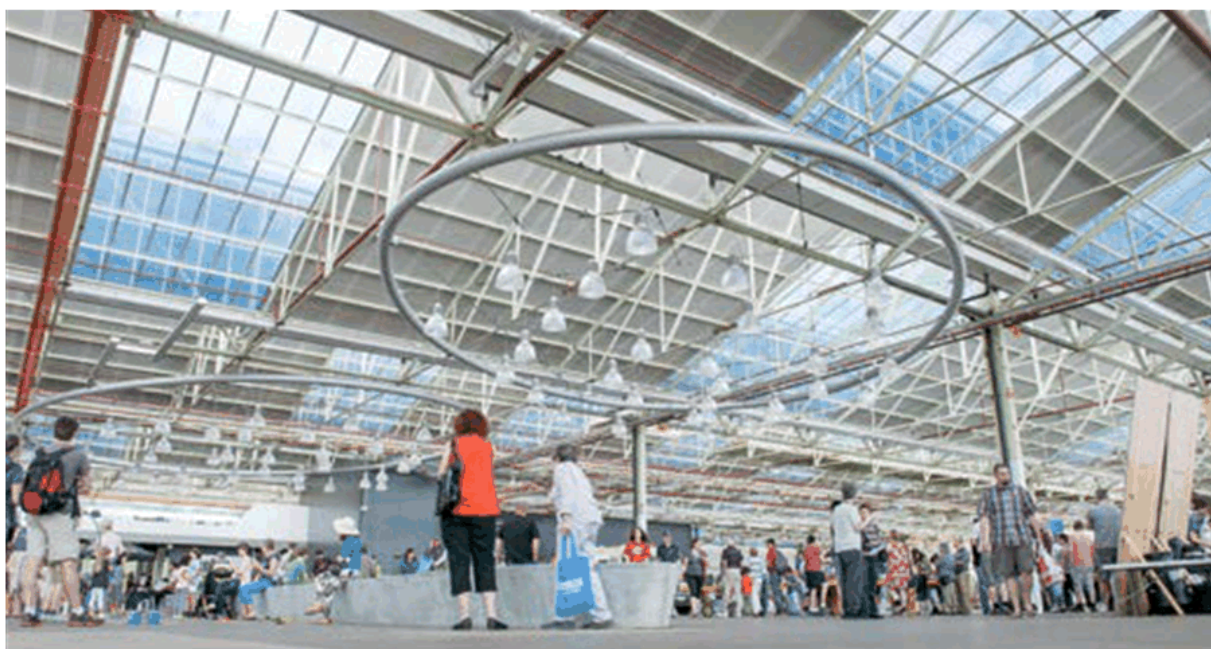
## Support economic development and unlocking investment

Greater Adelaide is South Australia's engine room, contributing more than 80% of Gross State Product.<sup>8</sup> The patterns of production and employment are changing, with the services, information and communications technology, and retail and commercial sectors replacing manufacturing as key economic drivers. The structure of our city and its transport system will need to respond to these changes.

Knowledge-intensive activities predominantly agglomerate in the city and to a lesser extent in other employment centres. This means that our employment areas need to be more flexible, we need to locate more housing in close proximity to the city and activity centres, and better utilise public

transport connections to link people with jobs. There has been substantial growth in new industries such as renewable energy, education and clean technology. There is also enormous potential for our premium food and wine production to grow. To enable this, we need to create conditions that better support primary production and related agri-business investment and development.

The planning system has an integral role in enabling private-sector planning decisions in relation to commercial, retail and industrial development and therefore can influence economic outcomes and employment growth. For Adelaide to be competitive in a global economy we must stimulate this new economy by removing unnecessary red tape to business growth, accelerating approvals processes and ensuring that regulations support opportunity.



Tonsley Innovation District

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## The economy and jobs

### Policies

**P53.** Promote certainty to undertake development while at the same time providing scope for innovation.

**P54.** Ensure that there are suitable land supplies for the retail, commercial and industrial sectors.

#### Primary production

**P55.** Maintain and protect primary production and tourism assets in the Environment and Food Production Areas, while allowing for appropriate value-adding activities to increase investment opportunities (Refer to Map 5).

**P56.** Ensure that the Environment and Food Production Areas, Character Protection Districts and planning policies work in an integrated way to:

- a. protect key primary production assets and opportunities
- b. facilitate local operating and investment conditions that support primary production and related agri-business development
- c. enable timely farm-business adjustment and climate change adaptation by primary producers.

**P57.** Enable major new primary production and agri-business development across the Northern Adelaide and Barossa regions and in the Mount Barker-Murray Bridge corridor, and prevent adhoc land use changes that may compromise those investments.

**P58.** Ensure land use planning in and around the Virginia horticulture district aligns with projects for industry growth and revitalisation anticipated by the Northern Economic Plan.

**P59.** Increase opportunities for farm-related value-adding development within the Mount Lofty Ranges Watershed where it can be demonstrated that water quality can be maintained or improved, consistent with the EPA water quality risk hierarchy.

**P60.** Manage the interface between townships and adjacent primary production activities and areas of nature protection.

#### Tourism

**P61.** Provide for sustainable tourism development across Greater Adelaide by:

- protecting, enhancing and promoting the qualities that attract tourism and are of value to the whole community
- providing appropriate support infrastructure for tourism
- facilitating sustainably designed tourism accommodation in suitable locations
- facilitating tourism-related developments, such as restaurants, speciality retail accommodation and other value adding activities.



### Mining and resources

**P62.** Protect existing mineral resource operations by:

- preserving adequate separation distances between mining activities, housing and other incompatible development
- ensuring buffers are contained within mine sites wherever possible
- mitigating potential interface issues
- maintaining access to freight networks.

**P63.** Identify and protect the high-pressure gas pipelines and other key infrastructure services.

**P64.** Define and protect undeveloped strategic mineral resources from urban encroachment and other incompatible development (see Map 6).

### Manufacturing / defence

**P65.** Support and promote defence, science and technology clusters ensuring they are linked by high quality road, rail and telecommunications infrastructure and connect to universities (see Map 4).

**P66.** Focus business clusters and manufacturing hubs around key transport infrastructure such as road, air, rail, sea terminals and intermodal facilities to maximise the economic benefits of export infrastructure.

**P67.** Create sufficient buffer activities and design guidelines to prevent manufacturing and defence lands being lost to encroachment by residential activities and to prevent land-use conflicts between these activities.

### Green Industries

**P68.** Ensure planning controls for employment lands are flexible to allow new green technologies and industries to emerge and grow.

**P69.** Encourage the establishment and expansion of medium and large scale renewable energy generation within the region.

**P70.** Encourage the development of large scale habitat restoration and conservation projects to increase environmental and primary production values and add to local economies and employment opportunities.

### Employment Land

**P71.** Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.



## The economy and jobs

### Case Study: Planning for the future of South Australia's ports

#### The role of ports in supporting South Australia's economy

Sea ports play an important role in supporting South Australia's economic growth. As shown in Figure 2.1, exports have represented an increasing share of the mining, manufacturing and wholesale trade industries, while the share of exports in the agricultural industry fluctuates over time. These four industries are those with the greatest value of exports from South Australia, and given the bulky nature of many of their products, are the heaviest export users of ports.

Both agriculture and mining are expected to continue to grow significantly over the next thirty years. Deloitte Access Economics forecasts show that the agriculture, forestry and fishing industry will grow by approximately one third in real terms, while the mining industry is forecast to almost double in size.

As a consequence, the volume of both exports and imports are expected to grow significantly over the years to 2045. Deloitte Access Economics forecasts that by 2045, trade flows will grow by approximately two thirds in real terms (Figure 2.2).

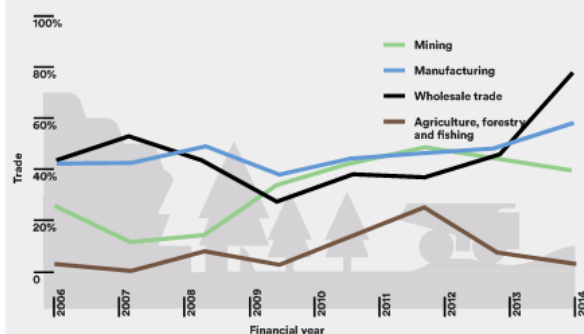


Figure 2.1 Value of exports as a proportion of gross value added in South Australia (2006-2013)

#### Planning for the future of South Australia's ports

Given this significant ongoing growth in the freight task through the state's ports – principally Port Adelaide – continued effort is required to protect current and future road and rail corridors, as well as sufficient land in order to preserve options for expansion.

In addition to significant increases in trade flows, other uses of ports and maritime facilities are likely to grow in importance:

- The naval shipbuilding industry will expand its operations at Techport in Osborne, with the construction of twelve new submarines, along with other naval vessels.
- The South Australian Government, led by the South Australian Tourism Commission, has a plan to grow the number of cruise ships calling in South Australia to 43 by 2020, from 32 in 2014-15.

This issue is of particular importance around Port Adelaide, where the population of the local government area is anticipated to grow by 11 per cent in over the ten years to 2031, and where there are competing residential and industrial land uses.

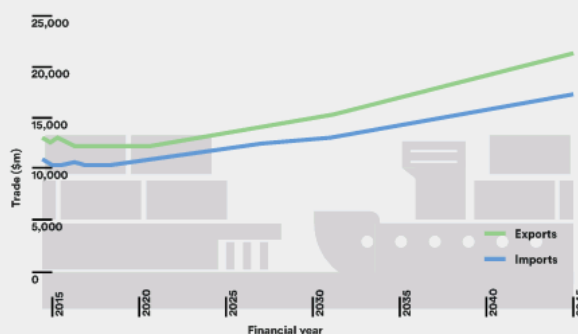
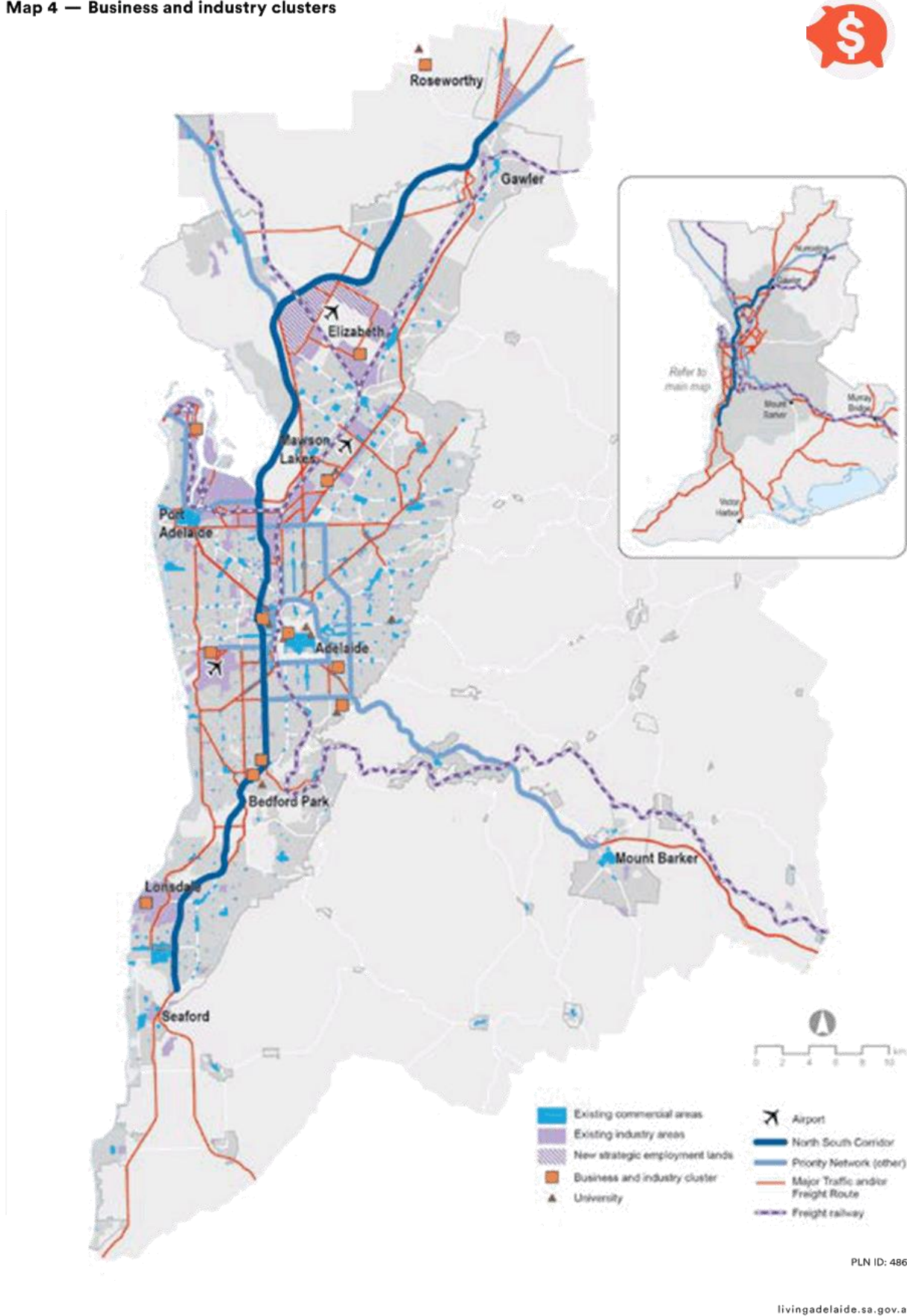


Figure 2.2 Trade flows by year (in millions of dollars, constant prices)



**Map 4 — Business and industry clusters**

## The economy and jobs

### Case Study: Northern Economic Plan – setting the pathway for transitioning northern Adelaide to a diverse and resilient economy

The Northern Adelaide Irrigation Scheme (NAIS) and the Northern Adelaide Food Park are key elements of the *Northern Economic Plan*.<sup>9</sup> They also address the State Government's economic priority for 'Premium food and wine produced in our clean environment and exported to the world'.

The NAIS project has received Commonwealth funding for feasibility studies on: augmenting the Bolivar Wastewater Treatment Plant to supply an additional 20 gegalitres of reclaimed water; increasing water storage capacity across the Northern

Adelaide Plains (NAP); and establishing an irrigation distribution network to support the expansion of agriculture production on the NAP.

The Northern Adelaide Food Park will include food manufacturers and food processing businesses, together with food packaging, storage and logistics companies. Companies will be given the opportunity to establish in a dedicated food precinct with access to infrastructure and services on the one site.

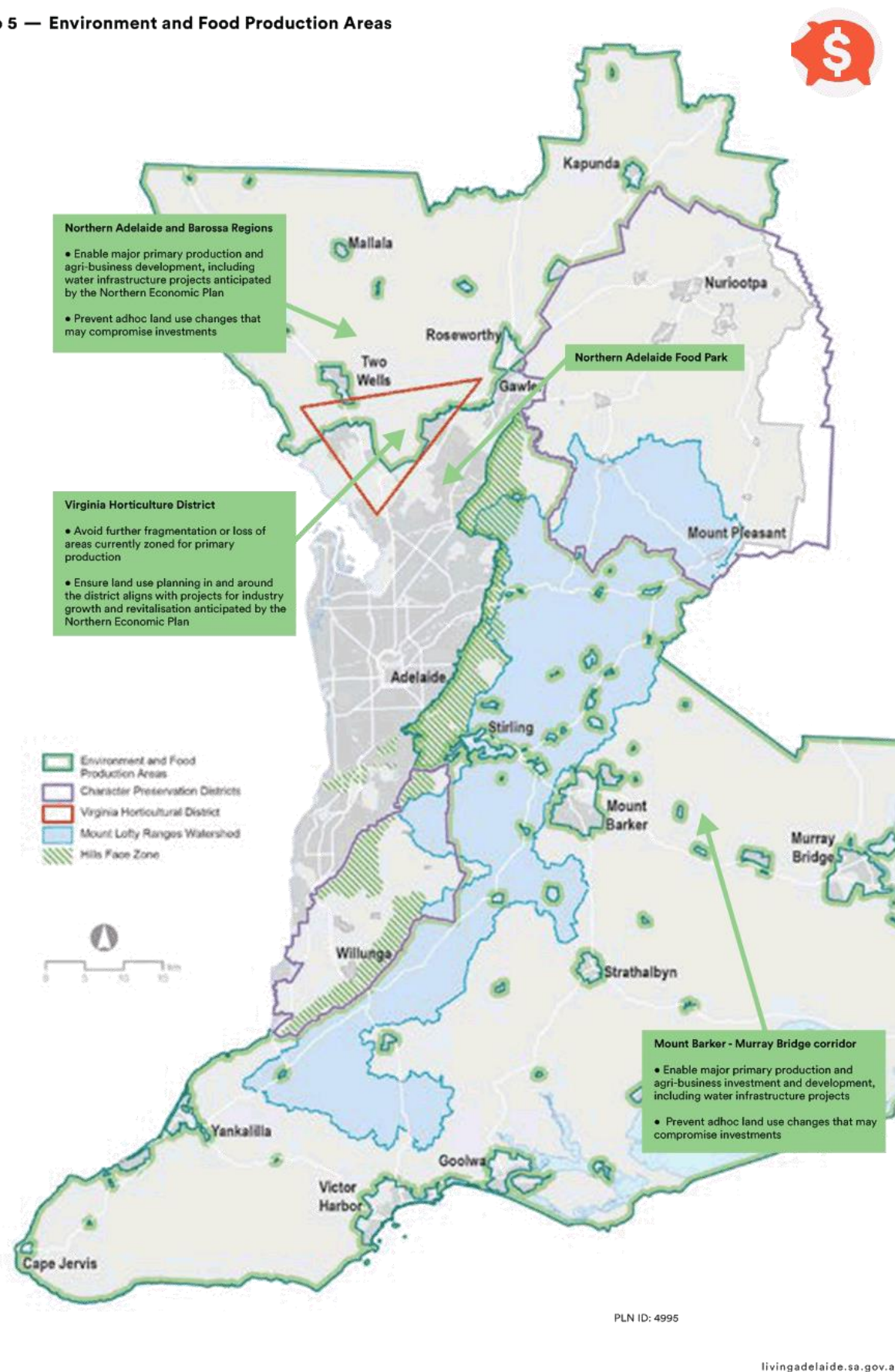
### Environment and Food Production Areas (EFPAs)

Introduced in the *Planning, Development and Infrastructure Act 2016*, the Environment and Food Production Areas will:

- protect rural, landscape and environmental areas from urban encroachment
- encourage consolidation within the existing urban footprint and renewal of existing urban areas
- ensure that any expansion of the urban footprint is made transparently and based on agreed evidence
- help prevent adhoc land use changes that may compromise investments that investments that rely upon the maintenance of those rural landscape and environmental areas.



