



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

16 OCTOBER 2023 AT 6.30 PM

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY**

MEMBERS

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Team Leader Council Governance, Ms J O'Keefe-Craig
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 18 September 2023.

REPORTS

Administration

- 1.0.1 Future Reports for the Policy and Planning Committee..... 9
- 1.0.2 Recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 9 October 2023 11

For Decision

- 1.1.1 Greater Adelaide Regional Plan Discussion Paper 17

QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

ORDERS TO EXCLUDE THE PUBLIC

1.4.1 Code Amendment Update

Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if the Policy and Planning Committee so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. *Pursuant to Section 90(2) and (3)(d)(i) and (j)(i) and (m) 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 commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
 - *information the disclosure of which would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the Council, or a person engaged by the Council); and*
 - *information relating to a proposed amendment to a Development Plan under the Development Act 1993 before a Plan Amendment Report relating to the amendment is released for public consultation under that Act.*
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*
 - *The attachment contains rezoning proposals that have yet to be endorsed and therefore should not be made public.*

*On that basis the public's interest is best served by not disclosing the **Code Amendment Update** 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.*

CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN LITTLE
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY ON**

18 SEPTEMBER 2023

MEMBERS PRESENT

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Manager, Infrastructure Delivery, Mr J Collins
Team Leader Council Governance, Ms J O'Keefe-Craig
Governance Support Officer, Ms K Boyd

The meeting commenced at 6.36 pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

An apology was received from Cr A Graham.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr P Jensen
Seconded Cr K Grenfell

The Minutes of the Policy and Planning Committee Meeting held on 21 August 2023, be taken as read and confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr B Brug
Seconded Cr P Jensen

That Council:

1. Notes the report.

CARRIED

For Information

1.2.1 Annual Report of the Council Assessment Panel for 2022/23

Pursuant to section 75(1)(c) of the Local Government Act 1999, Cr B Brug declared a material conflict of interest on the basis of being a member of the Council Assessment Panel. Cr B Brug advised that he would manage the conflict by leaving the meeting. Cr B Brug left the meeting at 6:38 pm.

Pursuant to section 75(1)(b) of the Local Government Act 1999, Cr L Brug declared a material conflict of interest on the basis of her husband being a member of the Council Assessment Panel. Cr L Brug advised that she would manage the conflict by leaving the meeting. Cr L Brug left the meeting at 6:38 pm.

Moved Mayor G Aldridge
Seconded Cr J Chewparsad

That Council:

1. Notes the Annual Report of the Council Assessment Panel for 2022/23 as included in Attachment 1 (Policy and Planning Committee, 18 September 2023, Item 1.2.1).

CARRIED

*Cr B Brug returned to the meeting at 6:39 pm.
Cr L Brug returned to the meeting at 6:38 pm.*

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business items.

ORDER TO EXCLUDE THE PUBLIC

1.4.1 Dry Creek Government Working Group Meetings - Update

Moved Cr S McKell

Seconded Cr S Reardon

1. *Pursuant to Section 90(2) and (3)(j)(i) and (j)(ii) of the Local Government Act 1999, the Committee orders that the public be excluded from attendance at the part of this meeting relating to **Agenda Item 1.4.1 Dry Creek Government Working Group Meetings – Update** except staff of the City of Salisbury on duty in attendance (Chief Executive Officer, General Manager Business Excellence, General Manager City Infrastructure, General Manager Community Development, General Manager City Development, Manager Governance, Team Leader Council Governance, Governance Support Officer, Manager Infrastructure Delivery) to enable the Committee to consider Item 1.4.1 in confidence on the basis the Committee considers it necessary and appropriate to act in a meeting closed to the public (exempting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to Agenda Item 1.4.1:*
 - *it relates to information the disclosure of which would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the Council, or a person engaged by the Council);*
 - the disclosure of which would on balance be contrary to the public interest, being information provided to the Council for works that are to be kept confidential at this stage.*
2. *The disclosure of this information would, on balance, be contrary to the public interest, because it is in the public interest for the Council to be able to communicate and work with State Government Departments on a confidential basis about potential works and thereby act cooperatively with the State Government in achieving positive outcomes of the Council's community. If such information and communications were disclosed at this time it could prejudice the future flow of such communications and information, which would be contrary to public interest.*
3. *Accordingly, on this basis, the principle that meetings of the Committee should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.*

CARRIED

The meeting moved into confidence at 6.39 pm.

The meeting moved out of confidence and closed at 7.15 pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	16 October 2023
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Whibley, PA to General Manager, City Development
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	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.

RECOMMENDATIONThat Council:

1. Notes the report.

1. ATTACHMENTS

There are no attachments to this report.

2. BACKGROUND

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

3. REPORT

- 3.1 The table below 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
25/10/2021 1.1.1	Cities Power Partnership Program 2. Defers becoming a partner of the Cities Power Partnership program and that appropriate partnerships be considered following the completion and adoption of the Sustainability Strategy.	Lara Daddow
Due:	December 2023 Please note report to be presented to the Environmental Sustainability & Trees Sub-Committee.	

25/07/2022 US-MON1	District Level Playground for Amsterdam Reserve 2. Requests Administration to provide the draft Master Plan and associated costings to the Policy and Planning Committee meeting in six months' time. Due: November 2023	Jamie Hosking
19/12/2022 MON4	Motion on Notice: Behavioural Standards 3. Approves the establishment of a working group consisting of the Mayor, Deputy Mayor Cr Buchanan, Cr B Brug, the CEO and the Manager Governance to prepare recommendations to the Policy and Planning Committee for consideration on Behavioural Management Policy and Support Policy, with input from Norman Waterhouse Lawyers. Due: October 2023 Revised: February 2024 Reason: Options table being prepared by Norman Waterhouse for the Working Group's consideration.	Rudi Deco
27/03/2023 1.4.1	Thematic Heritage Study – Stage 2 Item Identification 1. Council has previously resolved this resolution to be confidential. Due: November 2023	Peter Jansen

4. CONCLUSION / PROPOSAL

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

ITEM	1.0.2
	POLICY AND PLANNING COMMITTEE
HEADING	Recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 9 October 2023
AUTHOR	Sara Howley, PA to GM Community Development, Community Development
CITY PLAN LINKS	1.2 The health and wellbeing of our community is a priority 1.3 People are valued and they feel safe, included and connected 1.4 We are proud of our strengths, achievements and cultural diversity
SUMMARY	The minutes and recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 9 October 2023 are presented for Policy and Planning Committee's consideration.

RECOMMENDATIONThat Council:

1. Receives and notes the information contained in the Intercultural Strategy and Partnerships Sub Committee Minutes of the meeting held on 09 October 2023 and that the following recommendations contained therein be adopted by Council:

ISPS1 Intercultural Bridge SignageThat Council:

1. Approves amended text for bridge signage to display on the Main North Road Footbridge to read 'An Intercultural and Inclusive City' rather than the previously approved text 'The City of Salisbury is an intercultural city that welcomes and celebrates cultural diversity'.
2. Approves Option D as the preferred option as outlined in the report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).
3. Approves similar messaging to be displayed on all the digital signage screens, including the large digital screen at the Salisbury Community Hub.
4. Notes progress on the intercultural bridge signage project for the Main North Road Footbridge to promote City of Salisbury as an Intercultural and Welcoming City, as included in this report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).

ATTACHMENTS

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

1. Minutes Intercultural Strategy and Partnerships Sub Committee - 9 October 2023[📄](#)



**MINUTES OF INTERCULTURAL STRATEGY AND PARTNERSHIPS SUB
COMMITTEE MEETING HELD IN WITTBER & DR RUBY DAVY ROOMS,
SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY ON**

9 OCTOBER 2023

MEMBERS PRESENT

Cr Johnny Chewparsad (Chair)
Mayor G Aldridge (ex officio)
Deputy Mayor, Cr C Buchanan
Cr S Ouk (Deputy Chair)

STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
A/General Manager City Infrastructure, Mr M Purdie
A/General Manager Community Development, Mrs V Haracic
A/General Manager City Development, Mr L Lopez Digon
Manager Governance, Mr R Deco
PA to GM Community Development, Ms S Howley

The meeting commenced at 7:34pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

An apology has been received from Cr S McKell.

Minutes - Intercultural Strategy and Partnerships Sub Committee Meeting - 9 October 2023

Item 1.0.2 - Attachment 1 - Minutes Intercultural Strategy and Partnerships Sub Committee - 9 October 2023

PRESENTATION OF MINUTES

Moved Cr S Ouk
Seconded Mayor G Aldridge

The Minutes of the Intercultural Strategy and Partnerships Sub Committee Meeting held on 14 August 2023, be taken as read and confirmed.

CARRIED

REPORTS

ISPS1 Intercultural Bridge Signage

Moved Cr C Buchanan
Seconded Cr S Ouk

That Council:

1. Approves amended text for bridge signage to display on the Main North Road Footbridge to read 'An Intercultural and Inclusive City' rather than the previously approved text 'The City of Salisbury is an intercultural city that welcomes and celebrates cultural diversity'.
2. Approves Option D as the preferred option as outlined in the report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).
3. Approves similar messaging to be displayed on all the digital signage screens, including the large digital screen at the Salisbury Community Hub.
4. Notes progress on the intercultural bridge signage project for the Main North Road Footbridge to promote City of Salisbury as an Intercultural and Welcoming City, as included in this report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).

CARRIED

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice CEO Update)

There were no Other Business Items.

CLOSE

The meeting closed at 7:48pm.

CHAIRMAN.....

DATE.....

Minutes - Intercultural Strategy and Partnerships Sub Committee Meeting - 9 October 2023

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
DATE	16 October 2023
HEADING	Greater Adelaide Regional Plan Discussion Paper
AUTHOR	Peter Jansen, Strategic Planner, City Development
CITY PLAN LINKS	3.4 Our urban growth is well planned and our centres are active 1.1 Our City is attractive and well maintained 3.2 Salisbury is a place of choice for businesses to start, invest and grow
SUMMARY	A new Greater Adelaide Regional Plan (GARP) is being prepared for a mid-2024 public release. The GARP Discussion Paper has been released to elicit public comments on its preparation and direction. Feedback is due 6 November 2023. This report seeks to inform Council on the key issues and provides a draft submission for approval.