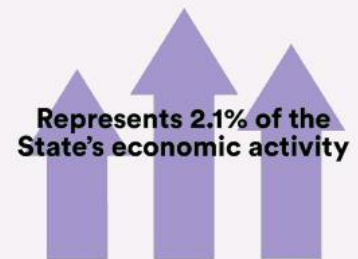
Map 5 — Environment and Food Production Areas





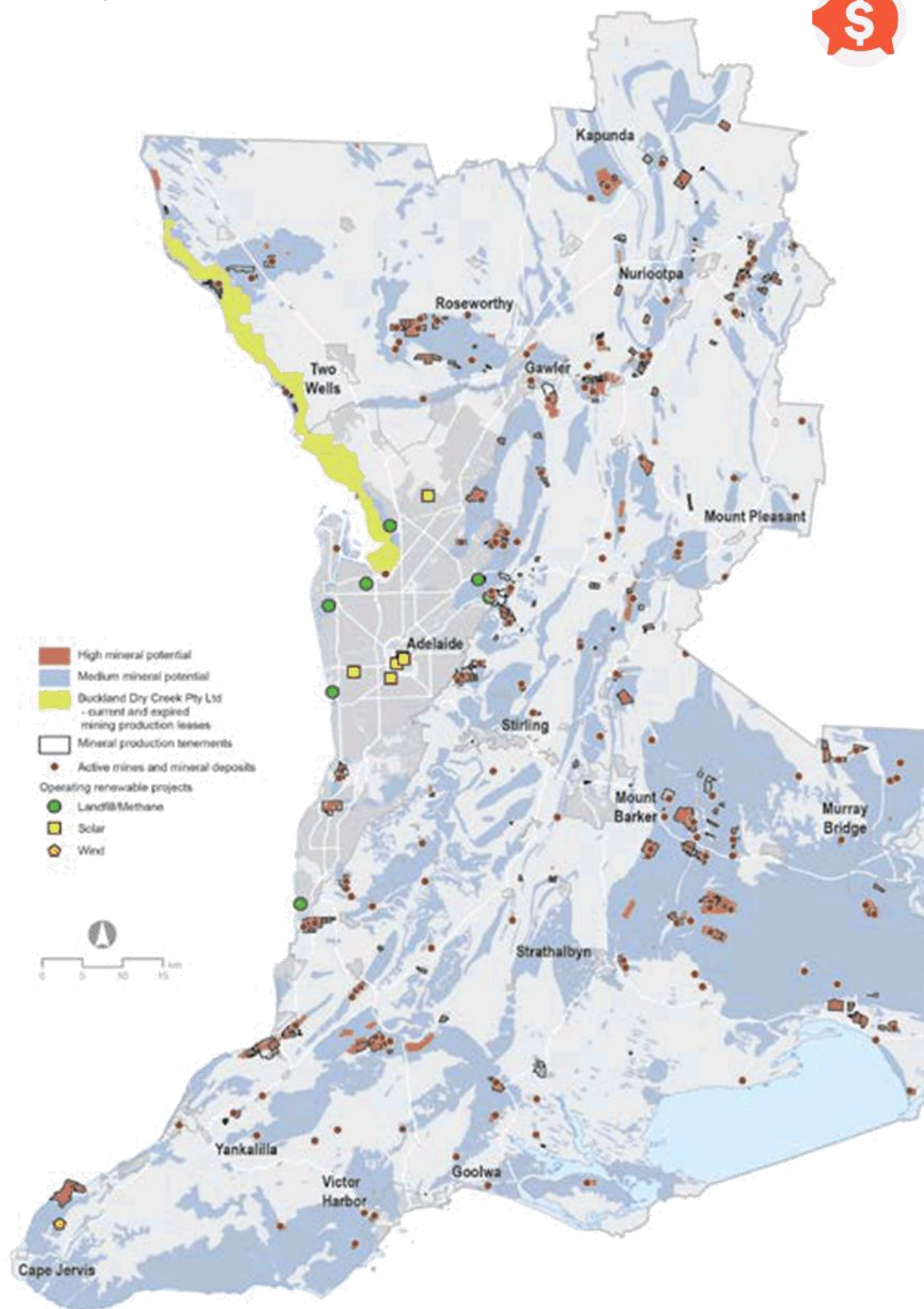
## The economy and jobs

### Economic impact of Adelaide Airport:



10



**Map 6 — Strategic mineral resources**

PLN ID: 4879

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## The economy and jobs

### Making it happen - the planning system

#### In the short term

**A22.** Prepare guidelines and accompanying planning policies for employment lands (including industrial, defence and agri-business uses) to identify those areas that:

- require protection from incompatible development
- may evolve to more mixed-use employment
- may transition to other land uses, including residential, including management of interface issues with adjacent sensitive land uses and management of any site contamination
- may require expansion.

**A23.** Develop policies and/or guidelines for inclusion in the Planning and Design Code for the following:

- areas of primary production significance
- value-adding activities in primary production areas
- ancillary dwelling, tourist accommodation and short-term worker accommodation in primary production areas

- rural living, inside and outside the Environment and Food Production Areas

- the interface between primary production zones and urban/township zones.

**A24.** Implement the South Australian Multiple Land Use Framework (developed to address challenges arising from competing land use, land access and land use change).

**A25.** Develop guidelines to ensure that the interfaces between new development in growth areas with surrounding primary production land and/or areas of high environmental significance are sustainably managed and that buffers are provided and integrated within the growth area.

**A26.** Undertake a bench-marking process for the analysis of retail and industrial employment land supply.

#### Other key levers to unlock opportunity

- Support job creation in the northern suburbs – through \$24.2 million for initiatives aimed at supporting job creation, innovation, business growth and community programs.
- Deliver major infrastructure projects to help stimulate the economy and create jobs, such as:
  - Bowden, Glenside and West Lakes developments
  - North-South Corridor - Northern Connector, Torrens to Torrens, Darlington upgrades
  - \$50bn Future Submarine Project (Federal Government funded).
- Abolish all transactional taxes for business by 2018.
- Use Natural Resource Management Board and DEWNR restoration projects - to generate employment and business opportunities.

# Transport



## Relevant Targets

2 Target 2

3 Target 3

4 Target 4

## Deliver a more connected and accessible Greater Adelaide

The integration of transport and land-use planning is essential to achieve the new urban form. A transit-focused city for the efficient movement of people and of goods and services must be created. Access to affordable and accessible public transport is also a critical issue for many people, particularly the elderly as it can assist them to remain independent, sustain social networks and gain access to health care.

Consistent with the Government's *Integrated Transport and Land Use Plan* (ITLUP), new investment in road and rail, an expanded network of trams, a redesigned bus network and more cycling and walking networks will provide the physical infrastructure needed to increase travel options and help service a more compact Adelaide.

The enhancement of our transport infrastructure will deliver more efficient supply chains for our export industries and freight networks, whilst providing people with the right transport choices, no matter where they need to travel.



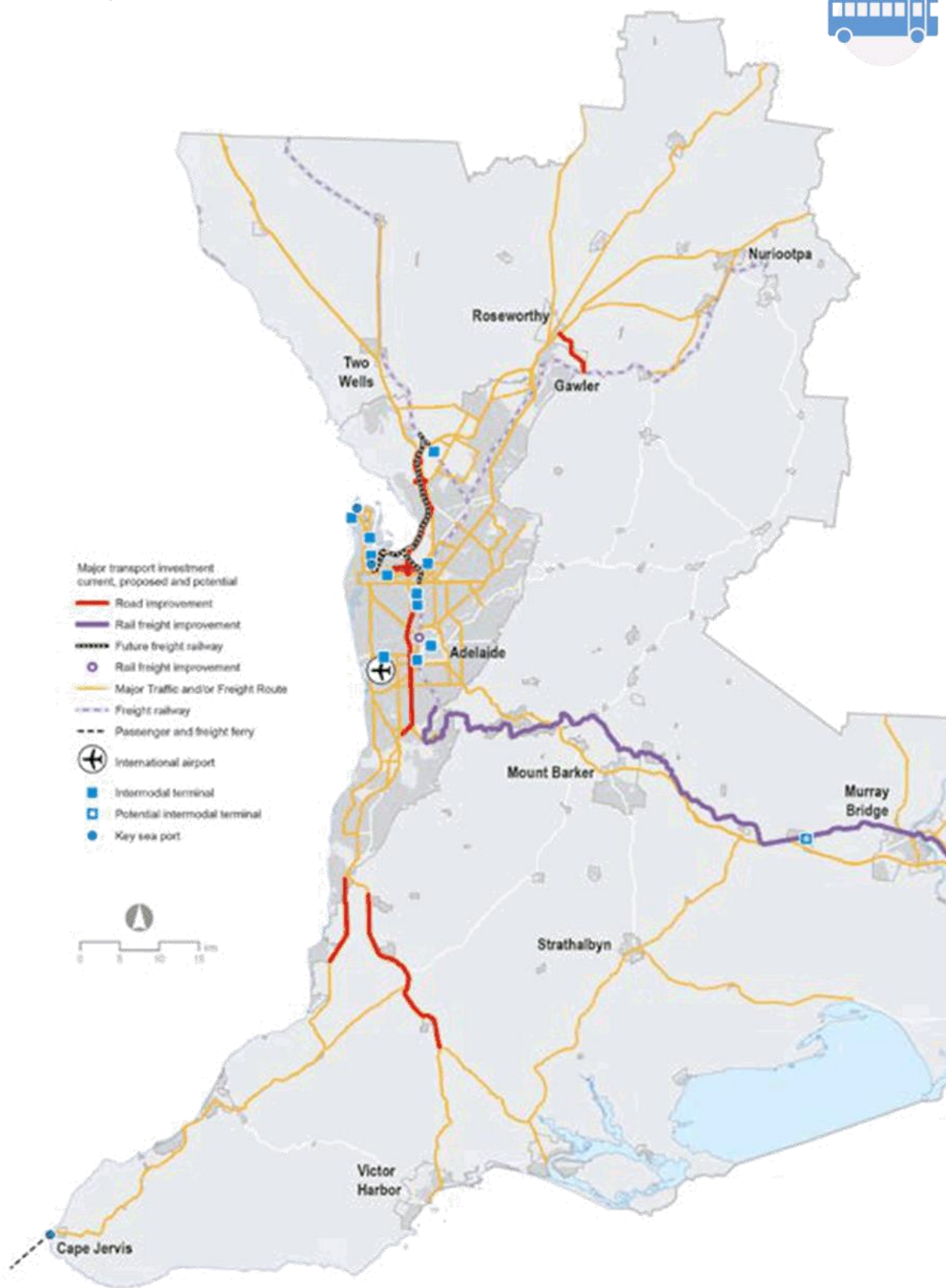
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## Transport

## Policies

- |   |   |
|---|---|
| <p><b>P72.</b> Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).</p>   | <p><b>P76.</b> Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).</p> |
| <p><b>P73.</b> Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.</p>  | <p><b>P77.</b> Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through provision of incentives.</p>                              |
| <p><b>P74.</b> Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development, encouraging mixed-use development and housing diversity in close proximity.</p>          | <p><b>P78.</b> Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.</p>  |
| <p><b>P75.</b> Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</p> | <p><b>P79.</b> Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities (see Map 7).</p>   |

Map 7 — Major transport investments





## Transport

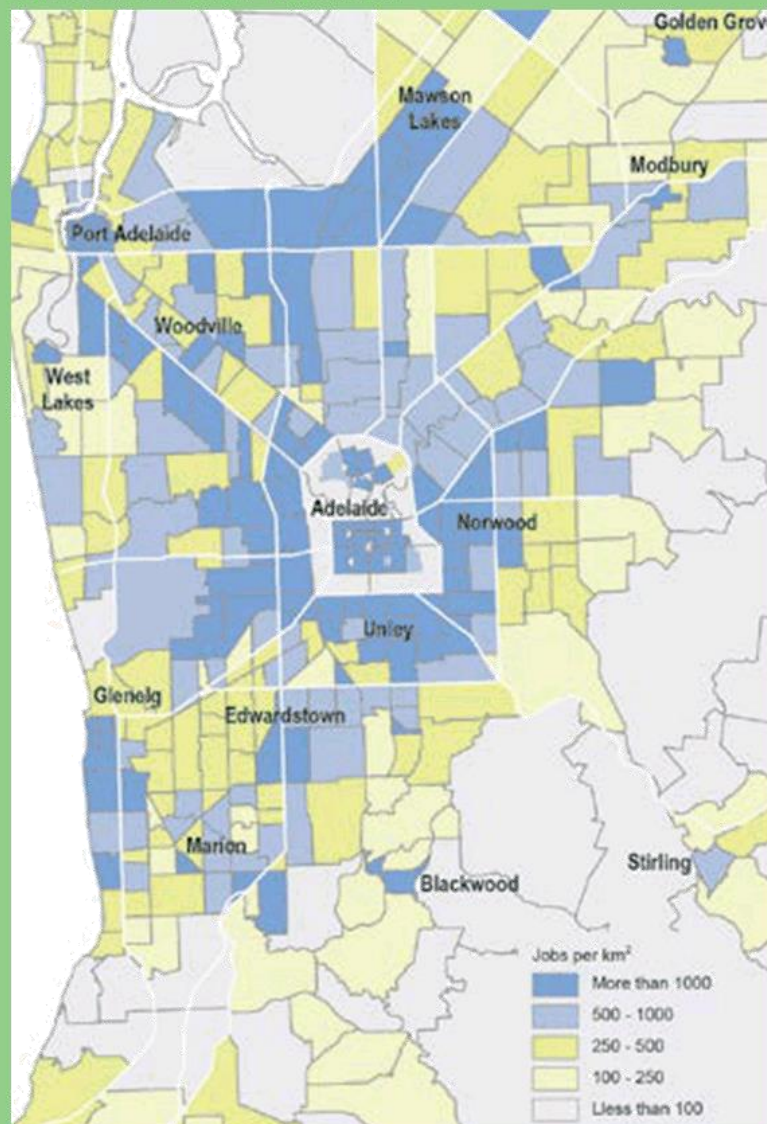
### The changing nature of employment

Across Australia the composition of economic activity has shifted from goods producing industries to the rise of person and knowledge-based service industries.

The structure of our city and its transport system will need to respond to this shift.

Knowledge-intensive activities predominantly agglomerate in the city and to a lesser extent in other employment centres. This means that our employment areas need to be more flexible, we need to locate more housing in close proximity to the city and activity centres, and better utilise public transport connections to link people with jobs.

2011 Employment Density – All Industries<sup>11</sup>





## What is Link and Place?

Urban streets provide the setting for a wide range of activities that fall into two broad types: 'Link and Place'. This term recognises both the need to move through a street (Link), and the need to use a street as a destination in its own right (Place). From a design perspective, Link and Place always compete:

- great 'Links' are fast, efficient and minimise travel time
- great 'Places' encourage us to linger, stay and extend our time in the area.

Establishing the right balance between these two functions is essential in any street design project. The Link and Place approach advocates that both these functions should be given equal consideration, with the balance guided by the street's role within a wider street network hierarchy. As a generalisation, most moving through needs are met within a carriageway, while place needs are met within pedestrian footpaths.<sup>12</sup>





## Transport



Benefits per kilometre<sup>13</sup>



“

Active travel saves the  
national economy  
**\$1.43 billion**  
a year

”

**Map 8 — Bike network and pedestrian activity**

PLN ID: 4872

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## Transport

### Making it happen - the planning system

#### In the short term

- P80.** Review car parking rates in Greater Adelaide and develop policies in the Planning and Design Code that allow a reduced minimum car parking provision for mixed-use development located within easy access to high frequency public transport and for development that demonstrates a reduced reliance on private car use such as student housing.
- P81.** Investigate potential funding options (including from the private sector) that can be utilised to fund new mass transit services and enhance the surrounding public realm.

#### In the medium term

- P82.** Pilot a new approach to train station upgrade planning and design that extends beyond the 'end of the platform' to drive more integrated outcomes, including opportunities to work with local communities.

#### Other key levers to unlock opportunity

- Develop new cycling infrastructure - through the Arterial Road Bicycle Facilities Program, greenways, bicycle boulevards and public bike share schemes to enhance active transport uptake.
- Increase railway station security - through targeted improvements focused on increasing amenity, lighting and the presence/ monitoring of CCTV cameras to increase patronage.
- Plan AdeLink tram network – as a lever to revitalise areas and increase public transport uptake.
- Deliver new road infrastructure including the:
  - Northern Connector (road only) as part of the 78 kilometre North-South Corridor that will improve connectivity to the north.
  - upgrade to the Darlington interchange which will improve connectivity between Tonsley and the Flinders precinct.

# Infrastructure



## Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

## Maximising the efficient use of infrastructure

The State Government will continue to work with the Commonwealth Government, Councils and the private sector to provide and maintain strategic infrastructure that supports Greater Adelaide's growth and prosperity while making the most efficient use of taxpayers' money.

Community infrastructure is the network of essential services and facilities that underpin population growth and support productive social and economic capacity in the neighbourhoods and townships of

the Greater Adelaide region. It plays an important role in bringing people together, developing social capital and maintaining quality of life.

Responsibility for infrastructure does not reside with a single agency but the planning system plays a pivotal role in how and when it is delivered. Long-term land use and infrastructure planning and delivery must be better integrated to improve certainty for government agencies, the private sector and the community. This will improve investment decision-making and ensure more efficient use of public and private resources to support continued economic growth.



Port Adelaide

[livingadelaide.sa.gov.au](http://livingadelaide.sa.gov.au)

# Infrastructure

## Policies

- |  |  |   |
|--|--|---|
| <p><b>P83.</b> Coordinate and link strategic infrastructure across Greater Adelaide to ensure it meets the needs of a growing population with a changing demographic profile, and supports a more productive economy.</p>  | <p><b>P87.</b> Ensure that new urban infill and fringe and township development is aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> <li>• walking and cycling paths and facilities</li> <li>• local stormwater and flood management provisions</li> <li>• public open space</li> <li>• sports facilities</li> <li>• street trees</li> <li>• community facilities, such as child care centres, schools, community hubs and libraries.</li> </ul> | <p><b>P89.</b> Locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p> |
| <p><b>P84.</b> Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.</p>                                      |  | <p><b>P90.</b> Integrate and co-locate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility.</p>          |
| <p><b>P85.</b> Protect major economic infrastructure such as airports, ports and intermodals from encroachment by incompatible development and facilitate further economic activity in these locations (See Map 7).</p>    |  |   |
| <p><b>P86.</b> Provide for adequate buffer zones around water and waste treatment plants and identify complementary activities that generate economic or community benefits that can occur these in areas (See Map 9).</p> | <p><b>P88.</b> Encourage early provision of community infrastructure in fringe and township growth areas to assist in creating a sense of belonging and building community well-being.</p>   |   |



## New infrastructure schemes

The State Government has introduced two new infrastructure schemes through the *Planning, Development and Infrastructure Act 2016*. These schemes ('Basic' and 'General') can be used in situations where there are multiple landowners and significant infrastructure requirements beyond the site. In these circumstances it will replace the need for numerous infrastructure agreements with individual landowners, which can be slow, complex and cumbersome. It is important to note that the new infrastructure schemes do not replace existing mechanisms available to councils and the development sector for the delivery of more straight forward projects.

Other key benefits of these schemes include:

- more transparent policies and strategies
- a fairer process for funding infrastructure
- a more certain process with a statutory basis
- increased responsiveness to development activity and community needs
- increased ability to facilitate partnerships to unlock development opportunities.



University Oval, Adelaide

**Community infrastructure brings people together, strengthens community capacity, builds community resilience and enhances community cohesion.**

**When developed appropriately, community infrastructure can cater for intergenerational needs and provide a great legacy for all to enjoy.**



## Infrastructure

### Case Study: Green infrastructure

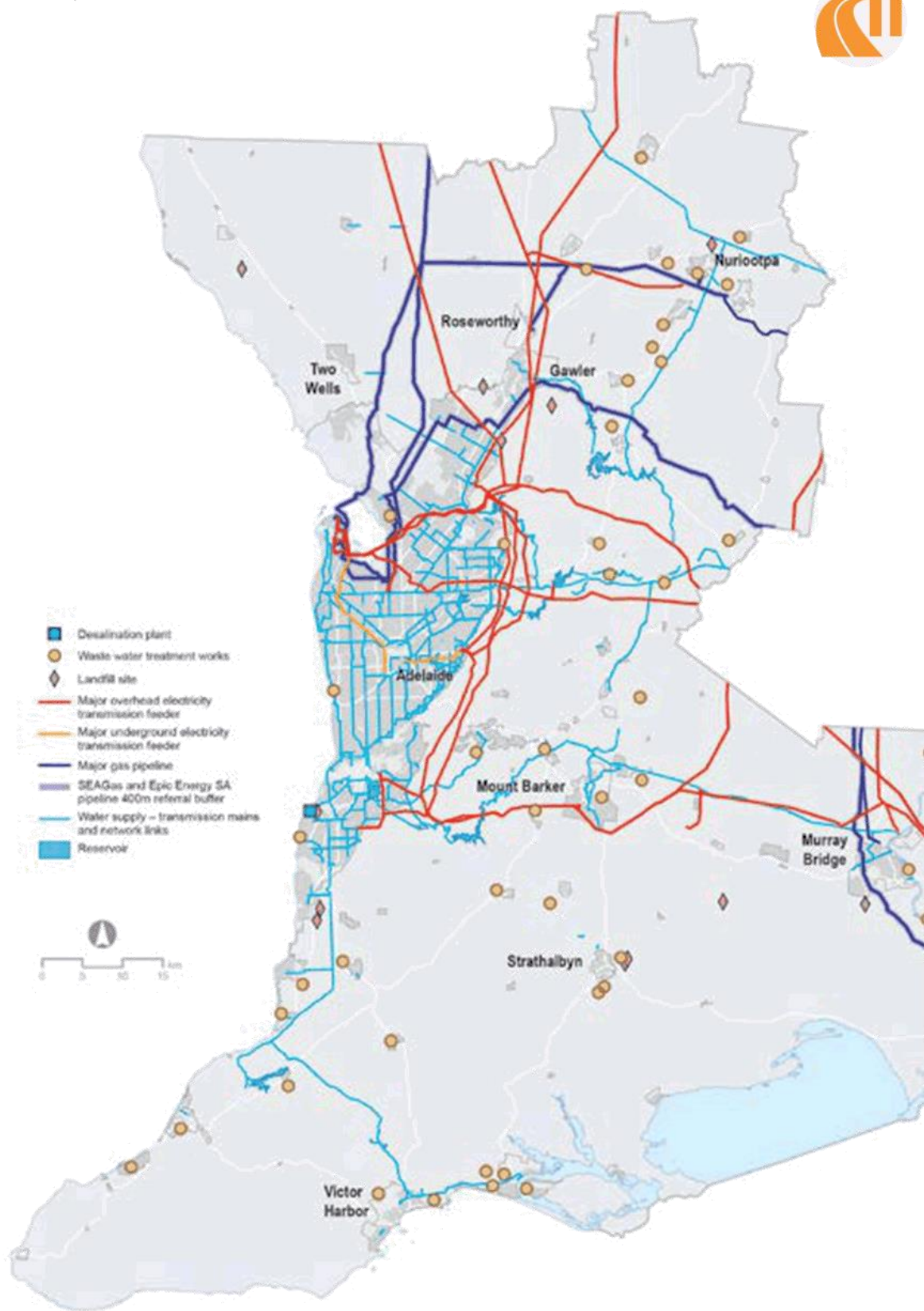
The Adelaide Botanic Gardens Wetland is located on First Creek, a highly urbanised waterway near the centre of Adelaide. The wetland ameliorates flooding; purifies polluted stormwater runoff, is the source for an Aquifer Storage and Recovery (ASR) system; provides habitat and is an educational and recreational resource.

The design process to enable this wetland to be developed was a collaboration between engineering, landscape architecture and interpretation. The result is in an integrated system combining physical, biological, mechanical and hydrological processes.

The project was awarded the prestigious 2015 South Australian Medal for Landscape Architecture, in recognition of its complex and unique design that pushed expected boundaries of physical engagement with a seasonally shifting environment, providing close contact with water, vegetation and residing creatures, along with various art and installations along accessible trails.



**Green infrastructure describes strategically planned and managed networks of vegetation and water assets - like urban forests, greenways, parks, restored and constructed wetlands, waterways, green roofs, green walls, bioswales, and more - that provide society with benefits such as enhanced liveability, improved energy efficiency, improved air and water quality, reduced flooding, increased biodiversity and recreational opportunities.**

**Map 9 — Major infrastructure**

PLN ID: 5003

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## Infrastructure

### Making it happen - the planning system

#### In the short term

- A27.** Develop guidelines that identify the appropriate thresholds for community infrastructure for new urban infill and growth area developments.
- A28.** Implement an infrastructure funding mechanism that supports fair and equitable contributions by developers towards community infrastructure requirements.
- A29.** Develop Planning and Design Code policies that protect buffer distances, duplication requirements and operational requirements of strategic infrastructure, such as major ports, mining operations, waste water treatment or waste management facilities.

#### In the medium term

- A30.** Deliver long-term planning for cemeteries and crematoria infrastructure to identify new locations to meet future demand.
- A31.** Deliver long-term planning for waste and resource recovery infrastructure to identify locations to meet the future demand and support a resource efficient economy.

#### Other key levers to unlock opportunity

- Develop action plans to coordinate delivery of green infrastructure – for example investigate the development of a state-wide Green Infrastructure Plan.
- Improve water infrastructure – investment of \$1.6 billion, including \$95 million to increase the safety of the Kangaroo Creek dam.
- Support the arts – through a major \$35.2 million revamp and expansion of Her Majesty's Theatre.



# Biodiversity



## Relevant Targets

### 5 Target 5

## Valuing our natural environment and enhancing biodiversity

Adelaide is rare in world terms because it is a capital city in the middle of a very biologically diverse area. However, our patterns of consumption and development have fragmented and disrupted natural systems, resulting in a significant loss of biodiversity.

Protecting and re-establishing this biodiversity is important to restoring and maintaining our functioning land and coastal ecosystems – particularly in key areas such as the Mount Lofty Ranges – and making our environment more resilient against the anticipated impacts of climate change.

Maintaining a healthy, biologically diverse environment will help make Greater Adelaide a better and more productive place to live. It will provide us with premium food and wine for exporting, clean air and water, building materials, recreational opportunities and increased tourism opportunities.



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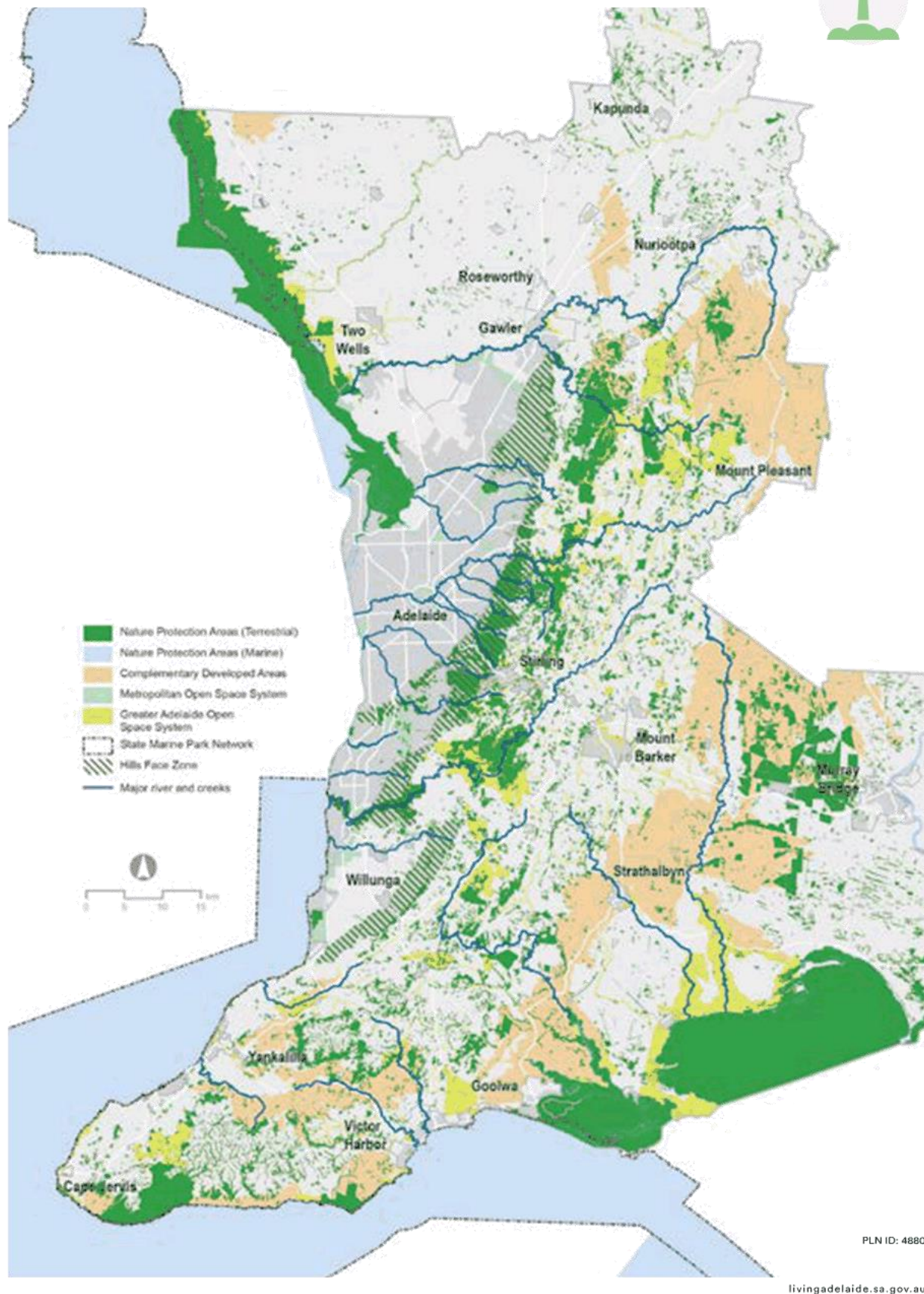


## Biodiversity

## Policies

- P91.** Delineate and maintain areas with significant environmental values to protect landscape health, conserve biodiversity and improve development certainty and transparency (represented in Map 10). This includes:
- **Nature Protection Areas:** these are largely undeveloped areas that retain significant environmental values recognised through existing legislation. This includes protected public lands (such as conservation and marine parks), private protected lands (such as Heritage Agreements) and areas of native vegetation. These areas should be protected from development unless specific exemptions apply.
  - **Complementary Developed Areas:** these are areas where there is a mutually-beneficial co-existence between existing development and significant environmental values. This may include areas used for primary production or recreation, where the specific character of the land use and the environmental values are compatible (and these values are often different to those contained in protection areas). Retaining the character of these areas should be supported by ensuring the compatibility of future development.
- P92.** Protect coastal features and biodiversity including:
- habitats that are highly sensitive to the direct impacts of development
  - important geological and/or natural features of scientific, educational or cultural importance
  - landscapes of very high scenic quality.
- P93.** Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses and linear parks, the coast and other strategic locations.
- P94.** Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.
- P95.** Protect the natural and rural landscape character of the Hills Face Zone and ensure that land uses in this zone contribute to this landscape backdrop and area of significant biodiversity.
- P96.** Support the enhancement of urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure systems.
- P97.** Incorporate information on nature protection areas, complementary developed areas and coastal features within the South Australian Multiple Land Use Framework, to support consideration of benefits and consequences for land users and the wider community in land use decision-making.

Map 10 — Biodiversity



## Biodiversity

### Case Study: Considering the whole landscape and the future of biodiversity conservation

Recent examination of developed areas in the Mount Lofty Ranges has revealed that some retain very significant values that are not conserved elsewhere (these are the complementary developed areas shown on Map 10). Current land use practices (such as low-input, extensive livestock production) may even be essential to the persistence of these values.

In recognition of this, new Natural Resource Management Board projects are emerging that work directly with producers to support the retention of existing production systems and their biodiversity value. For example, \$2 million is currently being invested on private properties in the northern and eastern

Adelaide Hills to replace paddock trees. The sparse paddock trees and the associated open pasture landscapes currently provide critical habitat for a large number of declining woodland bird species. However, the trees in these areas are typically over 200 years old and most will be gone within the next 50 years, resulting in reduced production benefits (from shade and shelter) and local wildlife extinctions. To address this issue, support is being provided to plant and protect a new generation of trees. Almost 200 producers have expressed interest in being involved in this project, encompassing over 15,000 hectares. These plantings will help to maintain the value of these landscapes for both production and conservation into the future.

#### Mapped remnants of native vegetation:

The traditional focus for conservation investment.



#### Unmapped areas of paddock tree cover:

An emerging focus for conservation investment

#### Paddock tree landscapes:

Support a large number of declining birds and provide shade and shelter for livestock.



Hooded Robin

Red-capped Robin





### EPBC Act

Applicants/proponents of developments are responsible for determining if a development proposal needs to be referred to the Australian Government's Environment Minister for consideration under the *Environment Protection and Biodiversity Act 1999* (EPBC Act). The Minister is responsible for determining if the action is a controlled action, pursuant to the Act, and subject to assessment and approval processes under that Act.

### Adelaide International Bird Sanctuary

In 2014, the Premier made a commitment to establish the Adelaide International Bird Sanctuary to help protect resident and migratory shorebirds that gather along a 60km stretch of the Gulf St Vincent coast from the Barker Inlet to Port Parham. Each summer, at the peak of the migration season, the area supports an estimated 27,000 shorebirds. The sanctuary will be one of the longest continual coastal reserves in the State.

### Marine Parks

The *Marine Parks (Zoning) Regulations 2012* came into effect on 29 March 2013. They describe the prohibitions and restrictions applicable to each type of marine park zone.

The Greater Adelaide area overlays two marine parks and the zoning in these parks may have implications for land use in the areas adjacent to or within them. This may include coastal development stormwater management, desalination plant extraction and discharge, and new recreational or transport facilities, such as marinas or jetties.



Marine Parks management plans can be viewed at [www.environment.sa.gov.au/marineparks/home](http://www.environment.sa.gov.au/marineparks/home).

### Adelaide Dolphin Sanctuary

The Adelaide Dolphin Sanctuary was established in response to community concerns about the safety of the dolphins living in the Port River and Barker Inlet and the need to protect their habitat. It covers a 118 km<sup>2</sup> area reaching as far north as Port Gawler and is home to 30 or more resident Indo-Pacific bottlenose dolphins and up to 300 regular "visitors".

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## Biodiversity

### Making it happen - the planning system

#### In the short term

**A32.** Incorporate into Regional Plans and/or the Planning and Design Code:

- mapping and supporting information on the environmental values associated with specific nature protection and complementary developed areas
- policies to protect and avoid impacts on nature protection areas
- policies to minimise or offset the loss of biodiversity where this is possible and to avoid such impacts where these cannot be mitigated (for areas not covered by the Native Vegetation Act 1991)
- policies to retain the character of complementary developed areas
- policies to protect coastal features and waters.

**A33.** Support the reconfiguration and transition of the Dry Creek salt fields to new land uses that meet environmental outcomes and are complementary to the preservation of habitat for migratory and resident shorebirds.

#### Other key levers to unlock opportunity

- Improve terrestrial, coastal and marine environments – in partnership with the community, industry and government, through an annual \$8 million investment.
- Re-establish green corridors and urban forests - to assist in planting 20 million trees by 2020 through the Federal Government's 20 Million Trees Programme.
- Use the network of Terrestrial and Marine Protected Areas - to conserve biodiversity and associated habitats, maintain environmental health and underpin primary production and tourism.

# Open space, sport and recreation



## Relevant Targets

3 Target 3

4 Target 4

5 Target 5

Ensure a diverse range of quality public open space and places

The role and value of public open spaces is becoming increasingly important as living patterns within Greater Adelaide continue to change. An increasing number of people are choosing apartments rather than houses, with many new houses having small backyards. Greater emphasis must be placed on quality public open spaces within our communities that can support a diverse range of activities.



Quality green spaces will provide a focus for social interaction between neighbours and help support safe, healthy and connected communities. Parks and other areas of public open space will provide people the opportunity to increase their physical activity levels, which improves the overall mental and physical health of the community and liveability. Access to nature and green spaces also helps promote positive health and wellbeing.

The greening and cooling effect that soft landscaping has on residential and commercial areas will also be a key adaption response to the increase in frequent extreme temperatures and the urban heat island effect as a result of climate change.

Engagement in sporting recreation is also key to promoting physical activity and its many benefits. Participation in sports and clubs also provide a valuable vehicle for social support and cohesion in our community.

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## Open space, sport and recreation

### Policies

- P98.** Provide for a Greater Adelaide open-space framework that builds on the Metropolitan Open Space System (MOSS) to create quality open space across the region. The open space will feature urban forests and parks, watercourse and coastal linear parks, trails, greenways, shared use paths and green buffers, and sustainable recreation and sporting facilities (See Map 11).
- P99.** Ensure quality open space is within walking distance of all neighbourhoods to:
- link, integrate and protect biodiversity assets and natural habitats
  - provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres
  - be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time
  - incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity
  - contain appropriate and low-maintenance species and locate trees to maximise access to shade
  - encourage passive recreation opportunities such as provision of a variety of paths and children's play equipment
  - foster a connection to the natural environment through the provision of nature play opportunities and spaces which contrast with the built environment.
- P100.** Protect and improve the amenity, accessibility and useability of the Adelaide Park Lands to ensure they function as a highly valued green belt for the City of Adelaide and as a focal point for community activity.
- P101.** Strategically locate sports and recreational facilities to cater for community needs.
- P102.** Ensure that public open space is adequately greened to act as a natural cooling system to reduce heat island effects in urban areas.
- P103.** Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.





SA Athletics Stadium

“

**Sports and recreation contributes more than \$1 billion to the SA economy, including \$643 million health benefit and \$271 million volunteer contribution.”**

”



## Open space, sport and recreation

### Case Study: Adelaide Parklands upgrade

The section of Adelaide Park Lands (located directly across the road from the Bowden Development) has been upgraded to link the CBD and the Riverbank Precinct with Bowden and the Parklands.

It involves:

- Shared-use path link (Park Lands Trail)
- Youth space – skateable area
- Nature play area
- Future community gardens
- Kick about area with picnic facilities and shelters
- Petanque piste (bocce)
- Basketball court
- Tennis court with fence & rebound wall
- Retaining the soccer pitches

It is a collaboration between the Adelaide City Council, City of Charles Sturt and Renewal SA.



**“As we move to a new way of living in and along the city’s edge, the Parklands will become the new backyards and meeting places for locals and visitors”**

**“Revitalising the Parklands will attract more people to meet family and friends, play sport, exercise and visit playgrounds and cafes”**

**Premier Jay Weatherill, November 2013**

**“**

**The State Government has committed \$20 million over four years for Parklands revitalisation projects through the Planning and Development Fund.**

**”**



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## Open space, sport and recreation

### Coast Park

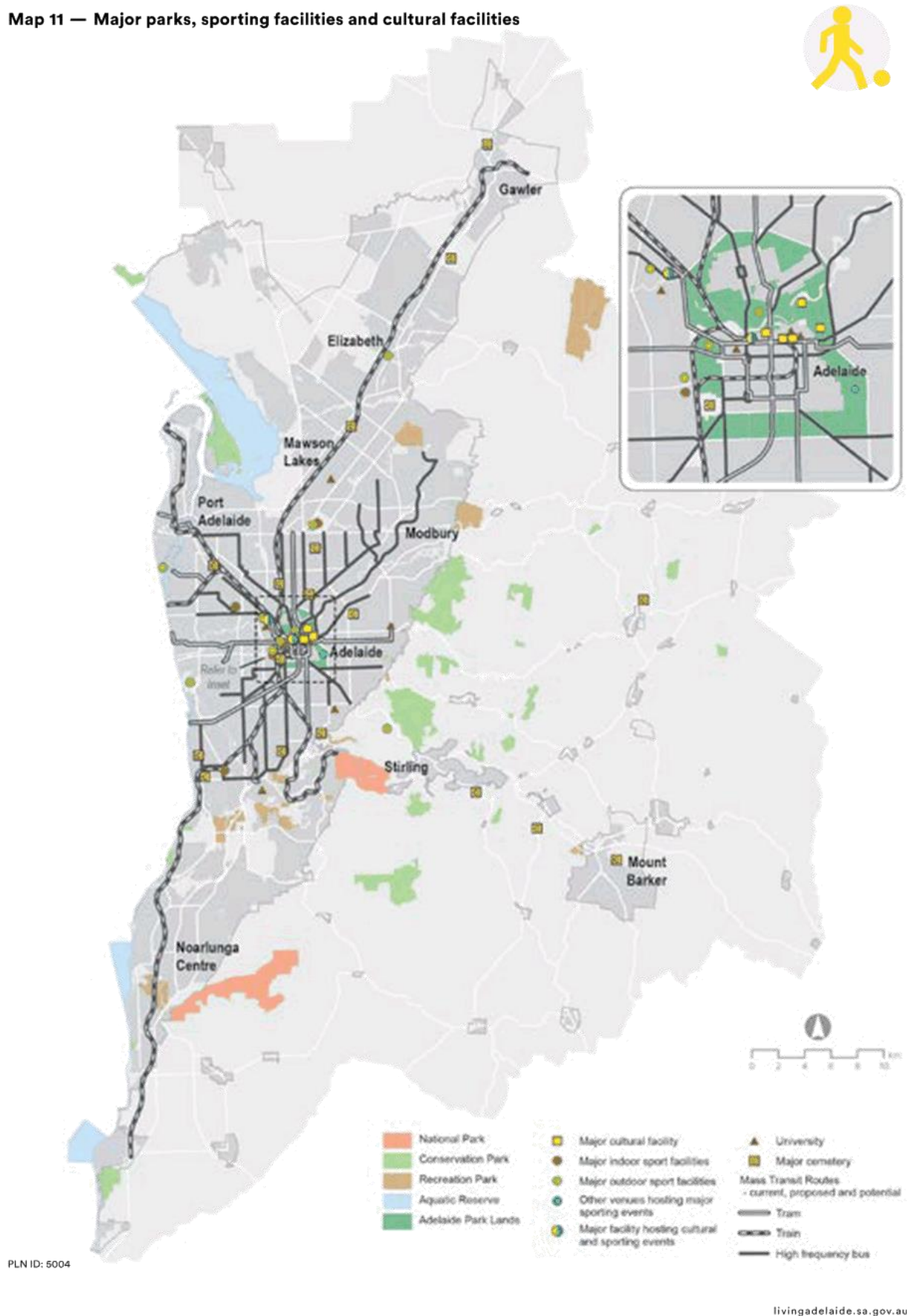
Coast Park is a State Government initiative to develop a 70km coastal linear park along the length of the metropolitan coast from North Haven to Sellicks Beach.

Since July 2002, the State Government has contributed over \$25 million towards implementing the project with matching funding support provided by local government.

Approximately 65 per cent of the coastal linear park has now been completed.





**Map 11 — Major parks, sporting facilities and cultural facilities**



## Open space, sport and recreation

### Making it happen - the planning system

#### In the short term

**A34.** Reform policies for the provision and quality of public open space in collaboration with local government. Review the current open space requirement for land divisions and consider alternative approaches to better link development density, different types of neighbourhoods, and community health and wellbeing outcomes.

**A35.** Complete the implementation of Coast Park, as a priority focus of the Planning and Development Fund.

**A36.** Ensure that the Planning and Development Fund is strategically aligned to public realm and open space projects which support the implementation of Greater Adelaide's new urban form.

**A37.** Partner with local government through the Open Space grant program to plan and implement open space initiatives across the region.

#### Other key levers to unlock opportunity

- Continue community grant programs - such as the Community Recreation and Sport Facilities Program to help organisations to plan, establish or improve sports and active recreation facilities.
- Enhance recreational cycling infrastructure – through the investment of \$1.5 million to establish the Adelaide Mount Lofty Ranges as an international mountain biking destination.
- Improve national parks - through investment of \$8.9 million to help people access, enjoy and benefit from the national parks on Adelaide's doorstep.