RECOMMENDATION

That Council:

1. Approves Administration's draft submission to the State Planning Commission on the Greater Adelaide Regional Plan Discussion Paper contained in Attachment 3 (Policy and Planning Committee, 16 October 2023, Item No 1.1.1).
2. Approves Administration's joint letter with the City of Playford to the State Planning Commission on the Greater Adelaide Regional Plan Discussion Paper contained in Attachment 4 (Policy and Planning Committee, 16 October 2023, Item No 1.1.1).

ATTACHMENTS

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

1. State Planning Commission GARP Fact Sheet[🔗](#)
2. GARP Discussion Paper Summary[🔗](#)
3. Draft City of Salisbury GARP Discussion Paper Submission[🔗](#)
4. Letter to State Planning Commission in collaboration with City of Playford[🔗](#)

1. BACKGROUND

- 1.1 *The Planning, Development and Infrastructure Act 2016* (PDI Act) requires a plan to be prepared for each planning region in South Australia. There are seven regions, and the Greater Adelaide region comprises 27 Council areas.
- 1.2 The State Planning Commission is beginning its preparation of the *Greater Adelaide Regional Plan* (GARP) to replace the current 30 Year Plan for Greater Adelaide which was released in 2010 and updated in 2017.

- 1.3 A Regional Plan is a Designated Instrument in the PDI Act and amendments require a legislated process to be followed. This can be found at https://plan.sa.gov.au/_data/assets/pdf_file/0005/1257089/Greater-Adelaide-Regional-Plan-proposal-to-initiate.pdf.
- 1.4 The GARP is to establish a 30-year vision for the Greater Adelaide region. It will identify living and working locations, how people will move around, where they access services, spatially apply the State Planning Policies and is to ensure integration of land use, transport and the public realm.
- 1.5 In order to elicit public comments, the Commission has begun a 12-week consultation period on its Discussion Paper which seeks to obtain feedback and ideas to prepare the draft GARP for further consultation in 2024.
- 1.6 Consultation on the Discussion Paper will conclude on 6 November 2023. A Fact Sheet prepared by the State Planning Commission is provided in *Attachment 1 - State Planning Commission GARP Fact Sheet*.
- 1.7 The Discussion Paper can be found online at [Greater-Adelaide-Regional-Plan-Discussion-Paper.pdf](#). A summary is provided in *Attachment 2 - GARP Discussion Paper Summary*.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 The State Planning Commission and Planning and Land Use Services (PLUS) have prepared an Engagement Plan that identifies the stakeholders and techniques to inform and engage.
- 2.2 The information pack from PLUS has been disseminated on the Salisbury digital media.
- 2.3 PLUS held an information session and workshop at the Salisbury Hub for Inner North and North East Council staff on 12 September 2023. In attendance were the General Managers for City Development, City Infrastructure and Community Development and the Team Leader Strategic Urban Planning, who were able to provide initial feedback on the Discussion Paper.
- 2.4 A joint letter to State Planning Commission has also been prepared in collaboration with the City of Playford for Council's consideration. A copy of the letter is in *Attachment 4 - Letter to State Planning Commission in collaboration with City of Playford*.
- 2.5 Administration has also discussed the Discussion Paper with relevant staff at the City of Port Adelaide Enfield.

3. DISCUSSION

- 3.1 The GARP Discussion Paper:
 - 3.1.1 Presents data and a demographic snapshot of the Greater Adelaide Region.
 - 3.1.2 Identifies 16 State Planning Policies that are considered to inform the GARP.
 - 3.1.3 Presents 12 major trends that will shape the future of Greater Adelaide.
 - 3.1.4 Proposes four outcomes for growth to guide discussion:

- A greener, wilder and climate resilient environment;
 - A more equitable and socially cohesive place;
 - A strong economy built on a smarter, cleaner, regenerative future; and
 - A greater choice of housing in the right places.
- 3.1.5 Expands on each outcome and presents questions on how each outcome can relate to land use planning.
- 3.1.6 Is focused on housing and land releases across the region.
- 3.1.7 Indicates current residential zoned land has capacity for 164,000 homes, while land already identified for future zoned land would provide 47,000 homes. This could provide the next 15 years supply.
- 3.1.8 Suggests that 100,000 extra homes are needed over the next 30 years to support growth in the region.
- 3.2 The PDI Act requires the GARP to have a 30-year timeframe.
- 3.3 The City of Salisbury is well advanced in its strategic planning for growth:
- 3.3.1 The Strategic Growth Framework provides clear direction for the rezoning of land west of Port Wakefield Road and is guiding Code Amendment proposals.
- 3.3.2 Salisbury City Centre revitalisation agenda.
- 3.3.3 Planning and delivery of strategic residential infill providing housing choice and affordability. e.g. Lake Windemere and Walkley's Road Corridor.
- 3.3.4 Participation in Dry Creek Salt Pans cross government CEO's working group.
- 3.3.5 Participation in Parafield Airport Masterplan identifying employment opportunities.
- 3.4 In addition to the above, Council recognises a number of trends and influences attributing to growth in the Council area and northern region. This includes:
- 3.4.1 Residential areas experiencing significant infill development.
- 3.4.2 Decline of housing affordability and availability.
- 3.4.3 Desirability for high-tech and defence industries close to the RAAF base and Technology Park.
- 3.4.4 Proximity to the Northern Connector is driving growth in warehousing, transport and logistics hubs.
- 3.4.5 New and emerging industries e.g. onshoring of supply chains, green and circular economy, advanced manufacturing.
- 3.4.6 Industries seeking larger sites to relocate or expand.
- 3.4.7 Doubling of employees at the RAAF in the next 10 years.
- 3.4.8 Increase in commercial and retail development at Parafield airport.

3.5 The key matters for Salisbury are considered to be:

- 3.5.1 The change from greenfield development opportunities to infill development as available land take-up continues.
- 3.5.2 Housing density in Salisbury is generally low. Increasing land values are driving opportunities for redevelopment and increasing housing diversity. However, infill development should be focused in areas where there is the appropriate provision of infrastructure or the infrastructure can readily be provided or upgraded. Infill should also be located appropriately in terms of existing character and amenity.
- 3.5.3 Continued promotion and facilitation of housing diversity to cater for a diverse population and changes in household composition.
- 3.5.4 Equal consideration of planning for both residential and employment growth.
- 3.5.5 Greater importance should be given to co-ordination and funding of infrastructure (including social) to support sustainable and inclusive growth.
- 3.5.6 Opportunities to revitalise activity centres and surrounding areas to increase density, activation, economic activity, as well as improve safety and public realm.
- 3.5.7 Opportunities to increase density along public transport and improve active transport, local connections and greenways.
- 3.5.8 How the planning system responds to global, national and local trends (e.g. climate adaptation, de-carbonisation, smaller households, working from home) and considers implications for built form, transport and the community.
- 3.5.9 Emerging trends and drivers should identify social impacts such as loneliness, isolation, physical inactivity, and the need to build a sense of community through a collaborative approach to urban growth.
- 3.5.10 The need for a State Government commitment to coordinating social infrastructure that is integrated and accessible at the local level, that is equitable, and acknowledges and values indigenous, multicultural and historical heritage.
- 3.5.11 Adequacy of public infrastructure, sequencing and cost of state provision of roads, water, sewer, drainage, electricity, recreation and amenity, open space, education facilities, public transport and supporting facilities are constraints to development and improvement. Opportunities to expand recycled water networks should be recognised.
- 3.5.12 Continued attraction of employment industries and future proofing strategic employment lands from sensitive land uses and recognise local entrepreneurship opportunities.
- 3.5.13 Need for the State Government to promote a polycentric model for public transport, and recognition of east-west movement restrictions in the Salisbury area, including improved public transport linkages to employment areas.

- 3.5.14 Vegetation and biodiversity protection and enhancement in conjunction with density change in residential and employment areas. It should also recognise that greenways are integral to active transport and biodiversity and should extend into urban areas.
- 3.5.15 Urban greening targets should:
- distinguish between zone types;
 - consider the value of protecting existing vegetation over providing financial contributions;
 - review the 12.5% open space requirement; and
 - consider the role of larger road verge areas for planting and urban realm improvement.
- 3.6 It is understood the GARP must consider the recently announced Federal Housing Australia Future Fund and how it might be incorporated into the housing supply for the region.
- 3.7 The draft responses on the GARP are attached for consideration and approval in *Attachment 3 - Draft City of Salisbury GARP Discussion Paper Submission*.

4. CONCLUSION

- 4.1 The Greater Adelaide Regional Plan Discussion Paper has been released for comments. It affects all of the Councils across the Region, each of which is likely to have a differing position and issues.
- 4.2 A draft submission from the City of Salisbury and a joint letter with the City of Playford are attached for Council's consideration and approval.



STATE
PLANNING
COMMISSION

Fact Sheet

Greater Adelaide Regional Plan Discussion Paper

An update to the *30-Year Plan for Greater Adelaide*

August 2023

The State Planning Commission (the Commission) has released a Discussion Paper for consultation to support the development of the Greater Adelaide Regional Plan (the GARP).

The Discussion Paper is an evidence-based document with a strong focus on what the Greater Adelaide might look like in 2051.

Feedback on the Discussion Paper is open for a period of 12 weeks from 14 August to 6 November 2023, 5:00pm. Feedback will directly inform the development of the GARP.

Overview

Projections show Greater Adelaide's population could grow by up to 670,000 people over the next 30 years. That would be a 46% increase on today's population. We need to be ready.

A new Greater Adelaide Regional Plan (the GARP) is being prepared by the State Planning Commission (the Commission) to ensure a coordinated approach to identifying and delivering the next 15 to 30 years of infrastructure and employment and housing land.

South Australia's growth plans need to consider the changes to our population and economy, as well as addressing climate change, liveability, sustainability, and the impact of COVID-19.

What is the Greater Adelaide Regional Plan Discussion Paper?

The Discussion Paper guides a collaborative process to develop the new Greater Adelaide Regional Plan.

The Paper provides community, council and industry with information and ideas to stimulate new thinking and informed debate about how we accommodate residential and employment growth over the next 30 years. Your input will help us draft an effective and comprehensive GARP.

There is opportunity to provide early input to help determine:

- what Greater Adelaide might look like in 30 years
- the needs and wants of current and future communities
- where and how we should grow.

saplanningcommission.sa.gov.au
PlanSA@sa.gov.au
PlanSA Service Desk 1800 752 664



Government of South Australia
Department for Trade
and Investment

What is the Greater Adelaide Regional Plan?

The Greater Adelaide Regional Plan (GARP) will replace the 30-Year Plan for Greater Adelaide. The GARP will determine how urban growth will be managed over the next 30 years by investigating and guiding where houses and employment land will go and what infrastructure is needed.

A draft regional plan will be prepared in early 2024 giving consideration to the feedback received through the Discussion Paper.

Vision for Greater Adelaide – Living Locally

The Commission is exploring the concept of 'Living Locally' for wherever people choose to live within Adelaide's planned urban form.

Living Locally is about building sustainable, well connected, thriving neighbourhoods that meet the diverse needs of the people who live in them. It is about choice and flexibility, recognising people choose to live, work, play, and travel differently – and that those needs and preferences will continue to evolve.

The Discussion Paper details how the GARP could achieve the Living Locally Vision.

Outcomes for Greater Adelaide

The Commission has proposed four outcomes to guide the discussion about how Greater Adelaide should grow and achieving the Living Locally vision. These outcomes have been developed by considering the State Planning Policies and global trends:

- a greener, wilder and climate resilient environment
- a more equitable and socially cohesive place to live
- a strong economy built on a smart future
- better housing choices in the right places.

The Discussion Paper provides a detailed explanation on each of these outcomes and what they mean for land use planning decisions.

Land Supply Review and Population Projections

The Commission has undertaken an extensive process to identify areas within Greater Adelaide that could accommodate or continue to accommodate growth. This includes a comprehensive review of the land supply methodology and new population and demographic data.

There is already a pipeline of land for housing and jobs for the next 15 years. This is due to land already zoned and the recent fast-tracking to release residential land at Hackham, Concordia, Dry Creek and Sellicks Beach.

We need to investigate and identify the 16-to-30-year opportunities for growth.

For more information on the land supply methodology please visit [State Snapshot](#) on the PlanSA portal.

saplanningcommission.sa.gov.au
PlanSA@sa.gov.au
PlanSA Service Desk 1800 752 664



Government of South Australia
Department for Trade
and Investment

Areas identified for growth

Four areas outside, or on the fringe of, metropolitan Adelaide are proposed to be investigated for future housing and employment growth.

These areas have been selected for various reasons including:

- leveraging significant infrastructure investment already completed and planned
- orderly extension of current development activity
- topography does not present significant challenges
- connection with existing employment lands.

Findings from these investigations will be integrated into the draft GARP.

How to get involved

You are invited to provide feedback on the Greater Adelaide Regional Plan Discussion Paper within the 3-month public consultation period beginning on 14 August 2023 and concluding on 6 November 2023 (5:00 pm). Submissions are to be provided no later than 5:00 pm on the last day of consultation via:

- [the Greater Adelaide Regional Plan Discussion Paper YourSAy page](#)
- [the PlanSA online submission form](#)
- email: plansasubmissions@sa.gov.au (subject: Submission – Greater Adelaide Regional Plan Discussion Paper)
post: Attention: Growth Management Team, Planning and Land Use Services
Department for Trade and Investment
GPO Box 1816, Adelaide SA 5001

All written submissions will be made publicly available on the PlanSA portal when the engagement report is released.

A series of drop-in and online information sessions have been planned for people to attend and learn more about what is proposed to meet the needs of South Australia's growing population.

Registration is essential for all community information sessions and can be done at PlanSAevents.eventbrite.com.

Need more help?

To find out more visit www.plan.sa.gov.au, email PlanSA@sa.gov.au or call the PlanSA Service Desk on 1800 752 664.

saplanningcommission.sa.gov.au
PlanSA@sa.gov.au
PlanSA Service Desk 1800 752 664



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and Investment



Acknowledgment of Country

In preparing the Greater Adelaide Regional Plan Discussion Paper, we acknowledge the Kaurna, Peramangk, Ngarrindjeri, and Ngadjuri peoples as the Traditional Owners of the Greater Adelaide region. We also acknowledge and extend our respect to Elders past, present and emerging, and other First Nations peoples across South Australia.

Our aim is to walk side by side with First Nations peoples across our state, in a manner which is respectful to their cultural and heritage beliefs and to their spiritual connections with Country.



Commission Chair's message



A stylized, handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke.

Craig Holden
Chair, State Planning
Commission

Adelaide is internationally recognised as one of the most liveable cities in the world. We attract people and businesses from interstate and overseas to our enviable lifestyle and competitive business conditions.

Since 2011, the Greater Adelaide region has welcomed 167,000 new residents. This is modest population growth compared to other Australian capital cities. Current projections show that by 2051 an additional 670,000 people could join us. We must plan to accommodate this growth.

Our population is also changing. Household composition is changing. What people need or want from their housing is changing. This means we need to offer more housing choices.

Decisions about where to accommodate more people are complex. How and where we accommodate future population growth, and jobs associated with that growth, is a key question in drafting the Greater Adelaide Regional Plan (the GARP).



A unique and exciting opportunity to **shape the future** of the Greater Adelaide region.

The Discussion Paper is for all Greater Adelaide residents

Consulting our communities is central to developing the GARP. These views will help deliver a vibrant, inclusive and dynamic plan for our future. The Greater Adelaide Regional Plan Discussion Paper (the Discussion Paper) gives our communities and industries the information and tools to form ideas and to start the conversation.



The **Greater Adelaide Regional Plan** will deliver a vision for the Greater Adelaide region to 2051 and beyond.

The Discussion Paper will prompt debate and the exchange of ideas. Discussion will centre on the features and characteristics that make the Greater Adelaide region so special: our premium food and wine, our scenic landscapes and natural environment, our cultural and built heritage, our world class beaches and overall quality of life.



Where will **housing and jobs** go and how will people live as our population grows?

This Discussion Paper will also highlight the important role our planning system will play in tackling complex issues such as climate change, net zero aspirations, social equality, community resilience, housing choices, housing affordability and affordable living.



We want your **ideas and feedback** to help inform the Greater Adelaide Regional Plan.



The land supply projections for residential land across metropolitan Adelaide indicate that there is 15 years supply currently available. This Discussion Paper looks beyond this. Working in collaboration with the new Housing Infrastructure Planning Development Unit, the Commission aims to ensure adequate supply through to 2050 and beyond.

Greater Adelaide

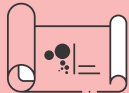
Change is certain. We need to plan for it.

Projections show Greater Adelaide's population could grow by up to 670,000 people over the next 30 years. That would be a 46% increase on today's population.¹ We need to be ready.

Our housing needs are also changing. The average household size is decreasing. Single person households have increased 78% over the last 30 years. Housing demand now outstrips population growth.

If these trends continue, we will need an extra 300,000 homes over the next 30 years.

A [Discussion Paper](#) has been prepared to stimulate new thinking and informed debate about how the new Greater Adelaide Regional Plan (GARP) will sustainably provide for this future residential and employment growth and change.



This summary paper provides a high-level overview of the Discussion Paper, which is split into two parts:

- 1. How should Greater Adelaide grow?**
- 2. Where should Greater Adelaide grow?**

Feedback on the Discussion Paper is open for a period of 12 weeks from 14 August to 6 November 2023, 5:00pm.

¹ Based on 2021 Census data

The role and function of the Greater Adelaide Regional Plan

The new GARP will play a significant role in identifying land for housing and employment, and identifying long-term infrastructure needs to support sustainable growth over the next 30 years. It will replace the current 30-Year Plan for Greater Adelaide.

The State Planning Commission (the Commission) is preparing the GARP in collaboration with local government, state agencies, industry and the community. Feedback received on the Discussion Paper will directly inform the development of the GARP.

The GARP will identify growth over a 15 to 30-year period by investigating and guiding:



Where **houses and employment** land will go



How **housing and population** will be serviced



Which areas need **conservation and protection**



What **major infrastructure** is needed and how it will be provided

The final GARP will be available in a digital format and include maps identifying long-term urban land and infrastructure needs to support sustainable growth. Designed to respond to changing data, it will be live, interactive and easy to update.

Greater Adelaide snapshot



1,515,491

Total population (2021)



84%

State's population



80%

of the State's economy



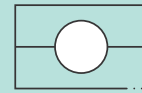
1.0%

Average annual
population growth in
the past 10 years



19.3%

Population over
65+ years



73.3%

SA's Aboriginal
population living
in the region



75%

Detached dwellings



1.3%

Average annual housing
growth in the past
10 years



26.6%

Population born
overseas



691,000

Total number of homes
(2021)



78%

Increase in single
households since 1991



52%

Increase in couples with
no children since 1991



10,873km²

Total area



How many homes do we need by 2051?

We need 300,000 new homes.

Land that is already zoned for residential development in Greater Adelaide has capacity for 164,000 homes. A further 47,000 homes could go on land already identified for future residential rezonings, providing a current capacity for an additional 200,000 homes. This provides enough land supply for at least the next 15 years.

To supply 300,000 new homes by 2051, we will need to identify and protect land for an additional 100,000 homes.



Source: Brad Griffin Photography - Glenside

P.1 How should Greater Adelaide grow?

The GARP will establish a 30-year vision for the Greater Adelaide region. It will identify where people will live and work, how they move around, and where they will access services. The GARP will also align with the State Planning Policies (SPPs), which are the framework for orderly development across the State to account for a range of environmental and natural resource constraints including climate change.

Strategic foresight and global trends

While the Commission relies on traditional tools to plan for long term growth and change, it has also explored ideas about the future, and plausible scenarios, to better prepare and plan for change.

Recent rapid changes – a global pandemic, social and political uncertainty, remote work, and the rise of digitisation – require us to look at different possible futures through scenario planning.

The Commission, along with the Department of Premier and Cabinet (DPC), industry experts and thought leaders, have considered major trends and drivers of change that will shape the future of Greater Adelaide.

From this process, the Commission proposes four outcomes to guide the discussion about how Greater Adelaide should grow. Each outcome is described on the following pages and linked to the trends and drivers of change most relevant to land use planning in Greater Adelaide.