# Climate change



## Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

5 Target 5

## Mitigate against and adapt to our changing climate

Adelaide is vulnerable to changes in the temperature, extreme weather events and sea level rise and associated storm surges. Greater Adelaide's future prosperity and liveability will depend on how effectively we address and respond to the impacts of climate change.

Promoting a more compact urban form (through locating jobs and housing closer

to public transport to reduce car travel) will play a critical role in reducing the growth of greenhouse gas emissions. Additionally, creating environments that are green and cooling will make Greater Adelaide more liveable in hotter temperatures and extreme weather conditions.

Encouraging and enabling the establishment and expansion of green industries, technologies and building innovation will provide Adelaide with a competitive advantage and improve its capacity for ongoing future resilience to climate change.



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## Climate change

### Policies

**P104.** Deliver a more compact urban form to:

- protect valuable primary production land
- reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas
- conserve areas of nature protection areas
- safeguard the Mount Lofty Ranges Watershed
- reduce vehicle travel and associated greenhouse gas emissions (See Map 4).

**P105.** Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges; and ensure new coastal development incorporates appropriate adaptation measures.

**P106.** Increase the proportion of low-rise medium-density apartments and attached dwellings to support carbon-efficient living.

**P107.** Promote green roofs, water sensitive urban design techniques and other appropriate green infrastructure in higher density and mixed-use development to assist with urban cooling, reduce building energy use and improve biodiversity.

**P108.** Support a zero waste culture by reducing the waste footprint of new development.

**P109.** Develop guidelines for carbon-neutral and energy-efficient building design and material use.

**P110.** Create a more liveable urban environment through the establishment of a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby

neighbourhoods and buildings.

**P111.** Provide the opportunity for neighbourhood-level alternative energy supplies, which may include embedded and distributed renewable energy, co-generation and smart grid/green grid technology.

**P112.** Promote energy efficiency, the use of renewable energy sources and neighbourhood level alternative energy supplies in new developments to reduce energy costs and carbon footprint.

**P113.** Encourage the provision of electric vehicle charging points in new higher-density developments, large public and private car parks, activity centres and employment lands.







## Case Study: Carbon Neutral Adelaide

The Government of South Australia and Adelaide City Council have formed a globally unique partnership to establish Adelaide as the world's first carbon neutral city. The partnership aspires to achieve carbon neutrality whilst driving economic and employment opportunities. Importantly, Adelaide will be transformed into a vibrant, sustainable 21st century city and will become a global test bed for innovative technologies.

The Carbon Neutral Adelaide<sup>15</sup> vision focuses on the following six areas of implementation:

1. Building partnerships and encouraging community action.
2. Investing in energy efficiency and renewables in the city.
3. Working towards zero emissions transport.
4. Reducing emissions from waste.
5. Achieving 100% renewable energy.
6. Offsetting carbon emissions.



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## Climate change

### Making it happen - the planning system

#### In the short term

**A38.** Incorporate policies into the Planning and Design Code to:

- encourage energy and water efficiency
- encourage green infrastructure
- enable supply and use of alternative energy
- promote waste management, reduction, recycling and reuse
- ensure adoption of best practice waste management design and systems in high-density residential and mixed use development.

**A39.** Develop guidelines for carbon neutral and energy efficient building design and material use.

**A40.** Support carbon neutral development in Adelaide City Council.

**A41.** In collaboration with industry and the community, work together to create healthy, resilient and beautiful urban landscapes that sustain and connect people with plants and places using green infrastructure.

**A42.** Ensure consistency in use of the iTree Canopy software when measuring green canopies and other green infrastructure.

**A43.** DPTI to pursue opportunities to plant urban green cover along arterial roads, rail corridors and medians where safe to do so.

#### Other key levers to unlock opportunity

- Invest in the Carbon Neutral Adelaide Partnership – partner with the City of Adelaide to leverage private sector investment in renewable energy and storage, building energy efficiency and electric vehicle infrastructure.
- Undertake demonstration projects – for example use the Adelaide Living Laboratories in Tonsley, Bowden and Lochiel Park and the Low Carbon Living CRC to demonstrate how to build low impact development and affordable green living.
- State Government to lead by example through:
  - setting a new target of 50 per cent of all the State's power to be generated by renewable sources by 2025. This will also support the Government's commitment to \$10 billion investment in "low carbon" generation by 2025.
  - working towards achieving a Low Carbon Economy and achieve a target of net zero emissions by 2050.

# Water



## Relevant Targets

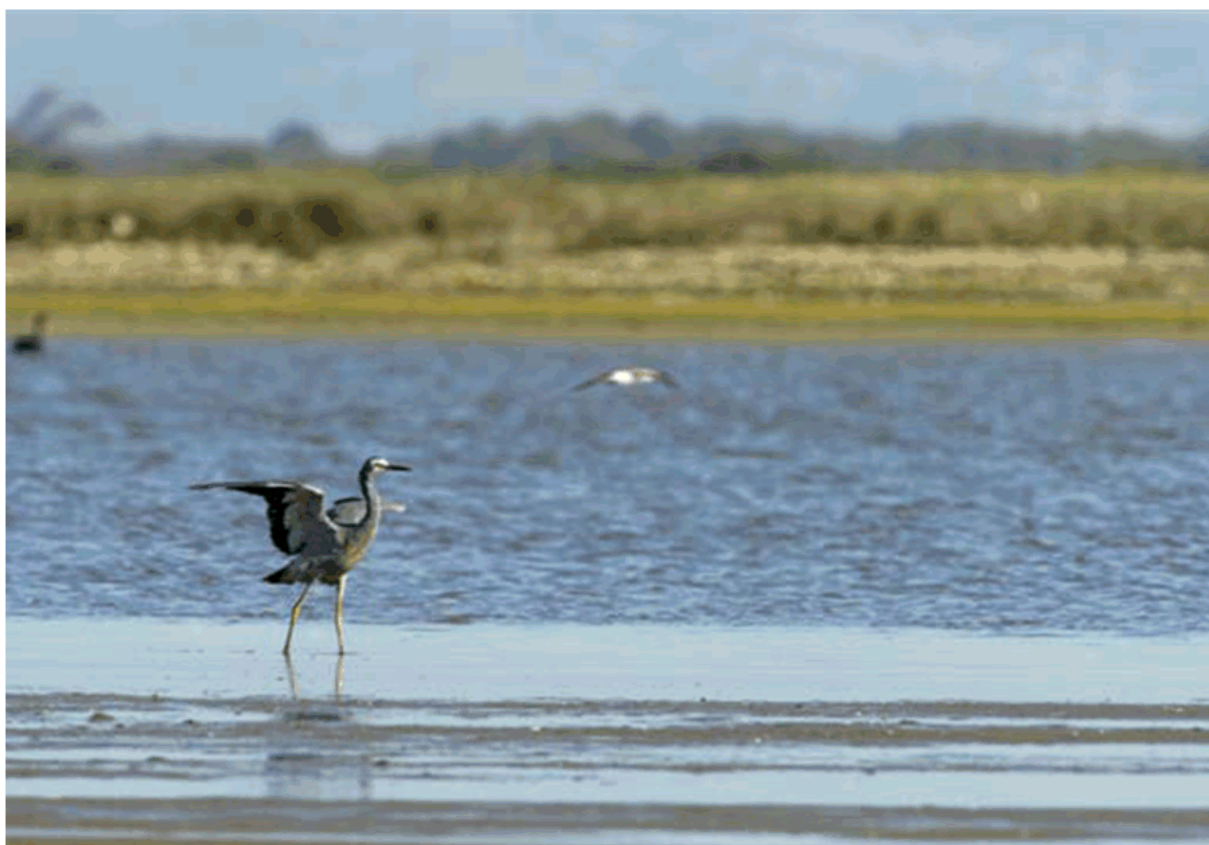
### 5 Target 5

## Protect and secure our water resources

Water security underpins sustainable economic development, population growth, primary production, food security and a healthy urban ecology. Adelaide is one of the highest water consuming cities in Australia, with potable mains water use dominated by residential consumption. The Adelaide Desalination Plant at Port Stanvac does give us comfort but we must also develop ways to increase water efficiency.

Urban form and design are some of the most important contributors to improving water security. This can be achieved by incorporating water sensitive urban design techniques in new development to decouple population, economic and housing growth from unsustainable water resource consumption and providing opportunities for stormwater and wastewater capture and reuse at the local, neighbourhood and regional scale.

In addition, protecting Greater Adelaide's water supply catchments areas from inappropriate development is critical to ensuring our long term water security.



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## Water

## Policies

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**P114.** Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits and to support public stormwater systems.

**P115.** Protect and secure water resources in the region (refer to Map 12), including:

- the Mount Lofty Ranges Watershed
- prescribed water resources
- recycled wastewater networks
- stormwater harvesting.

**P116.** Increase the provision of stormwater infrastructure to manage and reduce the impacts of:

- run-off from infill development
- urban flooding from increased short-duration intense rainfall events associated with climate change
- pollution from roads and other developed areas.



## Mount Lofty Ranges Watershed

The Mount Lofty Ranges Watershed has been divided into 3 sub-regions based upon the relative potential of land uses/activities in these areas to generate pollutants that could threaten drinking water quality:

- Priority Areas 1 – greatest risk
- Priority Areas 2 – intermediate risk
- Priority Areas 3 – least risk.

As such, new developments must demonstrate:

- a beneficial effect on water quality in Priority Areas 1
- a beneficial, or at least neutral impact on water quality in Priority Areas 2
- a negligible adverse, neutral or beneficial impact on water quality in Priority Areas 3.



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## Water

### Water sensitive urban design

The State's Water Sensitive Urban Design (WSUD) policy<sup>16</sup> outlines the aim, objectives, principles and performance based targets for WSUD in South Australia. It also sets out the Government's WSUD actions and outlines the wide range of WSUD techniques that can be incorporated into development projects and individual properties such as:

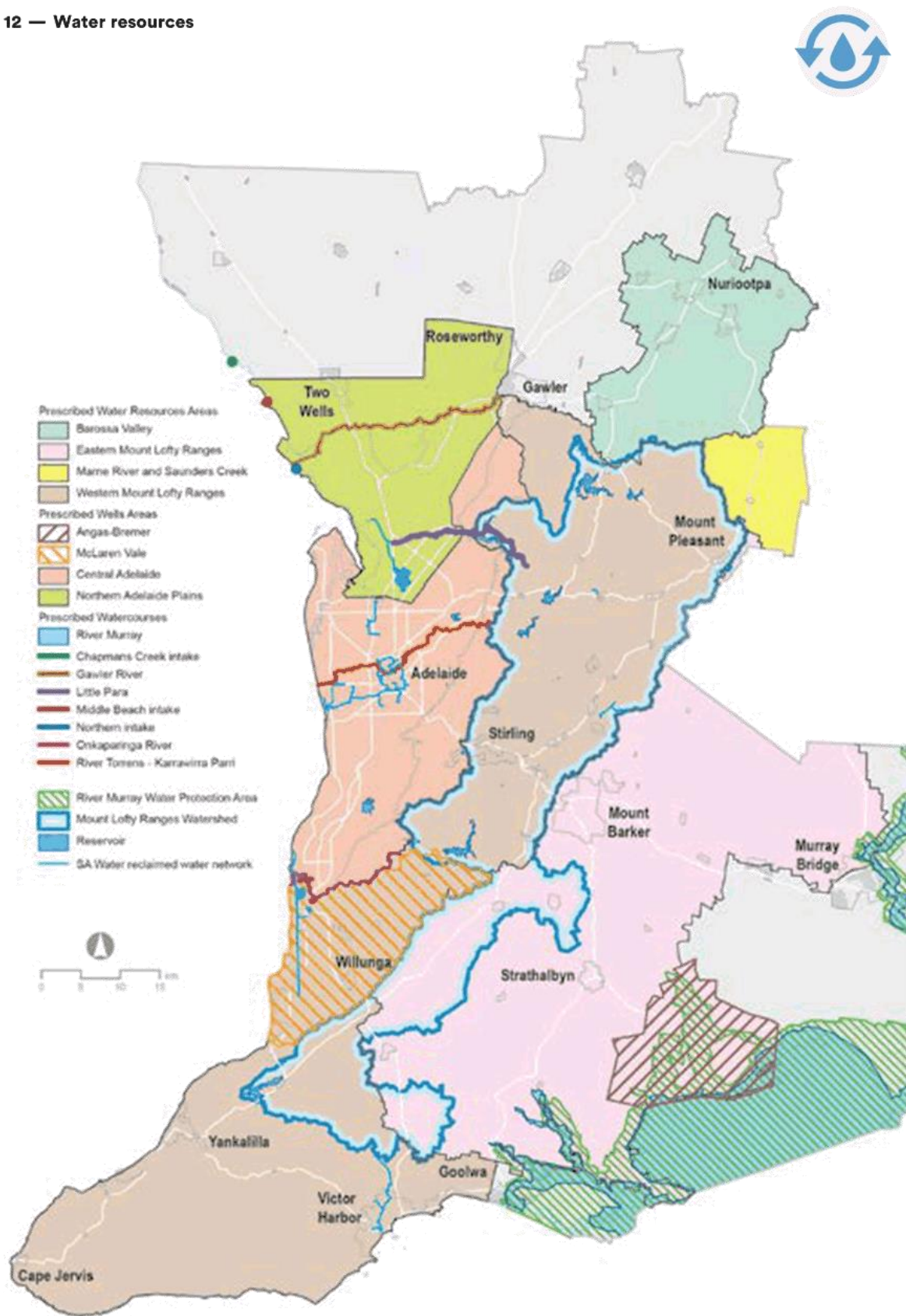
- bio-filtration systems
- permeable paving of footpaths, common areas and parking spaces (which can be used above the open underground water storage activities)
- green roofs and living walls (for example, plantings on roofs and down walls)
- wetlands to capture and treat run-off
- appropriate landscaping (for example, efficient irrigation, mulching, wind and sun protection, minimising lawn area and selecting suitable plants)

- capture and storage of rainwater and stormwater for re-use for residential purposes or to irrigate parks, sporting fields and other open spaces
- capture, treatment and re-use of wastewater
- water efficient fittings and appliances
- maintaining fixtures (for example, fixing leaks and drips from plumbing and taps).

WSUD can be incorporated across a range of development types and scales, including individual homes, streets, vehicle parking areas, subdivisions and multi-units, commercial and industrial areas, and public land. WSUD helps to improve water quality and quantity, reduces flood risk in urban areas and enhances biodiversity.



Map 12 — Water resources



PLN ID: 4881

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## Water

### Making it happen - the planning system

#### In the short term

**A44.** Incorporate into Regional Plans and/or the Planning and Design Code:

- maps identifying prescribed water resources areas
- policies to protect prescribed water resources, catchment areas and the Mount Lofty Ranges Watershed (consistent with the water quality risk hierarchy associated with the Mount Lofty Ranges Watershed) while encouraging appropriate economic uses
- water efficiency standards
- the aims, objectives, guiding principles, performance principles and targets of water sensitive urban design
- policies that promote the use of alternative water supplies for new development.

#### Other key levers to unlock opportunity

- Expand use of recycled water - from the Bolivar Wastewater Treatment Plant to support the intensification of horticultural production in the Northern Adelaide Plains.
- Implement the Water for Good Plan - to ensure our state has a secure water supply system.
- Use water allocation plans - for example, Adelaide Plains, Barossa, McLaren Vale, Western Mount Lofty Ranges, Eastern Mount Lofty Ranges and the Marne Saunders, to ensure sustainable water supplies for the community, industry and the environment for future generations.
- Deliver stormwater harvesting and reuse projects - to date have an investment value of \$160 million.
- Implement the Adelaide Coastal Water Quality Improvement Plan - to achieve and sustain water quality improvement for Adelaide's coastal waters and create conditions conducive for the return of seagrass along the Adelaide coastline.
- Consider potential carbon and storage offsets - investigate how to obtain maximum benefit from potential carbon and storage offsets ('Blue Carbon') provided by coast and marine habitats and how to best protect appropriate sites.



# Emergency management and hazards



## Relevant Targets

### 1 Target 1

## Build resilience to hazards and disasters

Greater Adelaide has exposure risks to several natural hazards including bushfires, floods, landslides, earthquakes and extreme weather. These are likely to increase in regularity and severity with the changing global climate. We are also exposed to other hazards including the storage and management of hazardous materials and contamination of land.

It is critical that we seek to reduce the exposure of people, buildings and infrastructure to these risks and potentially hazardous events. We must anticipate the risk of hazards, and work with emergency service providers to plan for protecting lives and reducing the economic and social costs when incidents occur.

Planning for and managing risks in our urban area and of our critical infrastructure will ensure the ongoing liveability and resilience of our region and the safety of our communities.



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## Emergency management and hazards

### Policies

**P117.** Minimise risk to people, property and the environment from exposure to hazards (including bushfire, terrestrial and coastal flooding, erosion, dune drift and acid sulphate soils) by designing and planning for development in accordance with a risk hierarchy of:

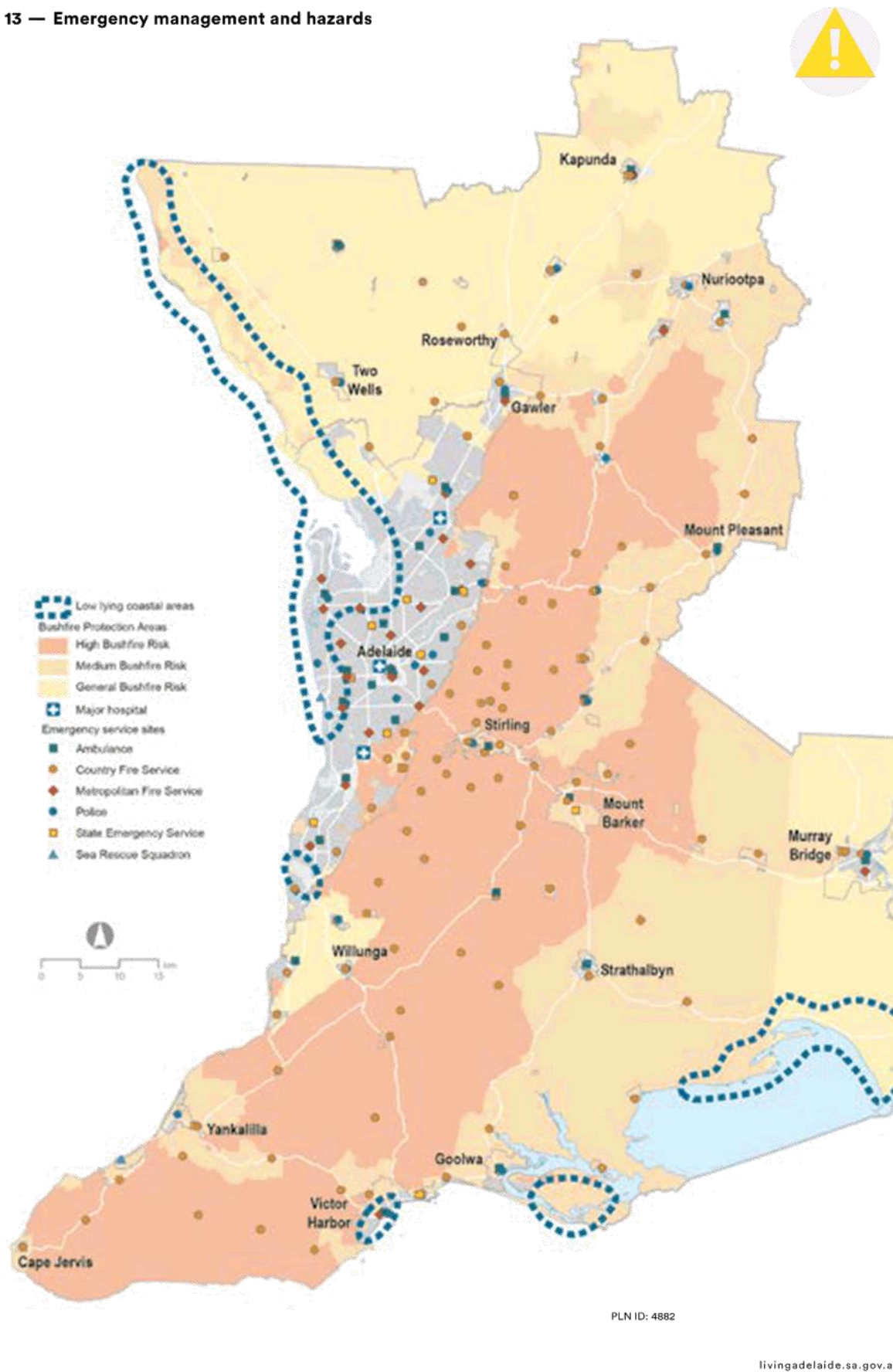
- avoidance
- adaptation
- protection.

**P118.** Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.

**P119.** Decrease the risk of loss of life and property from extreme bushfires through creating buffers in new growth areas that are in or adjacent to areas identified as high risk from bushfires (See Map 13).