A greener, wilder and climate resilient environment

The trends and drivers



Climate impacts and biodiversity loss



Decentralisation



Food and water security



Liveability



Changing mobility systems

A more equitable and socially cohesive place

The trends and drivers



Social inequality



Liveability



Reconciliation, including voice, treaty, truth



Housing availability and affordability



Climate impacts and biodiversity loss

A strong economy built on a smarter, cleaner, regenerative future

The trends and drivers



Digitisation



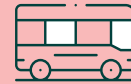
Decentralisation



Automation and advanced manufacturing



Workforce, skills and migration



Changing mobility systems

A greater choice of housing in the right places

The trends and drivers



Housing availability and affordability



Liveability



Societal inequality



Climate impacts



Decentralisation



For discussion

What do you think of the four outcomes guiding how Greater Adelaide should grow? Are there any other outcomes the commission should consider?

What other major trends and drivers might shape the future of Greater Adelaide? How should a land use plan address these trends and drivers?



Source: Heart Foundation and Sweet Lime Photo

The urban form to bring our vision to life

Wherever people choose to live within Adelaide's planned urban form, the Commission is exploring the concept of 'Living Locally' as the urban form that will best work to achieve the GARP's four outcomes.

Living Locally means locating housing, jobs and services closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home. Living Locally aims to create connected, convenient, cohesive and climate-smart communities, and to reduce the need for long-distance car travel, with an emphasis on physically active travel.

Areas within Greater Adelaide differ in their characteristics, from size and local character to demographic profile. So, there cannot be a one-size-fits-all approach to applying the principles of Living Locally. The GARP will need to offer choice and flexibility.

Living Locally



**Walkability
and active
travel**



**Affordable
living**



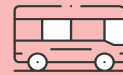
**Open
space and
recreation**



**Housing
choices at all
stages of life**



**Everyday
shopping
and services**



**Public
transport
options**



**Local learning
opportunities**



**Sense of
community**



**Arts,
culture and
experiences**



**Safer streets
and spaces**



**Local jobs
options**

Infrastructure and services

Planning for growth is complex. The availability and cost of infrastructure and services is a key consideration for determining where growth should occur.

The Commission has set out seven principles to guide where long-term growth could occur across Greater Adelaide. These are listed on page 20. Principle 7 specifically relates to infrastructure:

“The Identification and prioritisation of growth areas will be based on the transparency of costs to community (infrastructure provision, housing cost, ongoing living costs and climate change resilience costs) for differing forms of supply.”

New homes need new or augmented infrastructure and services regardless of their location, type, or density. Those services include schools, community facilities, open spaces, new roads, wastewater, stormwater and power. The capacity of infrastructure to support growth varies across locations. Focusing new growth in locations with existing services and facilities is the best option. Doing so also benefits the broader community by reducing the cost of new transport, education and health care, and new trunk infrastructure for water, sewer and electricity.



Infrastructure cost

The Commission is working with Infrastructure South Australia (ISA) to identify infrastructure cost differences between infill and greenfield development. The work of ISA and other infrastructure agencies around Australia shows land development costs in urban and township extension areas can be significantly higher than land development costs in established residential areas.

P.2 Where should Greater Adelaide grow?



The Commission considers it important to adopt a growth approach that balances greenfield, township and infill development, in the right places, with well-timed infrastructure provision.

The Commission has established the following 'Principles for Identifying Land for Housing and Jobs' to guide consistent and objective government decisions.



Source: Miravale Lanser

The 7 Principles

1.

We will plan for a high-growth scenario and stage the release of new land to meet the forecast demand of 300,000 dwellings by 2051.

2.

Sub-regions will have their own distinct part to play in Greater Adelaide's future and each Local Government Area will have targets to accommodate growth.

3.

Land supply beyond the planned future urban lands must take into consideration existing capacity of land that is available for development within the existing boundaries (defined by EFPAs).

4.

Planning will accommodate rolling 15-year land supply targets for a range of land supply types.

5.

The encroachment of urban areas on places of high primary production, landscape or environmental significance should be avoided.

6.

To account for zoned land that may not become available for development due to landowner intention, an additional amount of land supply will be identified.

7.

Identification and prioritisation of growth areas will be based on the transparency of costs to community (infrastructure provision, housing cost, ongoing living costs, climate change resilience costs) for differing forms of supply.

Future land supply challenge

Not all of the Greater Adelaide region can or should be used for new housing and employment.

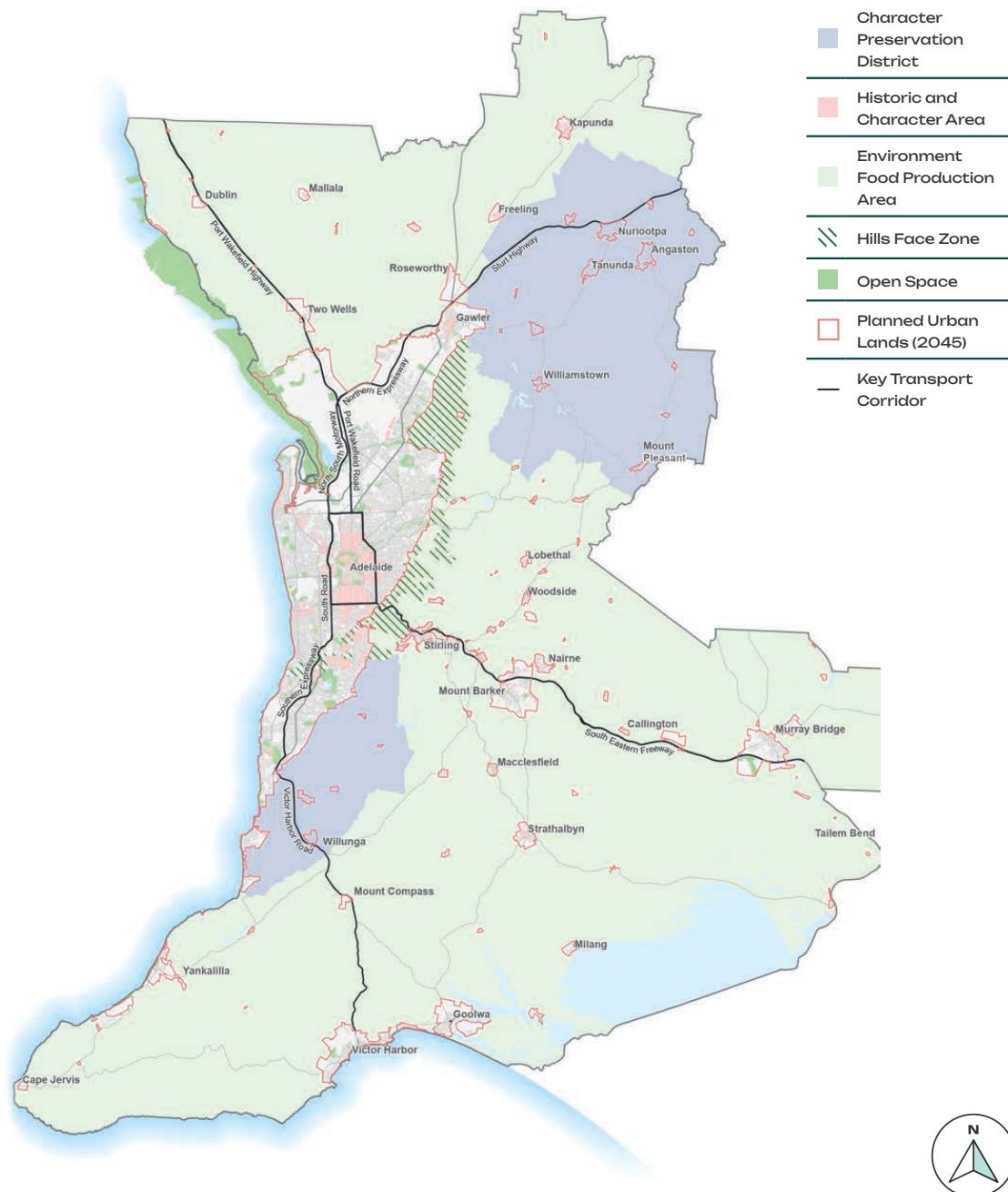
Adelaide has limited land we can consider for long-term growth, with the:

- coastline to the west
- hills to the east
- policies in place to protect the valuable food and wine regions surrounding the urban area.

The Commission also recognises the value of heritage and character areas. We acknowledge these areas offer limited opportunity to accommodate growth. The Commission will not investigate the Barossa and McLaren Vale Character Preservation Districts (CPDs). The Commission will also not review the Hills Face Zone, or smaller townships (such as Myponga and Carrickalinga).

The Environment and Food Protection Areas (EFPAs), along with the CPDs, cover 89% of the Greater Adelaide Region as demonstrated in Figure 1. The EFPAs primarily preclude land division for residential development and protect our prime food and wine regions from urban encroachment. Variations to the EFPAs can only be made if a 15-year supply of urban land cannot be identified outside of those areas, so the Commission will only look to the EFPAs to accommodate long term growth.

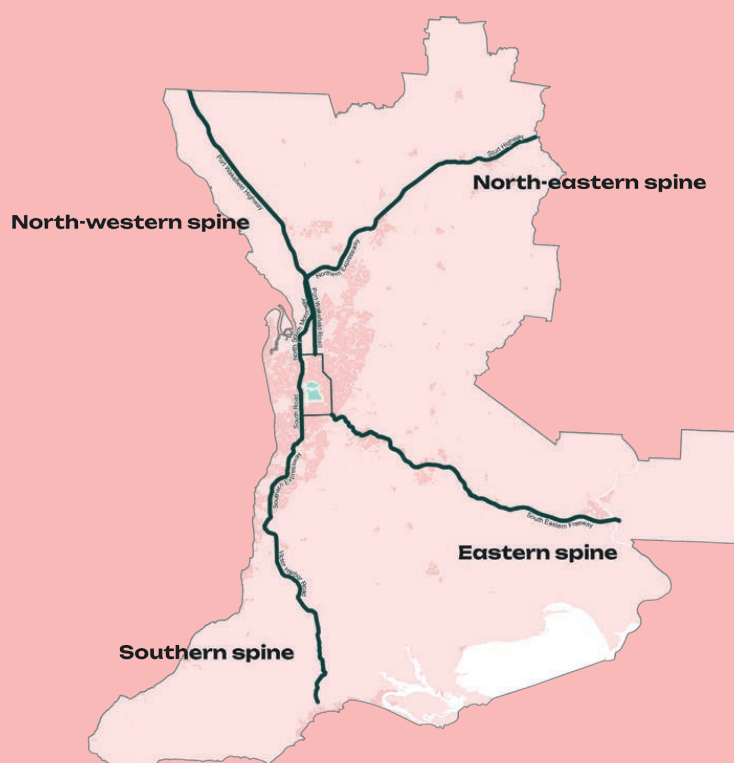
Figure 1 – High-level constraints





Greenfield, satellite city and township growth

The Commission is proposing four areas outside, or on the fringe of, metropolitan Adelaide to investigate for future housing and employment growth. These investigation areas extend from Adelaide's four major transport spines to leverage infrastructure investment. The Discussion Paper further details why these areas have been identified and the challenges associated with potential future growth.





North-western spine

The north-western spine begins at the southern end of the Port Wakefield Highway stretching northward past the Riverlea development to Two Wells, and then further north along the highway. Further development would build on and leverage the current development activity that is already planned for these two areas.

The investigation areas do not extend as far as the towns of Dublin and Mallala. These towns will keep their own separate identity but may expand locally to support township function and viability.



North-eastern spine

This investigation area circles Roseworthy, with the Horrocks Highway as the eastern boundary. The towns of Freeling and Kapunda will be investigated for modest township growth within existing infrastructure capacity. Except for those areas currently identified for urban development, most of this area is currently zoned for rural primary production, and rural living lifestyle allotments.

Kudla provides an opportunity for a master planned extension to the Gawler township that takes advantage of recent government investments in electrified rail.



Eastern spine

The South Eastern Freeway provides the central axis for this spine investigation area. The area around Callington will be investigated for future employment land, whilst options to expand Murray Bridge will be considered for residential and employment land. No additional growth beyond what is already planned will be investigated for Mount Barker.



Southern spine

The southern spine growth investigation areas focuses on the coastal towns of Victor Harbor and Goolwa. It will be particularly important to maintain the inter-urban breaks between Goolwa and Victor Harbor to maintain subregional identity, including of that of Middleton and Port Elliot.



For discussion

How can greenfield development achieve an urban form that is consistent with the principles of Living Locally?

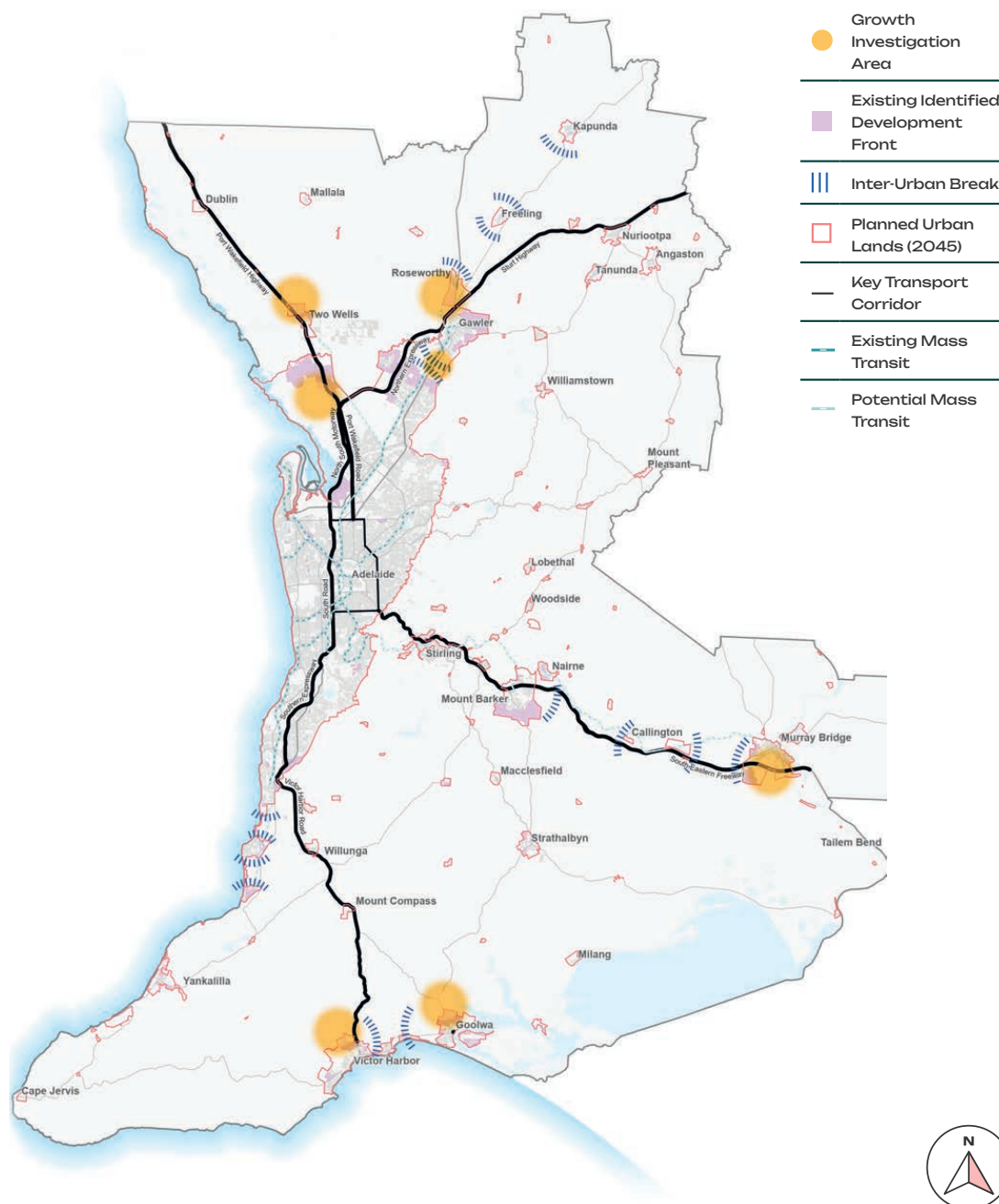
What is the ideal urban form to support the growth of satellite cities like Murray Bridge and Victor Harbor?

What do you see as the benefits and potential drawbacks of greenfield development?



Source: WEST

Figure 2 – Proposed areas of investigation
Greenfield and satellite city growth



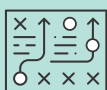


Urban infill growth

Urban infill, when appropriately located and designed, can deliver significant public benefits. It is easier to achieve Living Locally principles within existing urban areas. And it promotes better use of existing infrastructure.

Urban infill refers to new housing constructed on vacant or underutilised allotments, interspersed among older, existing houses in established neighbourhoods, mostly within metropolitan Adelaide.

Urban infill land supply across Greater Adelaide is typically divided into two distinct components – strategic infill and general infill. However, the Commission believes a more nuanced approach to understanding the drivers and challenges of each of these components in differing contexts is needed.



Strategic infill

Strategic infill refers to housing developments that typically occur on large, repurposed sites at higher densities (sometimes referred to as 'brownfield sites'). The government's Land Supply Report currently defines strategic infill sites as those that result in a net housing increase of greater than 10 houses.²

Developing larger strategic infill sites allows for a master planned approach which can better consider the potential for a mix of diverse housing, greening and open space, stormwater management and parking.

Adelaide has undertaken several developments that demonstrate how obsolete industrial or institutional land can be successfully transitioned to highly liveable communities. Examples of include former industrial sites in the CBD, Lightsview, AAMI Stadium, Bowden, Tonsley and Oakden.

The Commission wants to identify the next generation of strategic and brownfield site opportunities as an important source of future land supply.



For discussion

Where is the next generation of strategic infill sites?

² [Land Supply Report for Greater Adelaide \(plan.sa.gov.au\)](https://plan.sa.gov.au)

Urban corridor development

Urban corridor development will continue to play an important role in providing growth options. It will locate more homes near high-frequency public transport offering more choice in how to move around.

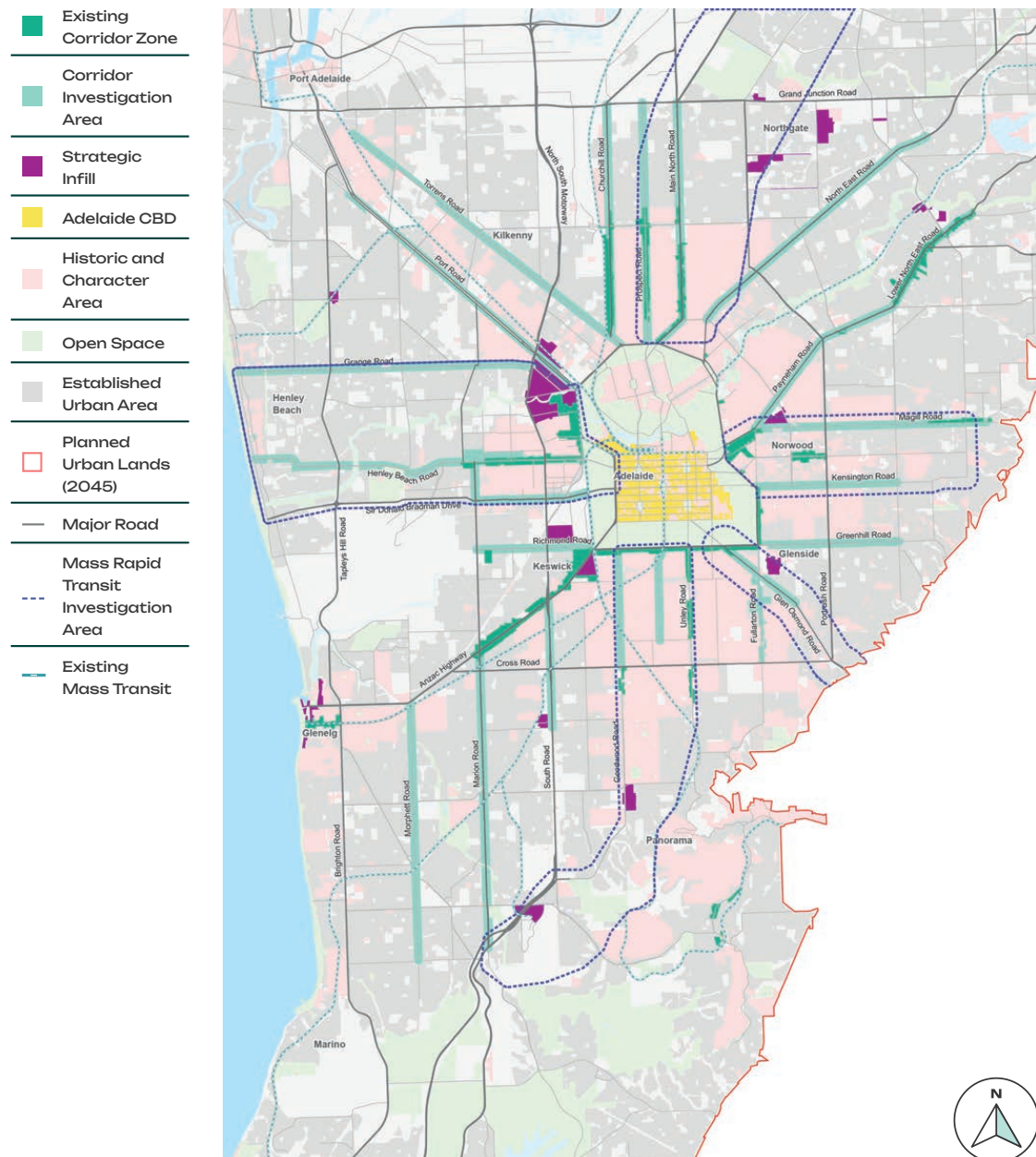
This can accommodate future growth under the Living Local concept, while balancing the desire to preserve the established character in many of the inner and middle metropolitan areas.