**P120.** Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.

**P121.** Mitigate the impact of extreme heat events by designing development to create cooler communities through the use of green infrastructure.

**Map 13 — Emergency management and hazards**

## Emergency management and hazards

### Making it happen - the planning system

#### In the short term

**A45.** State agencies to map hazards to be identified as overlays within the Planning and Design Code, including flood, bushfire and coastal hazards.

**A46.** Create a consistent policy response that is proportionate to the level of risk for all hazards to be included within the Planning and Design Code.

**A47.** Update procedures used by planning authorities for the rezoning and assessment matters related to site contamination.

#### Other key levers to unlock opportunity

- Implement the the State Emergency Management Plan - to prevent, manage and recover from incidents and disasters within South Australia.
- Implement the Water for Good Plan – to ensure our state has a secure water supply system.
- Utilise flood hazard mapping to increase the public's awareness of their exposure to flood risk and assist in risk assessments to identify the priority flood risks in the State.



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## Our policies, actions and targets

The Plan will be delivered through a range of new tools that will be progressively introduced with the introduction of the new *Planning, Development and Infrastructure Act 2016*.

The policies will be implemented by the new State Planning Policies and the Planning and Design Code. A Community Engagement Charter will also be developed to set benchmarks for meaningful and genuine engagement with communities, particularly in the early stages where planning policies are being formed and tested.

The State Planning Commission will report on how the targets, policies and actions have been implemented. An annual implementation plan and report card will also be released to track our progress.

**This section of the Plan outlines how the six high-level targets will be measured.**

**These new targets will measure our progress on delivering the new urban form and creating liveable, sustainable and competitive places. These targets cover multiple policy themes within the Plan.**

## Our targets

1



Protecting our resources

2



Smarter travel

3



Getting active

4



Walkable neighbourhoods

5



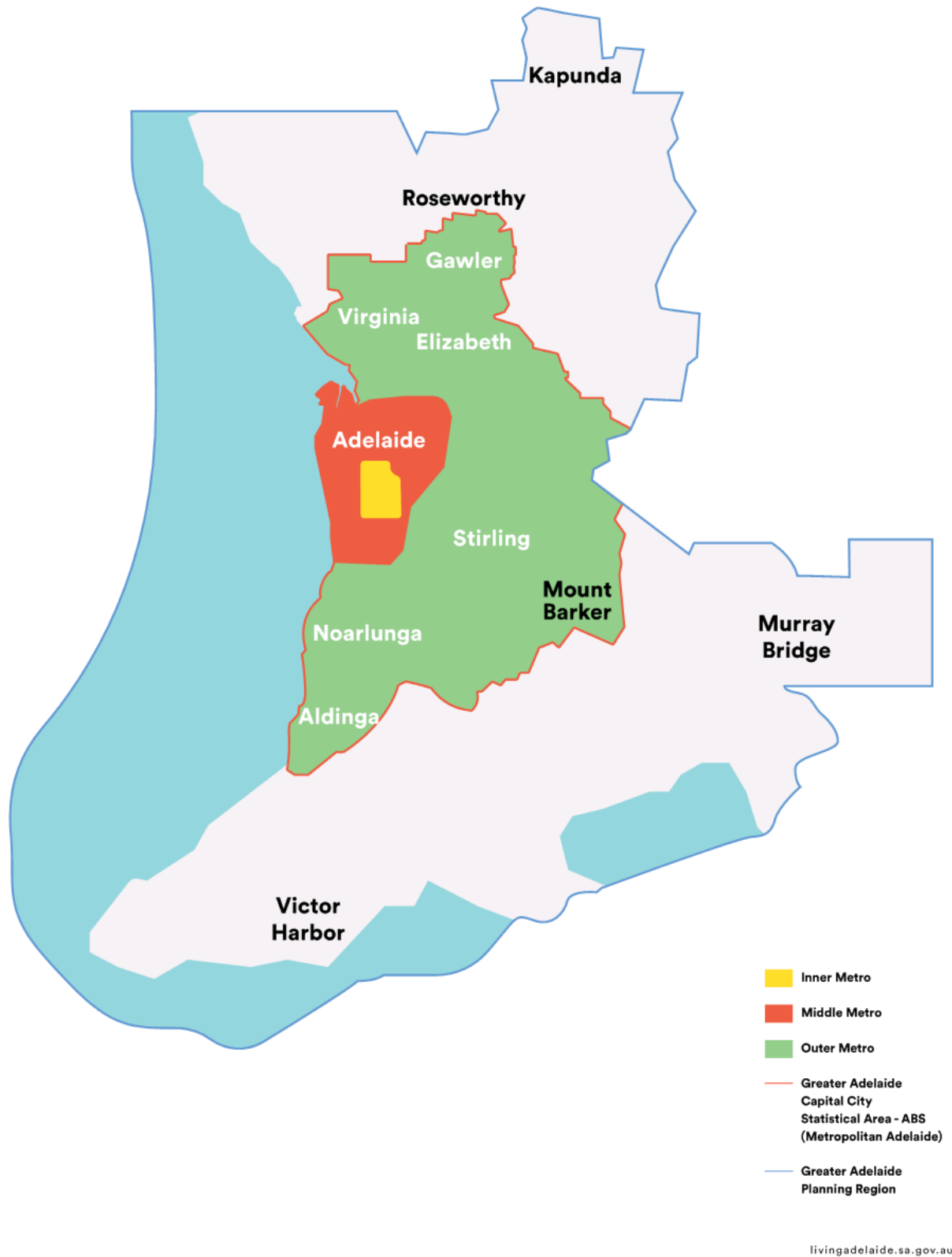
A green liveable city

6



Greater housing choice

Figure 3.1 Geography used in the targets







## 1 Protecting our resources

85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.

The Plan aims to progressively change Adelaide's urban form by containing the growth of the metropolitan area and avoiding the on-going consumption of highly productive agricultural and horticultural land on the urban fringe. This will reduce the potential environmental, social and economic issues of fringe growth, which include high levels of car dependence and associated infrastructure costs, limited access to essential services and facilities, social isolation, transport disadvantage and excessive consumption of natural resources.

Compact, walkable and cycle friendly communities, which will be supported by this target, make it easier for people to exercise, reduce car crash fatalities and vehicle-related air pollution, and lower personal transport costs.

### How this target will be measured:

Each year new dwellings will be attributed to infill, fringe or township locations within the ABS Greater Adelaide Capital City\* (GACC) statistical area, as shown on Map 14.

This means that by 2045, 85% of new residential growth will be within the established urban areas (pink) and the remaining 15% will be within the fringe and township growth areas (blue areas on Map 14).

The target will be measured using annual dwelling count data prepared by DPTI.

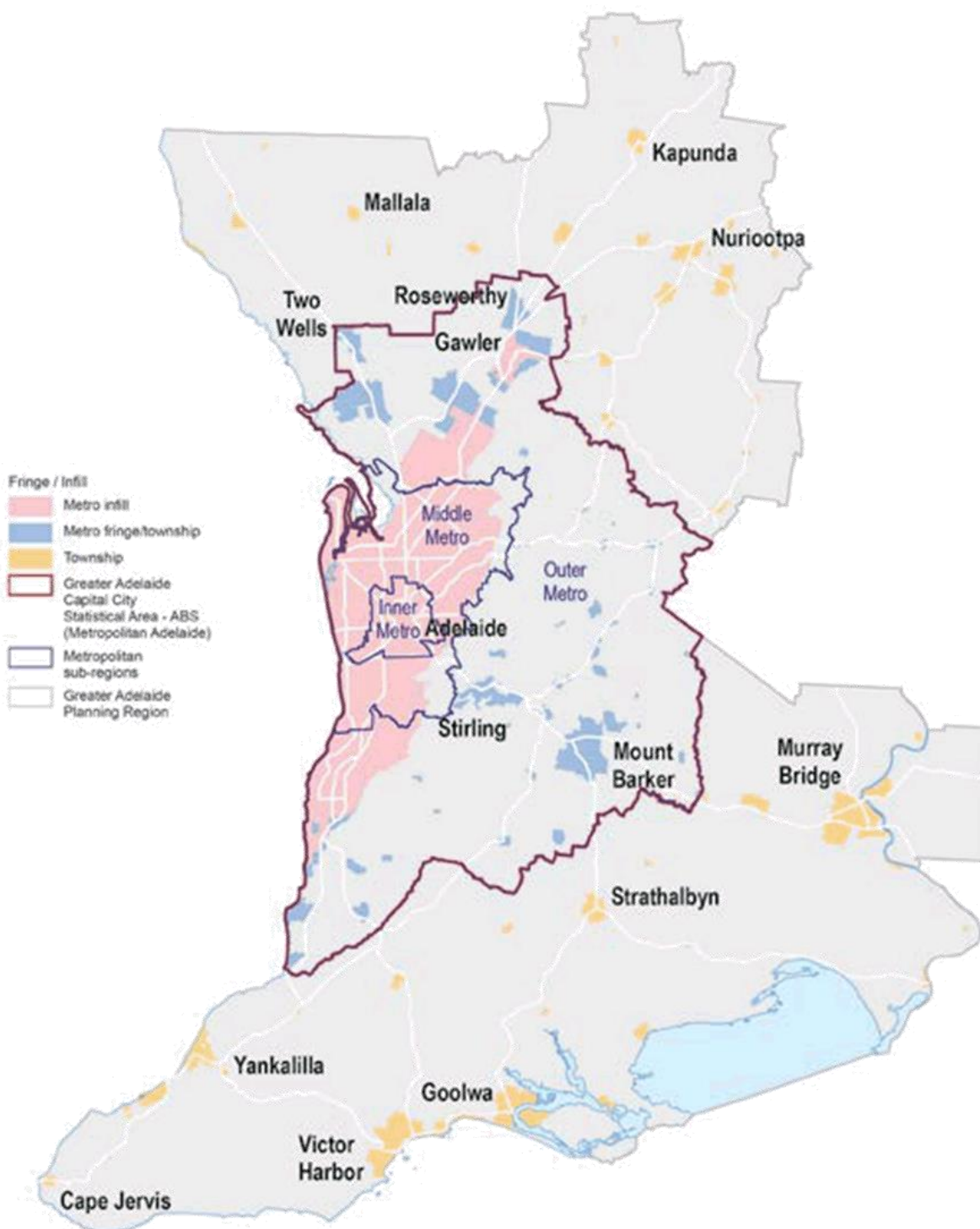
Note: The 'infill' area for the purposes of this target is the contiguous 'established' urban area of metropolitan Adelaide. The existing township of Gawler is included

because it is connected by the rail line. Over time the infill area is expanded to include completed fringe developments. At the edge of the 'infill' area are the fringe greenfield areas. Beyond these areas everything else is classified as township and it will include a mix of greenfield growth at the edges of the town and infill within the existing town.

### Current status:

70% of new houses in metropolitan Adelaide are currently built within the established urban areas (2014).

\* The Greater Adelaide Capital City statistical area is defined by the Australian Bureau of Statistics (ABS). This is referred to as 'Metropolitan Adelaide'. Capital City areas represent the functional extent of each of the eight state and territory capital cities.

**Map 14 — Metro infill vs metro fringe/township**

PLN ID: 5228

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## 2 Smarter travel

60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes

The Plan seeks to provide more well-designed housing options for people to live in locations that are well serviced by public transport.

This is supported by the State Government's *Integrated Transport and Land Use Plan* (ITLUP) which proposes a new tram system for Adelaide, along with service and infrastructure improvements for a number of train lines and high frequency bus routes. Cities around the world with high-quality light rail, and higher public transport use have an average population density of at least 3,000 people per km<sup>2</sup>. Adelaide's current average population density is around 1,400 people per km<sup>2</sup>.

To make this a reality, increases in dwelling density are required within:

- 800 metres of tram routes\* corridor catchments.
- 800 metres of train stations and O-Bahn interchanges\*
- 400 metres of high frequency bus routes (including Go Zones)\*.

### How will this target be measured:

This target will be measured using annual dwelling counts derived from State Valuer-General data. Each year new dwellings will be attributed to the defined catchments

and then calculated as a proportion of the total dwellings built in metropolitan Adelaide (urban area). Any additions to the public transport network that meet the high frequency criteria of this target will added annually and included in the analysis (see the ITLUP Technical Report<sup>17</sup> for projected service patterns and frequency). Refer to Map 15 for details.

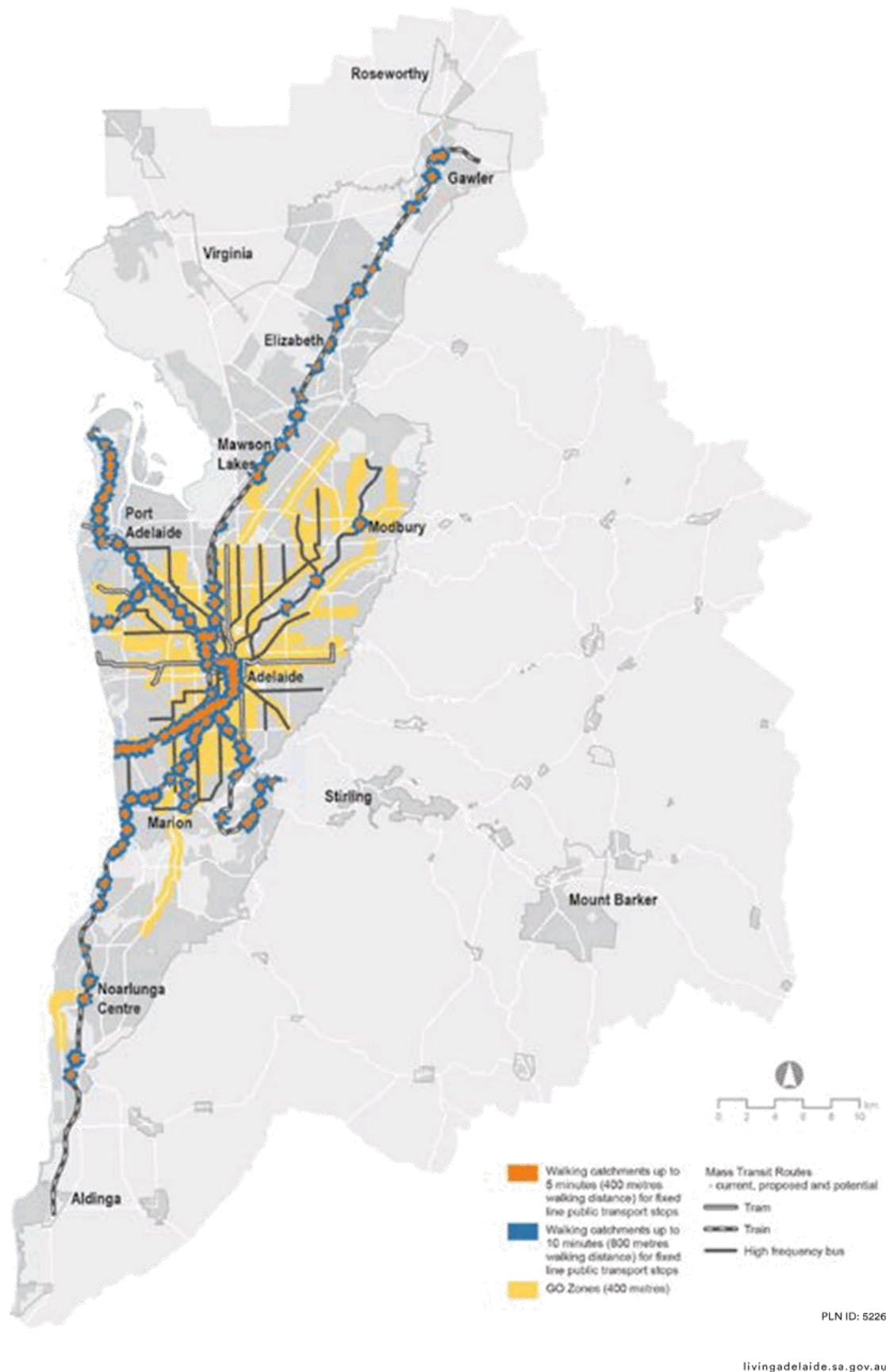
### Current status:

This is a new target with a baseline of 41%, based on the percentage of new dwellings built each year, over the last five years. Refer to Figure 3.2 below.

**Figure 3.2 Dwellings built in close proximity to fixed line and high frequency bus routes**

Dwellings Built	Metropolitan Adelaide (Urban Boundary)	800m walk fixed line public transport / 400m GO Zones	% within 800 / 400m public transport
Built 2011-2015	32809	13456	41.0%

\*Current and planned

**Map 15 — Current and proposed fixed line and high frequency bus routes**





### 3 Getting active

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 25% by 2045.

The Plan aims to encourage active transport (i.e. walking, cycling and public transport) as important everyday modes of travel, and key parts of our urban transport systems. Getting more people walking, cycling and using public transport will result in:

- increased capacity, and reduced congestion, in the overall transport network
- reduced environmental impacts
- improved public health and reduced healthcare costs
- improved community wellbeing and social cohesion.

This Plan supports the State Government's *Integrated Transport and Land Use Plan* (ITLUP) which outlines a range of active transport network improvements and other solutions. Studies that informed ITLUP found that 72 to 75% of people<sup>8</sup> have a trip destination within the same area from where they start and these trips are on average short, being three to six km in length. Facilitating more housing close to activity centres, jobs and services and public transport will provide more opportunities for people to shift modes for short daily trips (less than two km for walking and five km for cycling).

It is important to recognise that well-designed infrastructure is key to increased usage. Good design ensures an appropriate level of amenity and safety for users creating a more pleasant and appealing journey.

#### How will this target be measured:

The target will use journey to work Census data and set separate targets for Inner, Middle and Outer Metro areas (refer Map 16). DPTI is also exploring new data sources to assist with measuring the target, which may allow other trip purposes to also be measured (i.e. journey to school).

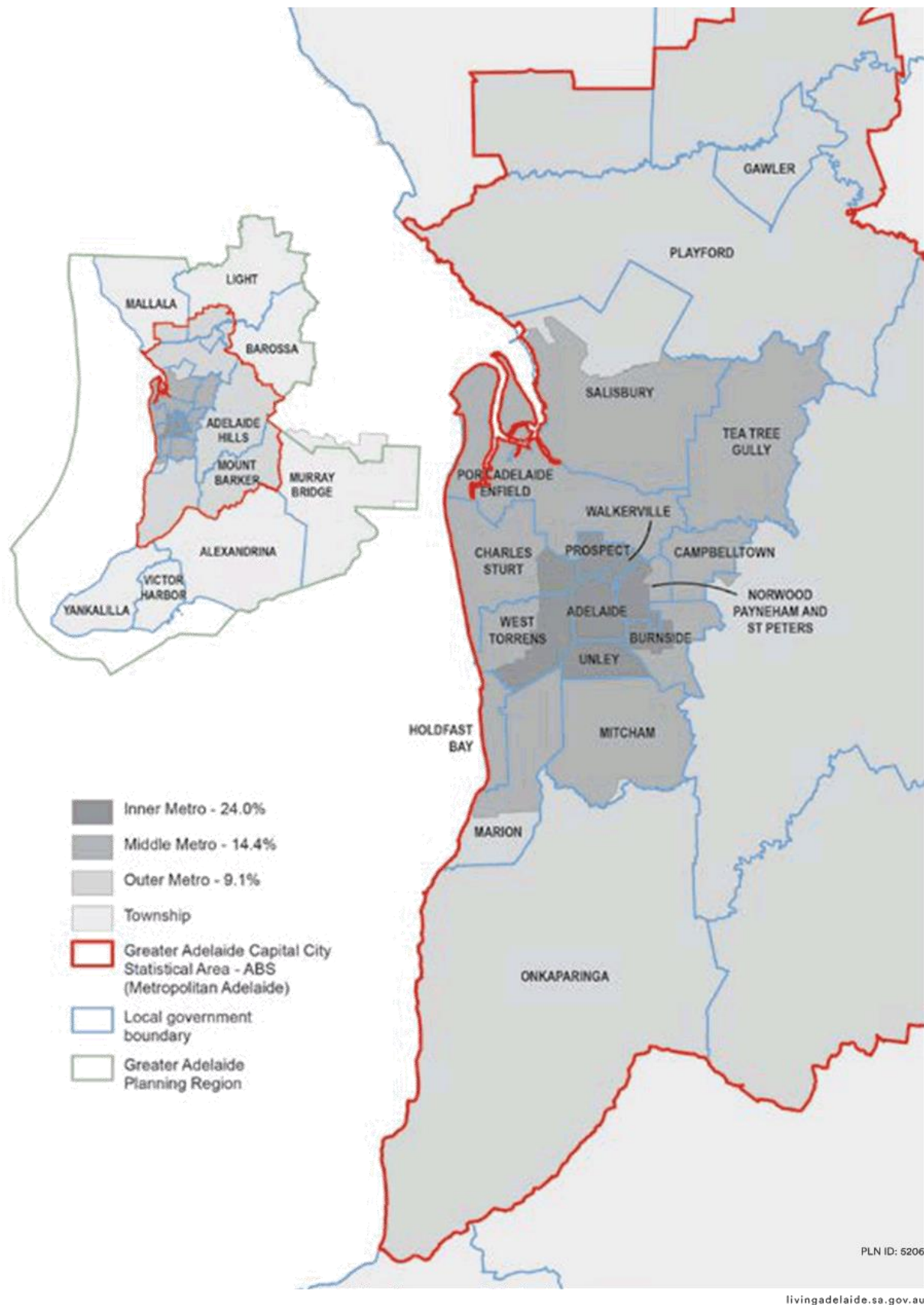
#### Current status:

The share of work trips by active modes across metropolitan Adelaide in 2011 was 14.1%. A 25 per cent increase by 2045 would see this share increase to 18%.

The breakdown for Inner, Middle and Outer Metro areas is detailed in Figure 3.3 below.

**Figure 3.3 Active Travel to Work (includes bike, walk and public transport)**

Area	2011	25% increase by 2045
Inner Metro	24%	30%
Middle Metro	14.4%	18%
Outer Metro	9.1%	11%
Metro Adelaide (GACC)	14.1%	18%

**Map 16 — Active transport use for work trips**



## 4 Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner and Middle Adelaide by 25% by 2045.

A 'walkable neighbourhood' is where the daily needs of most residents can be met within a short trip of where they live or work. It provides close access by foot, bike or public transport, through the provision of well-designed infrastructure, to jobs, shopping, learning, open space, recreation, and other amenities and services.

Walkable neighbourhoods have extensive economic, social, health and environmental benefits.

This target will incorporate the following criteria:

1. **Public open space\*** (greater than 4,000m<sup>2</sup> in size) (400m / 5 min walk)
2. **Primary schools** (1km / 15 mins walk)
3. **Frequent bus services** (Including Go Zones) (400m / 5 min walk) **OR**  
**Train station or tram/o-bahn stop** (800m / 10 min walk)
4. **Shops** (800m / 15 mins walk).

### How will this target be measured?

Each of the spatial data layers developed for this target are based on the criteria identified above. The following maps show the proportion of the population that has access to each individual criteria (open space, primary schools, shops, and high frequency public transport), and the cumulative ranking of at least 3 out of 4. The walking distance from each criteria was measured using network analysis rather than 'as the crow flies'. The higher the rating, more walkable a neighbourhood is.

Population data at the ABS mesh block level (approximately 30 to 60 households) was overlaid to estimate the population within each walkability category. The results are shown on the maps overleaf.

**A walkable neighbourhood is one that has a walkability score of at least 3 out of 4.**

### Current status:

This is a new target, determined using a multi-criteria GIS analysis.

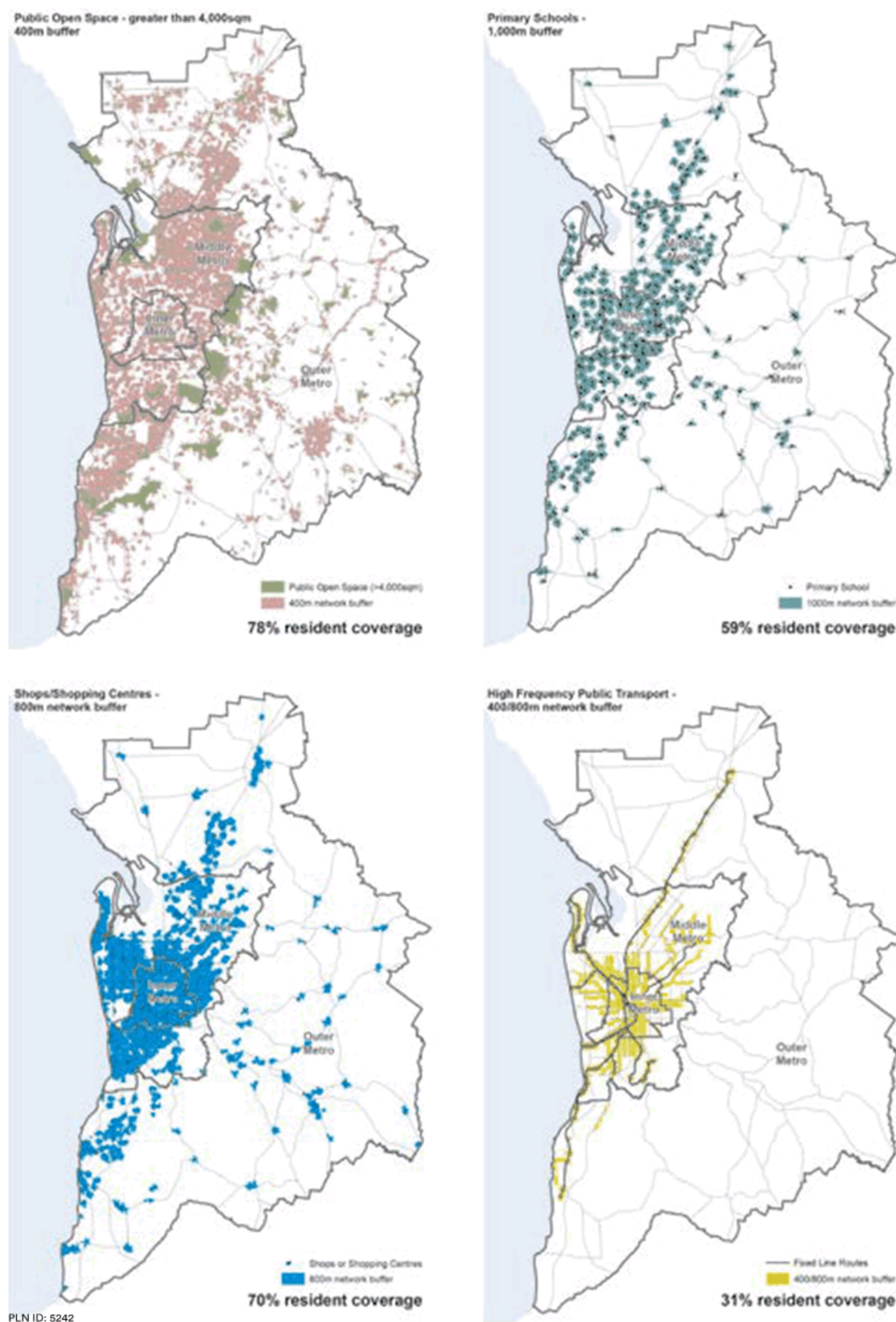
The baseline for 3 and 4 out of 4 for:

- Inner Metro: 72%
- Middle Metro: 49%

Consideration is being given to an Outer Metro sub-region target.

A 25% increase would result in 90% of residents living within at least 3 out of 4 criteria in Inner Metro and 61% in Middle Metro.

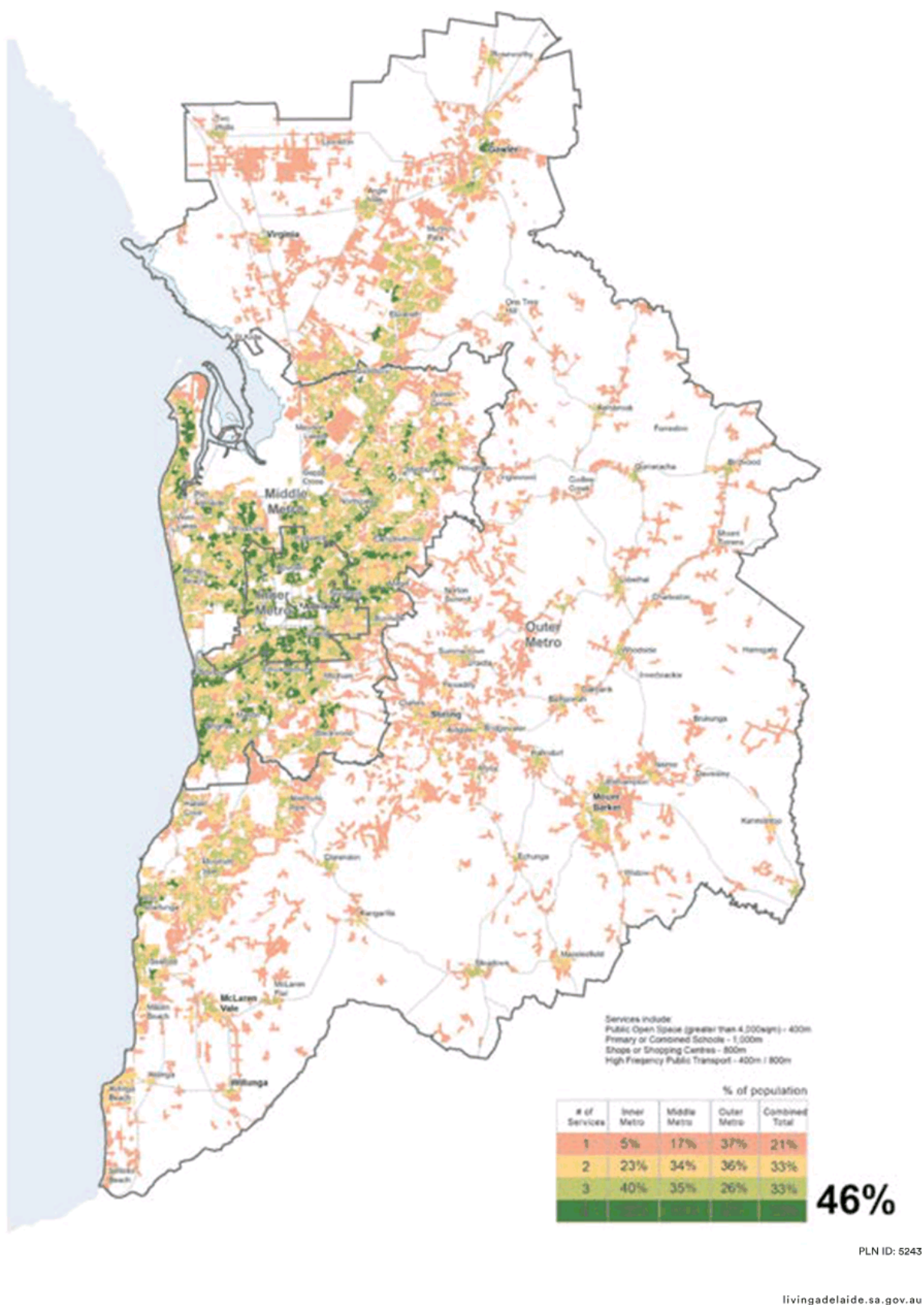
\* Includes playgrounds, parks, shared open spaces and community gardens.

**Map 17 — Inner and Middle Metro areas showing the four walkable neighbourhoods criteria**

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**Map 18 — Proportion of population within walking distance of services**





## 5 A green liveable city

Tree canopy cover is increased by 20% across metropolitan Adelaide by 2045.

Tree canopy cover refers to trees located in street verges, parks and backyards. Such vegetation in urban landscapes is known to provide multiple economic, biophysical and social benefits including:

- maintenance of habitat for native fauna, which can include vulnerable or threatened species in fragmented urban landscapes
- reduction of the urban heat island effect
- air quality improvements
- stormwater management improvements through reductions in the extent of impervious surfaces
- provision of spaces for interaction, amenity and recreation, which improve community health and social well-being
- increase level of neighbourhood safety
- provision of positive visual amenity for urban residents.

### How will this target be measured:

The target will be measured using the i-Tree Canopy software consistently applied to local council areas across the Adelaide metropolitan area.

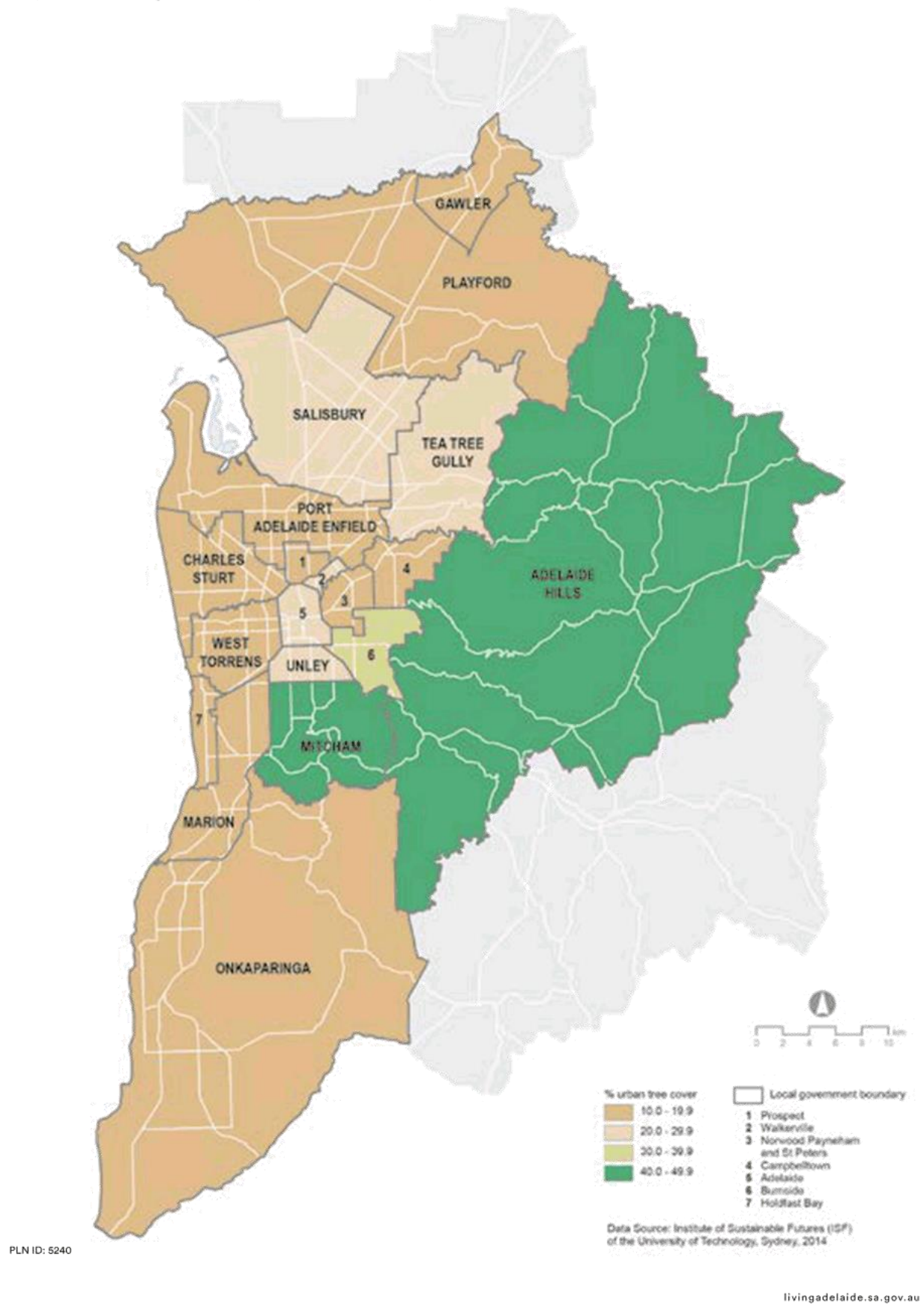
It is recognised that councils currently have varying amounts of tree canopy cover. Therefore, the following is proposed:

- For council areas currently with less than 30% tree canopy cover, cover should be increased by 20% cover by 2045.
- For council areas currently with more than 30% tree canopy cover, this cover should be maintained to ensure no net loss to 2045.

### Current status:

Indicative baseline - an average of 21.4% of tree canopy cover across the local government areas was captured in the research undertaken in the national benchmarking report by the Institute of Sustainable Futures (ISF) of the University of Technology Sydney in 2014.<sup>19</sup> This analysis was undertaken using the i-Tree Canopy software. Refer Map 19 illustrating the indicative tree canopy cover of 19 Greater Adelaide LGAs. Further work will be undertaken to develop a finer grained baseline.

Many councils are already undertaking further work in this area. Therefore consideration will be given to including shrub and irrigated grass sub-targets in the future.

**Map 19 — Existing tree canopy cover across metropolitan Adelaide (indicative)"**





## 6 Greater housing choice

Increase housing choice by 25% to meet changing household needs in metropolitan Adelaide by 2045.

Historically, the predominant form of housing built in Adelaide has been detached dwellings on large allotments. The Plan seeks to facilitate the supply of a diverse and well-designed range of housing types to cater for all ages and lifestyles and which make the best use of land and infrastructure. South Australia needs growth in more flexible housing options for one or two person households. By 2031, lone person households are predicted to grow by 60% to 99,200, up from 62,000 in 2010. Single person households are the fastest growing household type in the State.

Our baby boomers (who represent a quarter of our population) are either moving into retirement or are already retired. Many wish to downsize and move into accommodation that better suits their needs and lifestyles. Currently 62% of households have less than three residents but 72% of dwellings have three or more bedrooms.

### How will this target be measured:

This target will be measured using annual DPTI dwelling count data to track the number of dwellings built by type. It will use a rolling five-year average to calculate the ratio of detached to non-detached dwellings.

Consideration and investigation will be given to other ways to measure diversity of housing types. Currently data is only extracted in the following five categories; detached, semi-detached, flats/apartments, home unit/townhouses and retirement village units.

### Current status:

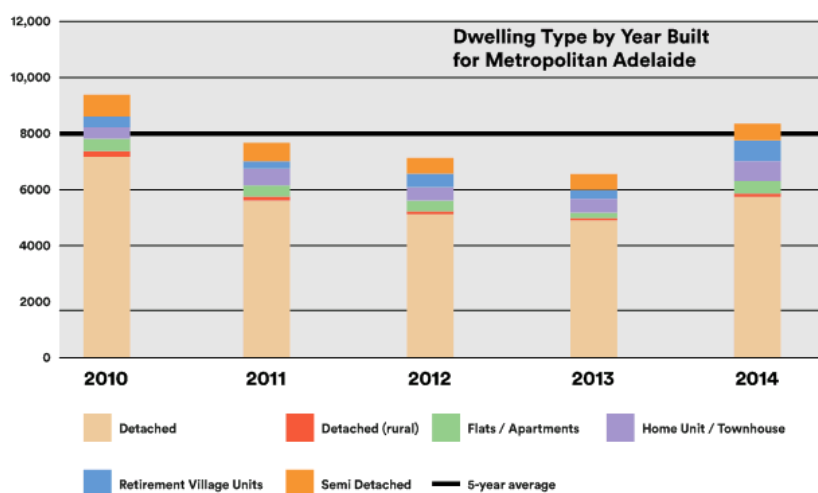
Over the past five years, 25% of the dwellings built were non-detached dwellings. As a result, the current split between detached and non-detached dwellings is 75:25. The following table and chart show the number and relative share of dwellings built by type for each of the past 5 years. Refer to Figure 3.4.

### Affordable Housing Policy

Diverse housing includes facilitating affordable housing options, in desirable, well-serviced locations. This Plan also continues to support the State Government's Affordable Housing Inclusion Policy. This requires that at least 15% of all new dwellings meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in all new significant developments and growth areas.

**Figure 3.4 Dwellings built by year and type in Metropolitan Adelaide (as defined by the Greater Adelaide Capital City region)**

Dwelling type	2010	2011	2012	2013	2014	2010-14 average
Detached	79%	75%	73%	77%	70%	75%
Flats / Apartments	4%	5%	5%	2%	5%	5%
Home Unit / Townhouse	5%	9%	7%	8%	8%	7%
Retirement Village Units	3%	3%	7%	5%	10%	6%
Semi-detached	9%	8%	8%	7%	7%	8%
	100%	100%	100%	100%	100%	100%



## Next steps

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The draft update to the *The 30-Year Plan for Greater Adelaide* has been designed to be a collaborative effort between the State Government and the people of South Australia.

This draft document has been developed through extensive conversation workshops involving representation from government agencies, all 27 councils, industry bodies and community stakeholder groups. Now it is time to continue the conversation with the broader community.

The plan is a living document which will be shaped through a program of community engagement before being released in its final form in late 2016.

### Find out more

If you would like to know more, you can grab a copy of the draft Update from [www.livingadelaide.sa.gov.au](http://www.livingadelaide.sa.gov.au).

You can also register on the website to be kept informed on planned consultation activities, community events and to receive the latest news and updates.

# Appendices



# Glossary of terms

## Defining Density

There are a number of different ways of measuring density. The key is to always be explicit about what is being measured.

Gross density is calculated by determining the number of dwelling units or people living within a given area (i.e. council area, suburbs or corridor catchment) without making exclusions for non-residential land. The larger the amount of non-residential land (i.e. roads, open space, retail and commercial areas) in an area, the higher net residential site densities will be required to achieve the desired gross density.

Net residential site density is calculated by using the residential site area only within a given area (i.e. council area, suburb or corridor catchment) and excludes all other land from considerations. Such a density can be consistently applied at the individual development site level and is useful in guiding planning policy.