The Commission proposes to review the strengths and deficiencies of current urban corridor code policy, and the next iteration of urban corridor rezoning, based on infrastructure capacity, locational advantages and market preferences.



Churchill Road - Source: Sweet Lime Photo

Figure 3 – Proposed areas of investigation:
Strategic infill and corridor growth



Regenerated neighbourhoods and urban activity centres

Neighbourhood regeneration refers to areas with housing stock that can benefit from redevelopment over time. These include locations with higher concentrations of ageing public housing that are in need of renewal.

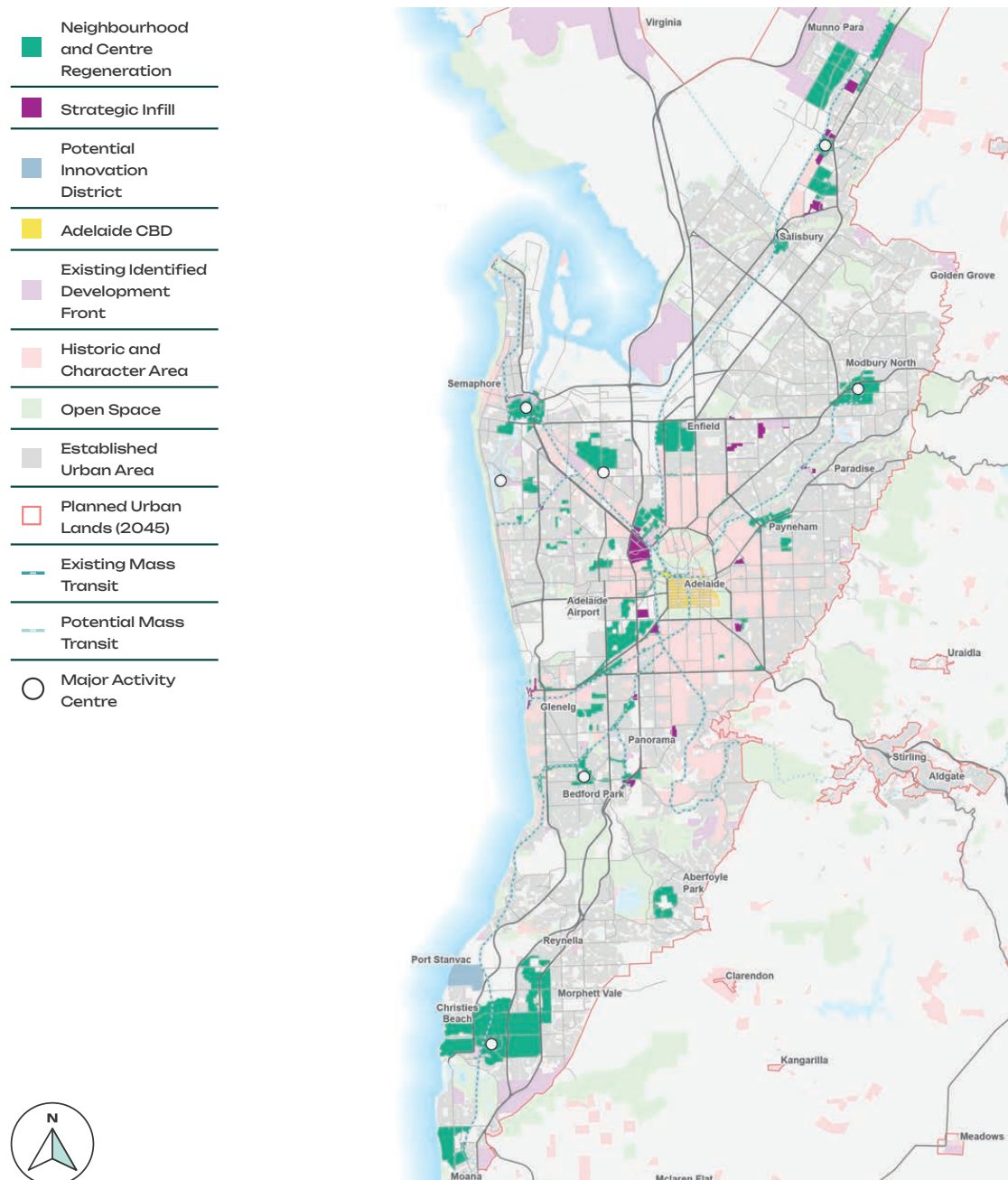
Areas such as Blair Athol and Woodville Gardens have benefited from new private homes, improved social housing and investment in new public infrastructure.

Urban activity centres are focussed around large retail centres that service a broad population and include public transport interchanges or high frequency public transport connections. Examples include Marion, Elizabeth, Tea Tree Plaza, Arndale and Noarlunga.



Source: WEST

Figure 4 – Proposed areas of investigation
Urban activity centres and neighbourhood regeneration



General infill

General, or small-scale infill, such as the division of existing allotments into 2, 3, or 4 smaller allotments, makes an important contribution to new housing supply.

The Commission's view is that general infill needs to be better targeted to areas with infrastructure capacity, and areas which would benefit from renewal and greater housing choice. New housing forms and future living models will need to meet community expectations and preserve valuable heritage and character areas.



For discussion

How can infill development achieve an urban form that is consistent with the principles of Living Locally?

What do you see as the benefits and potential drawbacks of infill development?

Employment lands

The planning system plays a critical role in supporting the ambitions of the South Australian Economic Statement by allocating enough land for current and future industries.

Greater Adelaide has more than 13,000ha of zoned employment land. Most is north of the Adelaide CBD. The Adelaide West region, which includes key precincts such as Wingfield, Gillman and the LeFevre Peninsula, accounts for more than 4,000ha.

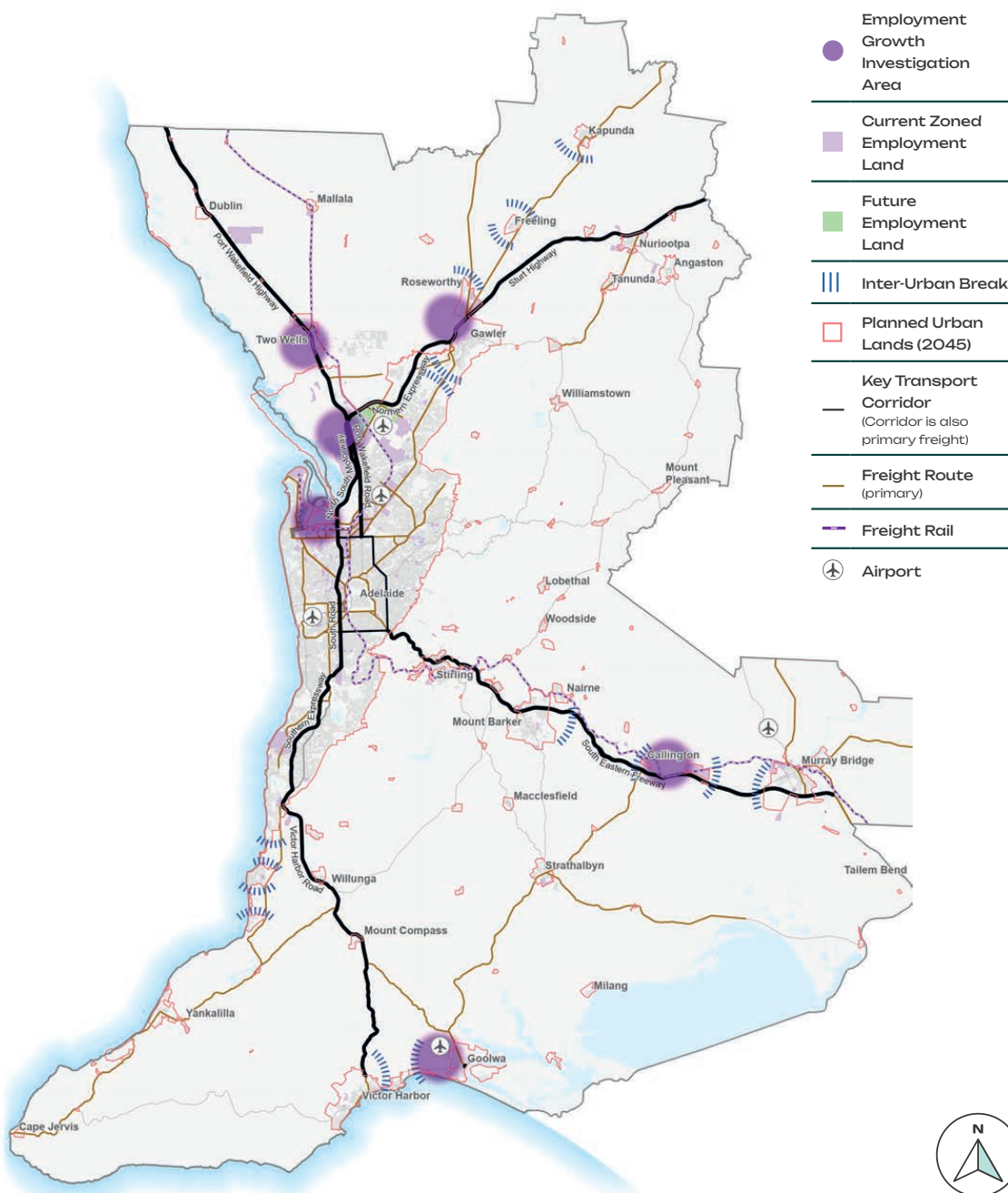
The current vacant stock of employment land, the Greater Adelaide region has an estimated employment-land supply ranging from 24-44 years. To maintain a 15-year rolling supply of zoned employment land, additional land may need to be brought online in about 10 years.