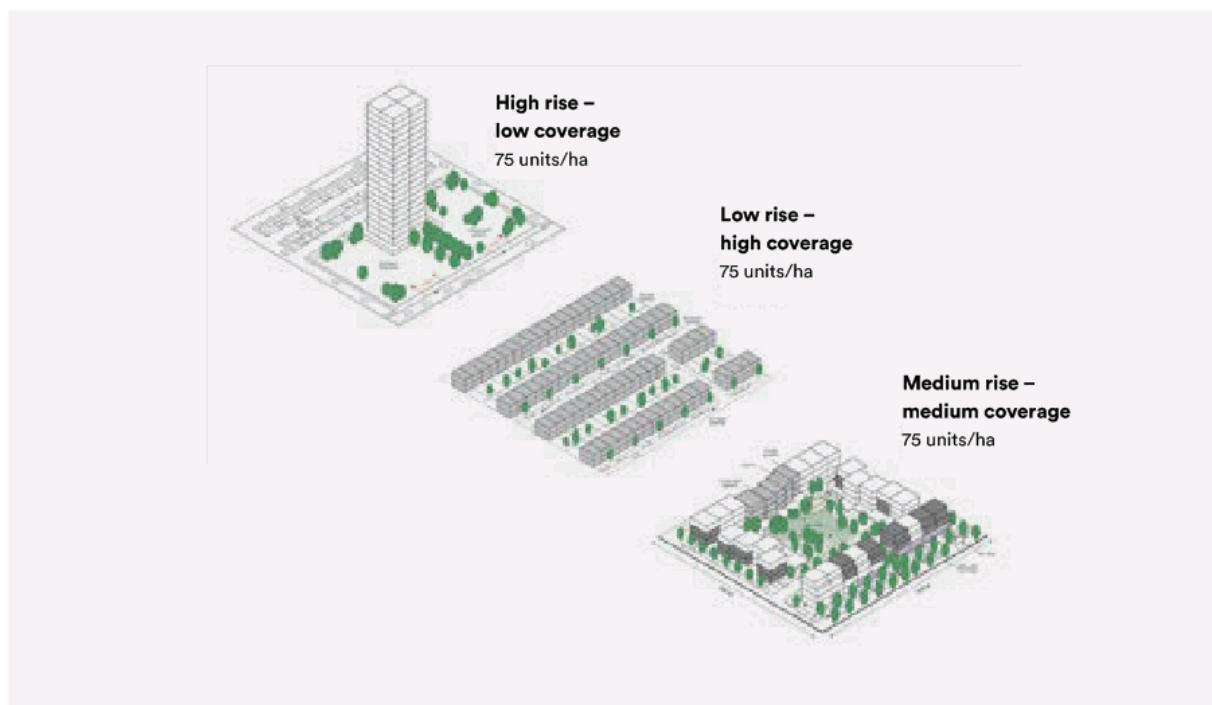
The following density ranges apply to net residential site density and gave definition to the terms low, medium and high density referred to in this Plan:

- Low density = fewer than 35 dwelling units per hectare (du/ha)

- Medium density = 35-70 du/ha
- High density = more than 70 du/ha

The following ranges define the terms used in this Plan regarding building height. These definitions should be used in planning policy to guide individual developments, whether residential, commercial or mixed-use:

- Low rise = 1-2 storeys (above ground level)
- Medium rise = 3-6 storeys
- High rise = more than 7 storeys.



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<b>Active transport</b>	Active transport can be defined as walking, cycling, skating and skateboarding. Public transport can also be included but only if the initial mode of transport to the bus, train or tram was not a private motor vehicle.
<b>Activity centres</b>	Activity centres are concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses. The purpose of activity centres is to cluster commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure. The Capital City centre, encompassing the central business district, is the pre-eminent activity centre in the Greater Adelaide region. Other more traditional activity centres are located in the metropolitan area and will be instrumental in the inclusion of residential development adjacent transit corridors over the life of the 30-Year Plan.
<b>Affordable housing</b>	Affordable housing are dwellings appropriate to the needs of households with low and moderate incomes (that is, up to 120% of gross annual median income). The criteria for affordable housing (including price points) are published in the Government Gazette and are reviewed annually.
<b>Affordable living</b>	Affordable living expands upon affordable housing to include transportation costs. By taking into account the combined costs of housing and transportation associated with the location of the home, it provides a more complete understanding of affordability. Affordable living also takes into account; indirect costs such as accessing employment areas, services and facilities; household expenditure on electricity, gas and water; and the costs of adaptable housing for older people or people with a disability.
<b>Age dependency ratio</b>	The dependency ratio is the number of those not of working age (0-14 and 65+ years of age, 'the dependents') expressed as a ratio of percentage of those of working age (15-64 years of age).
<b>Areas of high environmental significance</b>	These areas include protected public lands (e.g. national and conservation parks), areas of private/public lands under a heritage agreement, and land containing high value native vegetation. These areas will be protected from development unless a specific regulatory exemption applies.
<b>Biodiversity</b>	This term describes the variety of life in all its forms and at all levels of organisation, as well as the ecological and evolutionary processes through which genes, species and ecosystems interact with one another and with their environment.
<b>Blue carbon</b>	Blue carbon is the carbon stored in coastal and marine ecosystems and is an emerging opportunity that will aid the achievement of greenhouse gas emission reductions. The value in SA specifically relates to its extensive seagrass, saltmarsh and mangrove habitats, particularly in the gulfs, which are very effective carbon sinks and crucial ecological environments. South Australia is well placed to take advantage of blue carbon due to the extent and quality of its coast and marine systems.
<b>Brownfield sites</b>	Brownfields are urban sites for potential building development that have had previous development on them.

## Glossary of terms

<b>Carbon Emissions</b>	This term describes the carbon dioxide and carbon monoxide in the atmosphere and is produced by vehicles and industrial processes.
<b>Carbon Neutral City</b>	A carbon neutral city or activity emits no net greenhouse gases. This can be achieved by reducing carbon emissions from city-related activities and/or by offsetting emissions with changes to activities unrelated to the city.
<b>Case Management and Pre-lodgement Service</b>	This is a collaborative process in which proponents and key decision-makers, including statutory referral agencies work closely to achieve the best design, planning and development outcomes for everyone involved. The process is particularly effective for complex projects where addressing issues early in the design stage can have significant benefits for the applicant and the community. It currently applies to proposed developments in: <ul style="list-style-type: none"> <li>• The City of Adelaide (\$10m or more value)</li> <li>• Inner Metropolitan Adelaide (5 storeys or more)</li> <li>• Port Adelaide Regional Centre Zone (\$3m or more value)</li> </ul>
<b>City</b>	For the purposes of this Plan, city is defined as the City of Adelaide.
<b>Climate Change</b>	Climate change is a long-term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. Climate change may be limited to a specific region, or may occur across the whole Earth.
<b>Coastal habitats and landforms</b>	These include beaches, coastal dunes and cliffs, coastal wetlands, tidal estuaries, saltmarsh and mangrove areas and coastal geological features.
<b>Community Engagement Charter</b> <small>* New planning system tool</small>	This new initiative was introduced in the Planning, Development and Infrastructure Bill 2015. The new charter will include performance and mandatory requirements for engaging community members on changes to planning policies and rules. This will replace the prescriptive statutory requirements in the current Act with a more flexible approach that allows engagement to be tailored to suit the needs of each audience. The charter will be based on principles designed to foster and encourage constructive debate, weighed towards engagement in the early stages of policy-setting, and promote the use of plain language and easy-to-access formats.
<b>Community hubs</b>	A commonly used term in contemporary urban design and community planning. It can be defined as a conveniently located public place that is recognised and valued in the local community as a gathering place for people and an access point for a wide range of community activities, programs, services and events.
<b>Community infrastructure</b>	Includes open space, community sporting facilities/hubs, indoor recreation centres, trails and public realm improvements or installations. (See also Strategic infrastructure)
<b>Density</b>	Density is a measure of the population (persons) or the number of dwelling units in a given area (see Gross density and Net residential site density, below).

<b>Design Standards</b> * New planning system tool	To increase the emphasis on design in the planning system, the 2016 Act enables the State Planning Commission (see definition below) to prepare design standards relating to the public realm and infrastructure. This is an important innovation and represents the first time a system-wide approach to public realm design has been provided for in planning legislation. Design standards: <ul style="list-style-type: none"> <li>• specify design principles and standards</li> <li>• provide design guidance in relation to infrastructure and public realm.</li> </ul>
<b>Development Plans</b>	Development Plans seek to promote the provisions of the Planning Strategy and include planning or development objectives or principles. They are the principal document in South Australia used to assess development.
<b>District Centre</b>	A district centre accommodates a range of retail facilities, offices and consulting rooms, cultural, community and public administration; entertainment, educational, religious and residential facilities; to serve the community and visitors within the surrounding district.
<b>Employment Lands</b>	These are the concentrated areas where people are employed on a full or part-time basis in a wide range of employment industries including agriculture, mining, electricity, construction, wholesaling, communication, finance, property and government, cultural and personal services, education, health and community services, manufacturing, retailing, accommodation, cafes and restaurants.
<b>Environment and Food Protection Areas</b>	EFPAs are our existing rural lands that surround Greater Adelaide. They surround the built up area of Adelaide from the north along the Gawler River, follow the foothills southwards along the western boundary of the McLaren Vale Preservation District and then back towards the coast south of Sellicks Beach. Introduced in the <i>Planning, Development and Infrastructure Act 2016</i> . EFPAs: <ul style="list-style-type: none"> <li>• protect rural, landscape and environmental areas from urban encroachment;</li> <li>• encourage consolidation within the existing urban footprint and renewal of existing urban areas; and,</li> <li>• ensure that any expansion of the urban footprint is made transparently and is based on agreed evidence.</li> </ul>
<b>Freight Corridors</b>	Road or rail corridors for the movement of freight.
<b>Greenfield</b>	Land that has not previously been developed in urban or rural areas.
<b>Greenhouse Gas Emissions</b>	Greenhouse gases are naturally occurring gases in our atmosphere that trap heat and keep our earth warm enough for life to survive. Carbon dioxide (CO <sub>2</sub> ) is the primary greenhouse gas in our atmosphere and its concentrations are increasing as a result of human activities. The main human activity that emits CO <sub>2</sub> is the combustion of fossil fuels (coal, natural gas and oil) for energy and transportation, although certain industrial processes and land use changes also emit CO <sub>2</sub> . Continued emissions of greenhouse gases will lead to further climate changes including a warmer atmosphere, a warmer and more acidic ocean, higher sea levels and larger changes in precipitation patterns. The extent of future climate change depends on what we do now to reduce greenhouse gas emissions. The more we emit, the larger future changes will need to be.
<b>Green Infrastructure</b>	The network of green spaces and water systems that delivers multiple environmental, social and economic values and services to urban communities



## Glossary of terms

<b>Greenways</b>	A network of corridors that link open spaces across the Greater Adelaide region. Greenways promote healthy, liveable and sustainable lifestyles by creating safe opportunities for walking and cycling, and reducing carbon emissions. Greenways may include use of indigenous plantings and Water Sensitive Urban Design to enhance biodiversity.
<b>Gross Density</b>	Density is calculated by dividing the total number of dwellings by the total land area that they occupy (no land is excluded from the calculation) and expressed as dwelling units per hectare (du/ha).
<b>Growth Areas</b>	These areas have been identified for urban expansion. They will be subject to further intensive investigations and public consultation.
<b>Healthy Neighbourhoods</b>	Healthy neighbourhoods are places where people can live, learn, work and play. They offer a wide range of services that can easily be reached on foot or by bicycle, including schools, health care, shops, parks, playing fields and public transport. They also provide streets and public spaces which support diverse and vibrant public life, biodiversity and physical activity.
<b>Heritage</b>	Local heritage place means a place that is designated as a place of local heritage value by a Development Plan. State heritage place means either a place entered, either on a provisional or permanent basis, in the State Heritage Register or a place within an area established as a State Heritage Area by a Development Plan.
<b>High Frequency Bus Corridors</b>	These are planned high frequency on-road corridors that provide access between major activity centres, employment areas and neighbourhoods: buses at least every 15 minutes.
<b>High rise development</b>	Buildings of more than seven storeys in height.
<b>Household</b>	A household is one or more persons, at least one of whom is 15 years of age or over and is/are usually resident in the same private dwelling.
<b>Household formation</b>	Household formation is the process whereby individuals in the population form separate households.
<b>Household type</b>	Household type refers to the composition of the group of people living within a household—couple with children, couple without children, lone parent family, other families of related persons, lone person or groups
<b>Housing type</b>	Refers to the physical type of dwelling. For example, unit, apartment, townhouse, duplex, detached house or specialist accommodation.
<b>Infill</b>	Infill is the rededication of land in an urban environment to new construction. Infill also applies within an urban area to construction on any undeveloped land that is not on the urban fringe.

<b>Infill housing</b>	Infill housing is the development or construction of additional housing units into an existing subdivision or neighbourhood. These can be provided through the division of existing land or homes into multiple units or by creating new residential lots by further subdivision or boundary adjustments. Units may also be built on vacant lots.
<b>Knowledge-intensive services</b>	Knowledge-intensive services are problem-solving activities, usually delivered by professional experts in a particular field. The concept of knowledge-intensive activities is related to, but different from, a range of other terms such as 'innovative', 'creative economy', 'high-skill', 'high value adding' and 'human capital intensive'. Knowledge-intensive services have been defined for the purposes of this Plan as the amalgamation of the following Australian Bureau of Statistics defined services: information, media and telecommunications; financial and insurance services; scientific and technical services; education and training; health care; and social assistance. It is acknowledged that these are broad categories and may include subcategories that are not knowledge-intensive.
<b>Link and Place</b>	This new approach to planning and designing urban streets recognises that they have both 'link' and 'place' functions. As a 'link', a street is used for movement and designed for users to pass through as quickly and conveniently as possible. As a 'place', the street is a destination in its own right where people are encouraged to spend time taking part in activities.
<b>Liveability</b>	This is a measure of city residents' quality of life and is used to benchmark cities around the world. It includes socio-economic, environmental, transport and recreational measures.
<b>Local Area Plans</b>	Local Area Plans provide a blueprint for the future development and distribution of land-uses and transport in a particular area, based on an assessment of existing infrastructure and environmental assets against likely population, housing, industry and economic trends.
<b>Low rise development</b>	Buildings of between one and two storeys in height.
<b>Mass transit</b>	Regular and significant public transport services such as trains, trams and buses.
<b>Medium rise development</b>	Buildings of between three to six storeys in height.
<b>'Missing Middle' housing</b>	Increasing housing choice and options to meet the needs of a changing population.
<b>Natural resources</b>	These resources includes soil, water and marine resources; geological features and landscapes; native vegetation; native animals and other native organisms; and ecosystems.
<b>Neighbourhoods</b>	Neighbourhoods are local areas within towns and cities recognised by people who live there as distinct places with their own character and approximate boundaries.
<b>Neighbourhood regeneration</b>	This is a programmed rejuvenation of neighbourhoods achieved through renewal or refreshment of public space, housing stock, community facilities and commercial property within a neighbourhood project area.

## Glossary of terms

<b>Net density</b>	Net residential hectare includes lots, local streets and connector streets but excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space.
<b>Net residential site density</b>	The density of a development site. It is calculated by dividing the total number of dwellings by the area of residential land that they occupy (excludes all other land uses, including roads, open space etc) and is expressed as dwelling units per hectare (du/ha). Low density = fewer than 35 dwelling units per hectare (du/ha) Medium density = 35 to 70 du/ha High density = more than 70 du/ha
<b>Planning and Design Code</b> <small>* New planning system tool</small>	The State Planning Commission (see below) will be responsible for preparing and maintaining a new 'Planning and Design Code', which will require a new approach to the drafting, presentation and interpretation of zoning rules. The new code will be based on a more design-oriented style of zoning that focuses on built form and mixed use development. The code will set out a comprehensive set of planning rules for development assessment purposes, classified into zones, subzones and overlays. These will be applied in each region in a manner consistent with the relevant regional plan. This will make the code the single point of reference for development assessment.
<b>Planning Commission</b> <small>* New planning system tool</small>	The <i>Planning, Development and Infrastructure Act 2016</i> creates a new 'State Planning Commission' reporting to the Minister. Its responsibilities include provision of independent policy advice to government; guidance to councils and professionals; and coordination of planning with infrastructure delivery. The commission will also serve as an assessment authority for prescribed classes of development applications.
<b>Planning Region</b>	The <i>Planning, Development and Infrastructure Act 2016</i> provides for the state to be divided into 'planning regions' by the Governor. One of the regions must be designated as 'Greater Adelaide' (replacing the definition of 'Metropolitan Adelaide' in the current Act).
<b>Planning Strategy</b>	The Planning Strategy outlines the State Government's direction for land use change and development in South Australia. The strategy has various volumes covering different geographic areas of the state: The <i>Draft 30-Year Plan for Greater Adelaide</i> plans for regional South Australia. Each volume of the strategy is reviewed every five years and can be altered from time to time to align it with legislative requirements or to incorporate policy changes following consultation within government and the community.
<b>Population Projection</b>	Population projections are an estimate of a future population in a given area or region.
<b>Practice directions</b> <small>* New planning system tool</small>	A 'practice direction' may specify procedural requirements generally or in connection with any matter under the legislation. Often these will relate to issues that are currently dealt with by regulation under the current Development Act 1993.
<b>Practice Guidelines</b> <small>* New planning system tool</small>	'Practice guidelines' can provide guidance on the interpretation of the Planning Rules or the Building Rules. This is particularly helpful where there may be ambiguity or differing interpretations.
<b>Priority network</b>	Priority road corridors for the movement of freight and commuters

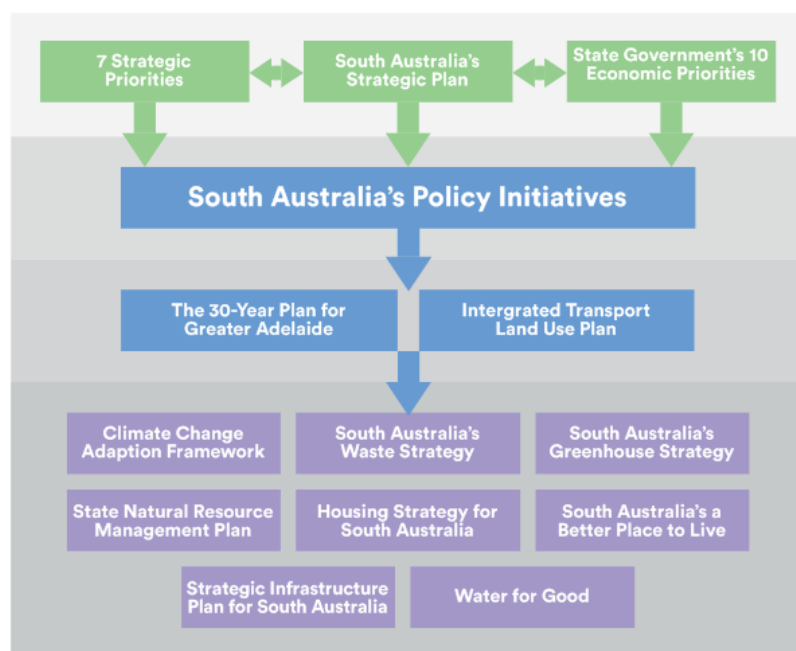
<b>Public open space</b>	Open space is any open piece of land that is undeveloped and is accessible to the public. Open space usually refers to green space: land that is partly or completely covered with grass, trees, shrubs, or other vegetation.
<b>Public realm</b>	Public realm is defined as any publicly owned street, pathway, right of way, park, publicly accessible open space or any public or civic building and its facilities.
<b>Regional Centre</b>	A Regional Centre is the primary focus for business and commercial services for the region providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, as well as public and private office development.
<b>Regional Plans</b> <small>* New planning system tool</small>	<p>The State Planning Commission (see above) must prepare a regional plan for each planning region. These plans must be consistent with relevant state planning policies and include:</p> <ul style="list-style-type: none"> <li>• a long-term vision (over a 15 to 30 year period) for the region or area, including provisions about the integration of land use, transport infrastructure and the public realm</li> <li>• maps and plans that relate to the long-term vision</li> <li>• contextual information about the region or area, including forward projections and statistical data and analysis as determined by the Commission or required by a practice direction</li> <li>• recommendations about zoning and a framework for development or management of infrastructure and the public realm.</li> </ul> <p>Regional plans may be divided into parts relating to sub-regions, and may include structure plans, master plans, concept plans or other similar documents. Regional plans prepared by a joint planning board must comply with any practice direction issued by the Commission.</p>
<b>Social capital</b>	Social capital is a form of economic and cultural capital in which social networks are central; transactions are marked by reciprocity, trust, and cooperation; and market agents produce goods and services not mainly for themselves, but for a common good.
<b>State Planning Policies</b> <small>* New planning system tool</small>	Set out the government's overarching goals or requirements for the planning system. These policies are to be taken into account when preparing other statutory instruments such as regional plans and design standards. They are not to be taken into account for the purposes of any assessment decision or application.
<b>Strategic employment lands</b>	These employment lands have strategic significance due to their size, location and contribution to the state's economy.
<b>Strategic infrastructure</b>	Key economic and social infrastructure that accommodates population growth. (See also Community infrastructure)
<b>Sustainable development</b>	Forms of development that meet the needs of the present without compromising the ability of future generations to meet their needs.
<b>Townships</b>	Small urban centres separated from the built-up area of Adelaide and distributed throughout the Environment and Food Production Area. Townships often retain a unique history, character and function, with many containing public services, amenities and shops used by the surrounding community and tourists.



## Glossary of terms

<b>Transit Corridors</b>	Transit corridors can be: major transit corridors characterised by fixed-line mass transit, other transit corridors characterised by main road access and have, or are earmarked for, mass transit.
<b>Urban Design</b>	Urban design is the collaborative and multi-disciplinary process of shaping the physical setting for life in cities and towns. It involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.
<b>Urban Form</b>	urban form is: (a) the 'general pattern of building height and development intensity' and (b) the 'structural elements' that define the city physically, such as natural features, transportation corridors (including the fixed rail/tram transit system), open space, public facilities, as well as activity centres and focal elements.
<b>Urban Renewal/ regeneration</b>	This is the process of improving the economic, social and environmental sustainability of a particular urban area. It typically involves urban redesign, infrastructure renewal and investment, and the creation of more attractive residential environments.
<b>Urban Sprawl</b>	Urban sprawl describes the expansion of human populations away from central urban areas into low-density, mono-functional and usually car-dependent communities. In addition to describing a particular form of urbanisation, the term also relates to the social and environmental consequences associated with this type of development.
<b>Water security</b>	Water security means the availability of an appropriate quantity of water at an appropriate quality to meet the needs of the community. This includes the provision of potable and fit-for-purpose water supplies, the collection and treatment of wastewater and the management of stormwater.
<b>Water Sensitive Urban Design (WSUD)</b>	Water-Sensitive Urban Design is an urban planning and engineering design approach which integrates the urban water cycle, including stormwater, groundwater and wastewater management and water supply into urban design to minimise environmental degradation and improve aesthetic and recreational appeal.

# Links to other key government documents



## Other plans and programs mentioned in the 30-Year Plan.

- Water sensitive urban design - Creating more liveable and water sensitive cities in South Australia
- South Australia's Climate Change Strategy
- Adelaide Coastal Water Quality Improvement Plan
- State Emergency Management Plan
- State Public Health Plan: South Australia – A Better Place to Live
- Northern Economic Plan

### Adelaide City

- Smart Move Strategy - Adelaide City Council
- Adelaide Design Manual
- North Terrace Master Plan

### Healthy Living

#### Plans

- Streets for People Compendium for South Australian Practice
- Federal Government's Creating Places for People - An Urban Design Protocol for Australian Cities
- South Australian Regional Level Recreation and Sports Facilities Framework

[livingadelaide.sa.gov.au](http://livingadelaide.sa.gov.au)

## Links to other key government documents

### *Programs*

- Way2Go School Program
- TravelSMART Households
- Way2Go Bike Ed Program
- Living Neighbourhoods Program
- Residents to Win Grants Program
- Nature Play SA
- Arterial Road Bicycle Facilities Program
- Healthy Parks Healthy People initiative

### **Environmental**

#### *Plans*

- Good for Environment, Good for Business Volume II
- Adelaide and Mount Lofty Ranges Natural Resources Management Plan
- Murray-Darling Basin Regional Natural Resources Management Plan
- No Species Loss Conservation Strategy
- South Australia's Waste Strategy 2015-2020
- National Climate Change Adaptation Framework
- Adelaide Coastal Water Quality Improvement Plan

- Adelaide's Living Beaches Strategy (2005-2020)
- National Strategy for Disaster Resilience
- Water Allocation Plans (Adelaide Plains, Barossa, McLaren Vale, Western Mount Lofty Ranges)
- Regional Demand and Supply Statements
- Stormwater Strategy
- Urban Water Plan for Greater Adelaide

### *Legislation*

- Environment Protection and Biodiversity Conservation Act 1999
- Native Vegetation Act 1991

### *Programs*

- Native Vegetation Incentives Program
- Federal Government's 20 Million Trees Programme

### **Other**

- Australian Infrastructure Audit
- Our Port: Port Adelaide Precinct Plan
- South Australian Multiple Land Use Framework

## End notes

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## Photo references

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Pg. 1	Renewal SA	Pg. 57	Williams Burton Leopardi	Pg. 105	Department of Planning, Transport and Infrastructure
Pg. 6	South Australian Tourism Commission	Pg. 59	Renewal SA	Pg. 109	South Australian Tourism Commission
Pg. 9	South Australian Tourism Commission	Pg. 63	Department of Planning, Transport and Infrastructure	Pg. 110	Department of Environment, Water and Natural Resources
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Pg. 49	Australian Institute of Landscape Architects	Pg. 92	TCL		
Pg. 51	Renewal SA	Pg. 95	Department of Planning, Transport and Infrastructure		
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Pg. 56	South Australian Tourism Commission	Pg. 104	Renewal SA		



## Your turn

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The *Draft 30-Year Plan for Greater Adelaide 2016 Update* is now available for public consultation.

This your opportunity to provide input and have your say.

**To share your views, visit [livingadelaide.sa.gov.au](http://livingadelaide.sa.gov.au).**





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24 October 2016

Hon John Rau  
Minister for Planning  
c/- Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

Contact: Amanda Berry

Dear Minister

**Re: 30 Year Plan for Greater Adelaide – City of Salisbury Feedback**

Thank you for providing the City of Salisbury with the opportunity to provide feedback on the draft Update of the 30 Year Plan for Greater Adelaide. The City of Salisbury recognises the importance of this document in providing a vision and direction to guide the development of greater Adelaide over the next 30 years.

The City of Salisbury generally supports the intent of the 14 policy themes introduced in the update, and they are largely consistent with and support the directions expressed in Council's strategic plan *City Plan 2030*. Additionally, there are several proposed actions that are strongly supported by Council, particularly those relating to planning processes for train station upgrades, supporting and linking technology clusters with infrastructure and universities, and for the development of guidelines for medium density housing and design standards for the public realm.

Notwithstanding our general agreement with the strategic direction of the document, there is a lack of clarity and information regarding the role of the Plan, the process for development of Regional Plans, and the implementation of the proposed actions, particularly in relation to timing, responsibility and when and how Local Government may be involved. To this end, the City of Salisbury supports the commentary provided by the Local Government Association in their submission.

To further support Council's strategic priorities and critical actions as identified in *City Plan 2030*, Council seeks for several inclusions to the updated plan. These recommendations closely align with the State Government's 7 Strategic Priorities and will contribute significantly towards realisation of the proposed Targets of the updated 30 Year Plan:

- The Salisbury City Centre (SCC) functions as a unique centre within northern Adelaide, providing a vital range of services and facilities to a broad residential and business catchment. It is crucial that government services are retained and expanded where appropriate within the centre to ensure they are accessible to our residents, and to support the broader revitalisation objectives for the SCC, and as identified in the Northern Economic Plan. To this end, Council seeks to ensure that the SCC is identified as a higher order centre on *Map 2 – Activity centres and mass transit routes* (for the purposes of policy 7 in the Transit corridors, growth areas and activity centres section), noting that it was previously identified as a 'Major District' centre in the 2010 version.
- Council welcomes the identification of the Dry Creek Salt Fields as a future urban area. This site has potential to be the most significant urban development opportunity within close proximity to the CBD and numerous employment precincts over the next 30 years. It is therefore considered essential that an associated action is also included to ensure there is State Government commitment and appropriate resourcing available to coordinate necessary investigations and



structure planning and infrastructure provision to facilitate its development. The 2010 version of the Plan also identified a potential mass transit link to the site and it is considered important that this be reinstated, particularly to assist in achieving targets relating to proximity of housing to public transport.

- A new action should be inserted to support the development of a Northern Adelaide Green Industries Region as part of continuing the growth of the green and low carbon economic sector and assisting in the transition from car manufacturing (as identified in the Adapting Northern Adelaide Adaptation Plan, and consistent with the objectives of the State Government's Northern Economic Plan).
- The focus on renewal of old Housing Trust dwellings within 10 kilometres of the CBD should be expanded to include consideration of renewal of housing within other strategic locations, particularly where it may contribute towards achievement of broader strategic objectives for an area. The potential impact of this investment may be significant in terms of catalysing private investment, and should be prioritised within identified growth and renewal areas, particularly where there may be opportunities to build on local government initiatives and investment and/or private sector development.

Additional feedback and suggested amendments are provided in the attached table.

Council looks forward to working proactively with the Department of Planning, Transport and Infrastructure during implementation of the 30 Year Plan and rollout of the Planning, Development and Infrastructure Act.

Should you have any questions regarding our submission please contact Amanda Berry, Policy Planner on 8260 8163 or via email at [aberry@salisbury.sa.gov.au](mailto:aberry@salisbury.sa.gov.au)

Yours faithfully

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#### City of Salisbury Feedback on draft Update of 30 Year Plan for Greater Adelaide

Policy	Issue	Comment
<b>Transit corridors, growth areas and activity centres</b>		
P7. Locate government services in the higher-order activity centres to support viable clusters of activities and minimise unnecessary car trips	Map 2 accompanying this policy shows the existing regional and district centres within Adelaide, identifying the Salisbury City Centre, Mawson Lakes, Salisbury Downs (Hollywood Plaza) and Ingle Farm as District centre level centres. Salisbury was identified as a 'Major District Centre' in the 2010 version. It is unclear from the map whether these centres are considered to be 'higher-order activity centres'.	The Salisbury City Centre has a sub-regional focus and should be reinforced as being a site for the ongoing co-location of government services, which in-turn will support ongoing renewal and regeneration of the centre, which is being underpinned by current and planned investment by Council and the private sector. This is further reinforced through the identification of the Salisbury City Centre Renewal project as a key project within Strategic Direction 1: Industry Growth within the Northern Economic Plan.
Dry Creek Salt Pans	Urban development on a portion of the Dry Creek Salt Fields site has potential to contribute significantly towards dwelling and population forecasts for the State. A coordinated approach between State agencies, Local Government, landowners and utility providers will be crucial in undertaking necessary investigations and structure planning and infrastructure provision to facilitate and coordinate this development.	New action necessary to ensure commitment to and coordination of necessary investigations and structure planning and infrastructure provision to facilitate potential urban development of the Dry Creek Salt Plans should be included in the Plan.
	Policies 5 and 6 refer to renewal areas and opportunities however there is no further information regarding how these areas may be identified or prioritised. This is particularly relevant to the City of Salisbury which has limited provision of 'transit corridors' (as shown on Map 2), but which is experiencing significant infill pressure within areas with reasonable access to bus services. This growth is market driven and is expected to increase over the next 10+ years. Areas such as Ingle Farm, Para Vista, Pooraka, Salisbury Downs and Parafield Gardens are identified as growth areas in Council's Growth Action Plan.	Precinct planning (also referred to as Local Area Planning in the update) is proposed to be undertaken for several identified growth areas within the City of Salisbury. It is important that there is support and funding available to support renewal and regeneration of areas that may not be along designated 'transit corridors' but which still contribute towards growth and support economic development, enhance viability for public transport and vitality of lower order activity centres and walkable neighbourhoods.

<b>Design Quality</b>		
	Support the intent of this direction.	<p>It is important that any new design guidelines for medium density development are applicable to existing market demands (i.e. price points) and are relevant to middle and outer ring Councils in terms of applicability to small-scale infill opportunities (as opposed to larger redevelopment sites) as this is will be the nature of the majority of infill development within these areas (i.e 1 allotment into 4 or less).</p> <p>The City of Salisbury is undertaking several of its own development projects incorporating award winning examples of medium density housing which may be useful when considering development of these guidelines.</p>
<b>Heritage</b>		
	Generally support the intent of this direction	
<b>Housing mix, affordability and competitiveness</b>		
	Generally support the intent of this direction	<p>The focus on renewal of old Housing Trust dwellings within 10 kilometres of the CBD should be expanded to include consideration of renewal of housing within other strategic locations, particularly where renewal may contribute towards broader strategic objectives, may stimulate regeneration of an area and/or is undertaken as part of a partnership with Local Government and/or private sector. The focus also doesn't acknowledge the transfer of a significant number of SAHT dwellings, many of which are located greater than 10km from the CBD to community housing organisations, and the redevelopment opportunities and interest that this may generate.</p>
<b>Health, wellbeing and inclusion</b>		
	Generally support the intent of this direction	<p>Seek for further information and involvement throughout the development of the process and reform of policies and design standards for the public realm, and development of the proposed state-wide streetscape framework</p>
<b>The economy and jobs</b>		
Employment Land	Inclusion of an action to review the Housing and Employment Land Supply Program (HELSP), and the assumptions and data that underpin it, particularly as	New action necessary to review the assumptions that underpin the HELSP, with consideration of current and future employment land supply within Northern Adelaide.

	it relates to employment land supply within the Northern Adelaide region is considered necessary. Whilst the Plan proposes an action to undertake a bench-marking process for the analysis of retail and industrial employment land supply it is considered that this needs to go further and review previous assumptions regarding anticipated land supply and demand and job projections, whilst also considering future supply that will come on stream with the closure of Holden in 2017.	
Green Industries	Consider that an additional action should be inserted to ensure support for the investigation and establishment of a Northern Adelaide Green Industries Region (as an outcome of the Adapting Northern Adelaide Adaptation Plan, and consistent with the objectives of the Northern Economic Plan) and to assist in the transition from traditional manufacturing in the region.	Suggest Action: Support the development of a Northern Adelaide Green Industries Region as part of continuing the growth of the green and low carbon economic section, and assisting in the transition from traditional manufacturing.
Northern Adelaide Food Park	The Northern Adelaide Food Park which is proposed to be developed at Parafield Airport has potential to establish itself as innovative food precinct, combining manufacturing, processing, packaging, storage and logistics. It is vital that the Food Park is supported by appropriate infrastructure to ensure it improves the competitiveness, efficiencies and collaborative growth opportunities that are being explored.	The proposed Northern Adelaide Food Park at Parafield should be identified as part of a future industry and innovation cluster on Map 4, in conjunction with Technology Park at Mawson Lakes, and the University of SA Mawson Lakes campus.
<b>Transport</b>		
P82. Pilot a new approach to train station upgrade planning and design that extends beyond the 'end of the platform' to drive more integrated outcomes, including opportunities to work with local communities.	Strongly support this action.	The Salisbury Interchange is considered to be an ideal site to pilot this approach, particularly as the Adelaide-Gawler line has been earmarked for electrification and the station is due for upgrading. There are significant State Government and privately owned land parcels surrounding the site that have significant redevelopment potential, and significant planning has already occurred within the area (see Salisbury City Centre Renewal Strategy and Urban Design Framework). The Mawson Lakes Interchange also has

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		<p>significant potential for further planning to consider opportunities for adjoining sites and to improve connectivity.</p> <p>This would be also support P74 which seeks to improve amenity and safety of public transport interchanges by improving connections to adjacent development and encouraging mixed use development.</p>
Map 7 – Major Transport Investments	Map 7 does not show electrification of the Adelaide-Gawler line	State Government has committed to electrification of the Adelaide-Gawler line, and this should be identified on the associated map.
	Previous Plan identified a potential mass transit link to the Dry Creek Salt Pan site and the update has removed this.	Consider that the potential for mass transit to be developed in conjunction with urban development of the site should be retained. The delivery of high frequency public transport services to the area will be critical if development is to achieve Target 2 (60% of all new housing to be built in close proximity to quality public transport by 2045).
<b>Infrastructure</b>		
	Consider that significant work needs to be undertaken to understand the mechanisms and process for planning for and delivering infrastructure upgrades (social and hard infrastructure) necessary to accommodate infill development.	<p>Community acceptance of higher density development will be heavily reliant upon the delivery of necessary infrastructure and amenity to support an increased population, and will need to be part of a coordinated message, otherwise any change to planning policy and individual development applications proposing higher density development will continue to be met with significant resistance.</p> <p>Council seeks to be involved throughout the development and implementation processes relating to the infrastructure scheme concept that is proposed by the new Planning, Development and Infrastructure Act.</p>
A32 – Develop guidelines that identify the appropriate thresholds for community infrastructure for new urban infill and growth area developments	Supportive of intent but concerns about implementation given the lack of clarity	Lack of clarity in regards to opportunities for input into guideline development. There is potential for this to be driven at state government level with limited opportunities for local issues and input. Council seeks to ensure it is involved throughout the development of these guidelines, and has undertaken significant work within this area to date which may be of interest to DPTI.

A33 – Implement an infrastructure funding mechanism that supports fair and equitable contributions by developers towards community infrastructure requirements	Supportive of intent but concerns about implementation given the lack of clarity	There is a lack of clarity on how the funding mechanism will be managed and prioritised. There is potential for funding to be prioritised towards infrastructure provision at regional centres at the expense of district and local centres. The associated lack of clarity about the structure and function of regional planning mechanisms compound these concerns
P85 – Integrate and collocate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility	Supportive of intent but concerns about implementation given the lack of clarity	Given the lack of clarity there are concerns that this may result in prioritising community infrastructure provision in regional centres at the expense of district centres.
<b>Biodiversity</b>		
	Generally support the intent of this direction	
<b>Open space, sport and recreation</b>		
	Generally support the intent of this direction	
<b>Climate Change</b>		
	Generally support the intent of this direction	
<b>Water</b>		
	Generally support the intent of this direction	
<b>Emergency Management and hazards</b>		
Bushfire risk – Map 13	<p>The map suggests that there is a greater fire risk in proximity to vegetation in the hills areas. Whilst this is true for some elements, fire impacts to life and property during extreme and catastrophic fire conditions may be equal to and even higher in high grasslands and croplands (e.g. Wangery and Pinery fires).</p> <p>There is an opportunity to locate and incorporate irrigated green infrastructure, open space, community gardens, water management to asset protection and buffer zones to manage bushfire risk.</p>	<p>Policy 114 could be improved to be more specific towards protection of life, property and environmental assets through the planning process. Proposed new wording:</p> <p><i>Decrease the risk of loss of life and property from extreme bushfires through design of asset protection zones and bushfire buffer zones in new growth areas, as appropriate to the bushfire risk classification, local topography and vegetation type, whilst identifying the impacts, clearance and/or protection of environmental assets in these areas.</i></p>
<b>Targets</b>		
New Target – Jobs and the Economy	It is acknowledge that land use planning is just one lever responsible for facilitating job growth and economic development (just as it is with issues such as	Include an additional target relating to jobs and the economy

	health and wellbeing), however it is considered important that there is an appropriate target in relation to this aspect to demonstrate commitment to and prioritisation of this issue by State Government.	
Target 1 – Map 14	The area proposed to be zoned for Urban Employment at Greater Edinburgh Parks is not identified on the associated map. Whilst it is recognised that this area is not anticipated for residential development, it is noted that the areas identified as existing metro infill are not exclusively residential.	Map 14 should be amended to reflect the extent of all 'urban' areas, including employment lands and deferred zones.
Target 2	It is unclear from Map 15 whether the grey shaded area west of Port Wakefield Road represents. If development of the Dry Creek Salt Pans proceed it will be vital that high frequency public transport is provided, given the number of potential new dwellings, if this Target is to be achieved.	The 2010 version of the Plan identified a potential mass transit link to the Dry Creek Salt Pan site that is identified future urban. It is considered crucial that the potential for this service is reinstated on Map 15.
Target 4	There appears to be inconsistency with this target (e.g. proximity to a primary school) and Education Department approach towards Super Schools.	The Plan lacks guidance as to how inconsistencies between State strategies, policies and directions may be resolved or coordinated.
	The inclusion of the City of Salisbury as a 'middle metro' Council is supported, however it appears that this delineation follows the Little Para River, with areas to the north (such as Paralowie, Salisbury North and Burton) considered 'outer metro'. It is considered important that all residential areas of the City of Salisbury are identified as a middle metro area to enable consistent measurement of indicators for the relevant Targets of the Plan.	Amend mapping to include all residential areas of the City of Salisbury within the 'middle metro' area.
Target 5	The intention of this Target is understood to be an increase in tree canopy within urban areas to contribute to liveability, biodiversity and address the urban heat island effect. It is unclear whether the baseline data is an average taken from across the Council area, or has excluded largely non-urban areas such as the area west of Port Wakefield Road and	Clarify what areas have been considered in calculating tree canopy, suggesting that non-urban areas are removed from this analysis. Consistency in data collection and analysis will be very important in accuracy of reporting for this target.

	Parafield and Edinburgh airfields? This would alter the baseline measure for Salisbury quite significantly.	
Target 6	The measurement of non-detached dwellings is not necessarily a good indication of housing diversity. There are examples of detached dwellings being delivered that have site areas of 65 square metres and deliver high densities, but would not be captured by this measurement.	Consider an alternative or additional measure, for example, inclusion of a measurement of detached dwellings below 150 square metres in area.