For discussion

What are the most important factors for the Commission to consider in meeting future demand for employment land?

Figure 5 – Proposed areas of investigation
Employment growth



Open space and urban greening

Public open spaces, greenways and urban-greening play promote sustainable living. They facilitate social interaction, improve physical and mental health, help cool urban areas, and support natural systems.

The Commission will build on the Metropolitan Open Space System in the GARP to help create quality open space across the region (See Figure 6 for the 2010 and current MOSS areas).

The 30-Year Plan identified the target to increase urban green cover by 20% across metropolitan Adelaide by 2045. Urban greening can include private and community gardens, parks and reserves, trails street trees and rooftop gardens.

Green Adelaide is currently preparing an Urban Greening Strategy in response to this target.

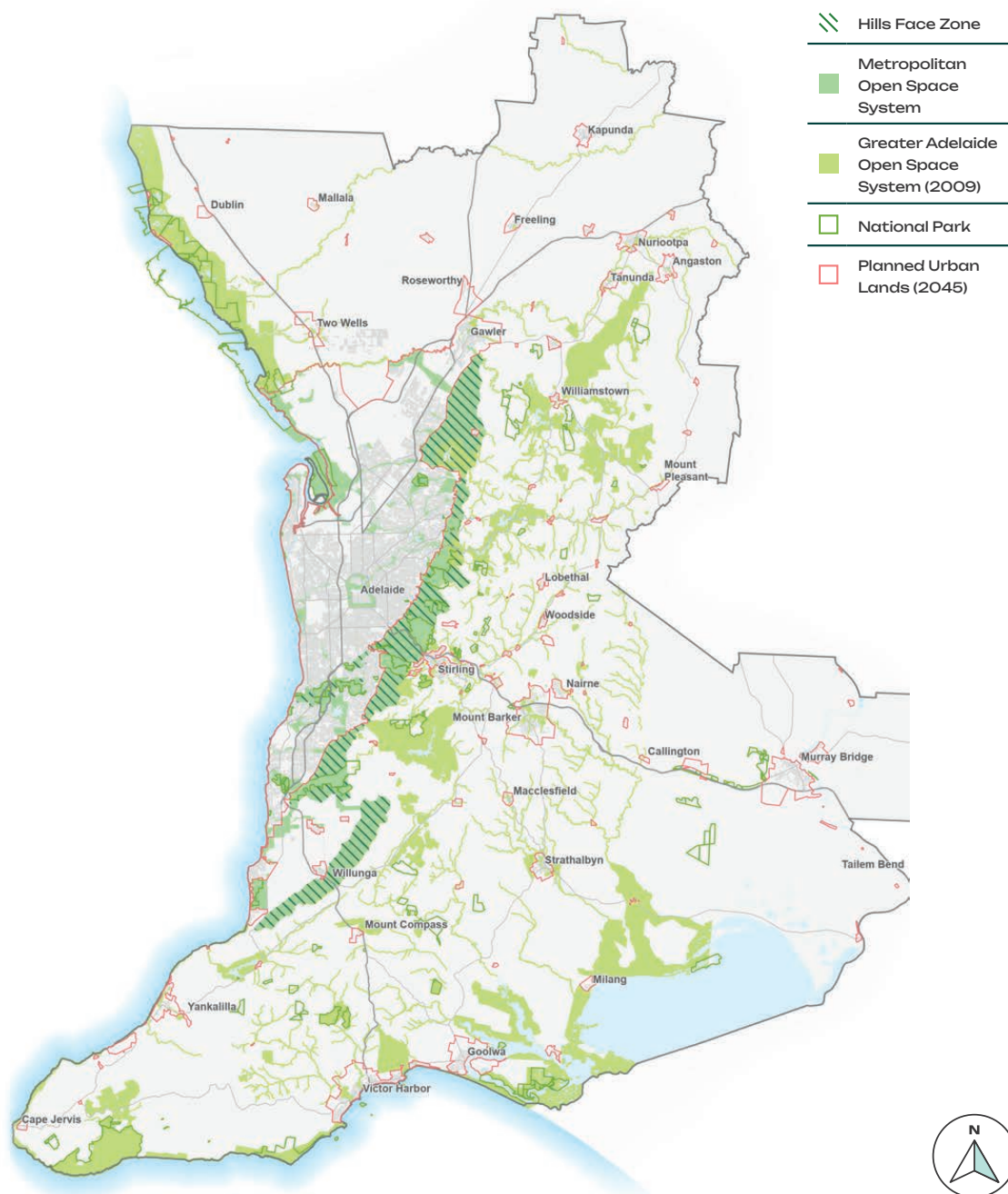


For discussion

What are the most important factors for the Commission to consider in meeting future demand for open space?

What are the most important factors for the Commission to consider in reviewing and achieving the Urban Green Cover Target?

**Figure 6 – Greater Adelaide
Open space**



P.3 Pulling it all together to prepare the new Greater Adelaide Regional Plan

Bringing the GARP to life over the next 30 years will require ongoing collaboration and coordination across government, councils, industry and the community.

Next steps for growth investigations

The Commission proposes to undertake detailed investigation of the identified greenfield and infill growth areas for inclusion in the new plan. This involves:

- Localised evaluation, including detailed consultation with councils and agencies
- Analysing existing and future physical and social infrastructure capacities and provision
- Reviewing relevant economic factors, including market attraction, propensity, landowner intentions and employment availability
- Evaluating growth options to determine priorities based on governance, economic, physical and social factors.

Public consultation opportunities

The GARP will be developed and finalised following extensive discussions with local government, state agencies, the community and industry, using the process below.

Stage 1



Stage 2



How to get involved

You are invited to provide feedback on the Greater Adelaide Regional Plan Discussion Paper within the 3-month public consultation and engagement period beginning on Monday 14 August 2023 and concluding on Monday 6 November 2023 (5:00 pm). Written submissions are to be provided no later than 5:00pm on the last day of consultation via:



The Greater Adelaide Regional Plan Discussion Paper YourSAy page:
yoursay.sa.gov.au/greater-adelaide-discussion-paper



The PlanSA online submission form
plan.sa.gov.au/regional-planning-program



Email:
plansasubmissions@sa.gov.au
 (Subject: Submission – Greater Adelaide Regional Plan Discussion Paper)



Post:
 Attention: Growth Management Team, Planning and Land Use Services
 Department for Trade and Investment
 GPO Box 1815, Adelaide SA 5001



Scan Me:
 You may also use your smart phone to scan the QR code to be taken to the relevant information.





Government of South Australia
Department for Trade
and Investment



STATE
PLANNING
COMMISSION



[DATE] October 2023

State Planning Commission
plansasubmissions@sa.gov.au

Contact: Peter Jansen
Telephone: 08 82608148

Dear Commission Members

Re: Greater Adelaide Regional Plan – City of Salisbury submission

The City of Salisbury thanks the State Planning Commission for the opportunity to make comments on the Greater Adelaide Regional Plan Discussion Paper.

Council has considered this matter at its October 2023 round of meetings. The following comments are submitted for consideration in response to the Discussion Paper.

As background, Council is also preparing its City Plan and Growth Strategy, and has undertaken a Strategic Growth Framework for an area west of Port Wakefield Road that is essentially north of the Little Para River. These documents have also informed Council's response, in addition to the GARP Discussion Paper.

The Council believes it is well advanced in its strategic planning for growth:

- The Strategic Growth Framework provides clear direction for the rezoning of land west of Port Wakefield Road and is guiding Code Amendment proposals
- Salisbury City Centre revitalisation agenda
- Planning and delivery of strategic residential infill providing housing choice and affordability. E.g. Lake Windemere and Walkleys Road Corridor
- Participation in Dry Creek Salt Pans cross government CEO's working group
- Participation in Parafield Airport Masterplan identifying employment opportunities.

In addition to the above, Council recognises a number of trends and influences attributing to growth in the Council area and northern region. This includes:

- Residential areas experiencing significant infill development
- Decline of housing affordability and availability
- Desirability for high-tech and defence industries close to the RAAF base and Technology Park
- Proximity to the Northern Connector is driving growth in warehousing, transport and logistics hubs
- New and emerging industries e.g. onshoring of supply chains, green and circular economy, advanced manufacturing.
- Industries seeking larger sites to relocate or expand.
- Doubling of employees at the RAAF in the next 10 years
- Increase in commercial and retail development at Parafield airport.

It is imperative that the planning system is an enabler to the growth opportunities and attracts new innovative economic and residential development that responds to emerging trends (e.g. climate adaptation, de-carbonisation, smaller households, working from home) on built form, transport and communities. Well planned and co-ordinated infrastructure delivery is essential to make this occur. This is not just for the benefit of the region, but for the State.

To this end, Council has been collaborating with the City of Playford in delivery of co-ordinated growth for the two Councils. The Councils have also advocated for a cross-government Steering Group for the North West Adelaide Economic Corridor. The City of Salisbury has collaborated with the City of Playford in the preparation of a joint submission on the GARP Discussion Paper.

Discussion Paper missed opportunities

It is noted that the Discussion Paper seeks to elicit comments for consideration in the final version of the GARP, and that it therefore is not a draft GARP. The Discussion Paper identifies four outcomes for Greater Adelaide and refers to the challenges for the Region such as climate change, sustainability, and social cohesion. However, the Discussion Paper is then focussed on the housing sector and the questions of where and how it will be occurring that are prompted essentially along the lines of the existing paradigm. The questions of how these areas are being serviced and connected in a manner that enhances the local area and the region need to be answered. This includes aspects such as hard and social infrastructure, public transport, active living, and employment lands and the need to move away from the focus on Adelaide towards a polycentric approach.

The Salisbury experience to date has been the difficulty in bringing State Government agencies on board to supply services in alignment with the current 30 Year Plan and zoning changes, and reinforcing public transport along the current patterns to Adelaide. East / west road movements need immediate actions, as do public transport initiatives that provide services across the region.

Greater emphasis on housing potential along corridors and centres, and how the urban form might transform within the 30-year outlook is warranted without consolidating the existing urban spread across the region.

How to achieve more equitable and socially cohesive places

There are challenges linking population growth and needs of the community with the Government forward planning on social infrastructure that is not limited to education, schooling and public transport provision. This also applies to the sequencing of roads, water and sewerage. Funding is not currently aligning or responsive to growth. State Government infrastructure provision is the biggest constraint to getting investment in our area.

In addition, there needs to be increased collaboration between Governments on areas for focussed infill to enable quality outcomes for the community so that those that choose to live in higher density living have quality public realm offerings for safe and accessible active transport, including walkability and recreational options incorporating biodiversity enhancement. This also applies to the mechanisms and tools used for funding local government investment.

The City of Salisbury has a strong community despite it being of low socio-economic status. There is significant inequity, in terms of provision and access to public transport, health and education facilities.

There needs to be consideration of global, national and local trends (e.g. climate adaptation, decarbonisation, smaller households, working from home) and demographic changes and their implications for traditional zoning, built form, transport and the community.

The housing supply debate needs to be elevated to incorporate housing affordability, social housing and support services and high needs principles. It is expected that the GARP will incorporate strategies recognising the Federal Housing Australia Future Fund opportunities to access supply of social and affordable rental housing, the additional funding of the National Housing Infrastructure Facility for new homes, and the housing reform agenda proposals of the Federal Government.

Planning and Design Code policy needs to provide greater opportunities for secondary dwellings. Consideration needs to be given to the cultural needs of our migrants who may prefer to live with their broader family networks requiring different housing forms. Incentives need to be given to those that amalgamate allotments to create better housing forms.

Employment Lands

Additional consideration needs to be given to future industries to ensure that South Australia, and the region, is an attractive place to invest for new and developing industry sectors. This is critical to ensure we can leverage off the current growth, investment and advances in defence, green energy and the supporting resources, the circular economy and a more complex economy. The synergies required for strategic infrastructure and proximity to the labour force, higher education facilities and other industries should be a priority and these land requirements should be considered prior to identification of residential expansion. The newly created Housing Infrastructure Planning and Development Unit is focussed on helping drive residential developments and coordinate its infrastructure investment, and requires immediate expansion to recognise the need for the delivery of employment lands. It is critical to assist this sector to support residential growth.

The large employment land holdings in the City of Salisbury has a hinterland far beyond its boundary, and must be supported in a multi strategy approach to connect the population with the jobs.

A comprehensive employment lands strategy should be prepared as the statistics in the Discussion Paper regarding 10 years supply of industrial land in the region do not reflect the current immediate pressures for development that our council is currently experiencing.

It is recommended that further work is undertaken regarding employment lands classification, land requirements and demand and supply so it meets the needs of the Region's future. Consideration needs to be given of the importance and role of eco-industrial parks. How the Planning and Design Code zones facilitates the types of employment land uses for the future also needs to be considered.

It is also important that strategic employment lands are also future proofed, not just by managing buffers to sensitive land uses, but by ensuring sufficient infrastructure provision of appropriate capacity on time for them to grow and adapt in the future. Transport systems must be linked to growth areas for employment lands. To understand the future supply of employment lands, consideration needs to be given to the climate change risk assessment currently being undertaken by the State Government as sea level rises and increased rainfall events may impact on supply.

The State must take the lead in providing clear costing and sharing arrangements for infrastructure to facilitate the achievement of the GARP strategies.

Greater Adelaide Urban Structure- Salisbury City Centre

The Discussion Paper promotes a monocentric approach to centres and needs to state what the role of the Adelaide City Centre will be in the future. It is considered imperative that a polycentric approach be adopted as the Region develops. Public transport investment and corridor development is still focussed on access to the City Centre. Many of the City of Salisbury's residents do not travel to the city each day and there needs to be better public transport connections between where people work and where they live, including east-west connections into other Council areas.

As proposed in the Discussion Paper, the Salisbury City Centre should be a focus for regeneration and a destination for people in the northern Adelaide region. Council has focussed its attention on rejuvenation of the centre for a number of years. It has the attributes for a vibrant mixed-use centre with fixed public transport connections, combined with a mixture of retail, entertainment, restaurants, local, state and federal services, recreation and open space for the needs of the regional community. Council has and will continue to develop and invest in the City Centre through its significant land holdings over the next few years to make it an even a more attractive place to invest in and visit.

Whilst the Council continues to work on the regeneration of the City Centre, this area also has our lowest socio-economic status. Affordable housing and homelessness are a significant issue in our Council area and providing housing for these vulnerable people is critical.

Green space should not be provided through public reserve creation only. Policy must support streetscape designs that cater for large trees, biodiversity enhancement, and drainage, as well as carparking, energy and infrastructure supply and waste requirements. A granular level of design will allow greater flora and fauna movement across suburbs and areas. Consideration of built form and public realm design must also consider design for wellbeing.

Infill development must recognise impacts on existing infrastructure and the need for upgrades to trunk infrastructure in existing areas along with the new developments. Public transport must support infill development and be established in time to cater for population growth in these areas.

Reconsideration of the Planning and Design Code standards for allotment level stormwater or retention should be undertaken in conjunction with the climate change impacts.

Greenfields

Dry Creek will provide the next tranche of significant population growth for our council providing for approximately 10,000 dwellings. Detailed master planning for Dry Creek has yet to substantially commence and it is likely that the infrastructure and building costs will be substantial. The development of this land is likely to have a 20-year lifespan. This is a significantly large piece of land close to the centre of Adelaide and it should be developed with consideration of the technological advances and changing societal expectations that are likely to be experienced over the next 20-years. For example, the use of driver-less-vehicles, public transport modes, decoupled carparking, higher residential densities, as well as different ways of providing open space and recreation areas and biodiversity linkages.

Strategic Infill

Council has an ongoing program for developing its underutilised land for projects that provide a community benefit such as affordable housing, with upgrades to public realm. The development at Lake Windemere has just started with 35 dwellings being constructed and a proposal for approximately 220 dwelling at Walkleys Road Corridor is currently processing through legal requirements.

There are also 26 large undeveloped horticultural land holdings within the residential areas west of Salisbury Highway that have the potential for strategic infill. However, these are currently not well serviced by public transport and other services.

General Infill

The City of Salisbury is currently experiencing an increase in 2 for 1 development with some 3 for 1 developments. This is expected to continue for the foreseeable future as our housing stock gets older and land prices increase. Unlike inner and other middle ring suburbs of Adelaide, Salisbury has no character or heritage areas recognised in the Code.

There are challenges with new and existing infrastructure capacity and costs to Council as infill continues in the Council area. The Planning and Design Code enables development without consideration of the local street infrastructure issues that can put dwellings at risk from matters such as stormwater intrusion.

The majority of the housing in Salisbury is in the General Neighbourhood Zone, and is limited in its mixed use due to historic single use emphasis in the planning controls. The need to service the newer infill areas will be a difficult balancing process. The Discussion Paper refers to the differing housing options and should be encouraged where appropriate. Policy changes to the Planning and Design Code will be expected to cope with co-use of street areas and common spaces, combined with improved architectural standards and streetscapes.

Activity Centre and Corridors

There are some activity centres within the Salisbury Council that have the attributes for focussed attention on mixed uses and higher density living.

Ingle Farm is a large shopping centre, with surrounding services such as medical, childcare, social services, primary schools and adult learning, council recreational centre and library, and multiple ovals and sports facilities. Coupled with reasonable public transport the centre provides significant potential for rezoning and working with land owners to provide a more vibrant mixed used activity centre.

There is also the opportunity for increased densities along the passenger rail line between Mawson Lakes and the Salisbury City Centre to take advantage of the services at these centres and along the corridor. It is suggested that the GARP consider the extension of existing higher density corridors into the City of Salisbury and the potential for corridors at other major centres such as Mawson Lakes and Salisbury Centre.

Urban Greening

There needs to be a focus on streets providing biodiversity corridors, as while vegetation in the public realm comes at cost it will become increasingly important. A focus on greater residential density within existing areas may result in less private open space and a move to the provision of community open space in streets and elsewhere. Smaller allotments and housing sites restrict the opportunity to plant trees and shrubs, and have grass land.

Urban greening targets need to distinguish between zone type, and must recognise employment lands as a source for greening improvements.

In vibrant mixed-use communities, there is a need for quality public realm, open space, roads, footpaths and general urban design elements that seek to improve the community's wellbeing. There should be a better method for the community to contribute to these upgrades by making better uses of offset schemes and including public realm and open space into the scope for infrastructure schemes.

The Planning System needs improved policies to protect existing vegetation rather than contribute low monetary values to funds that do not necessarily repair the affected area. This is the same for the open space contribution scheme.

Furthermore, the future recreational needs of our population must be considered. Recreation and sport is important for a community's health and wellbeing. There is already significant demand for Adelaide's sporting grounds. A strategy needs to be considered about how we can cater for both an increased population and the impacts of climate change (increased heat and severe rain events) on sporting grounds.

Other recreation and open space issues that should be reconsidered include:

- access to underutilised open space and recreational areas in schools that are only used during school hours.
- That some Councils maintain a significant amount of regional open space that is provided for the regional community.
- The 12.5% open space allocation in the planning development application process needs to be reviewed in response to the matters raised elsewhere in this submission.
- The needs to define that some open space is not for recreation uses, but for biodiversity and stormwater purposes.
- The provision of water bodies for water recreational sports particularly as a cooler environment.

Urban Green Cover targets must reflect the uses within Council areas, for example the fact that the City of Salisbury has two large airport areas skews the green cover targets. These areas also impact on the extent of protected areas beyond the airport boundaries to meet Commonwealth requirements for airport protections.

Water security and supply options and costs of irrigation standards needs to be considered in the GARP. Council supports the Resilient Water Strategy.

Housing Diversity

It is promising to note the Discussion Paper references the newer types of housing modes that will be needed to cater for the next 30 years of demographic change. It is suggested that Strategic Infill sites should also have a 'Housing Diversity' target additional to affordable housing targets.

The increase in two storey dwelling types and other multi-level buildings increases the need for building design to reflect ageing in place, multi-use and adaptable housing design, at the time of housing construction.

Financial incentives, or removal of disincentives should be available to those that want to downsize, so as to free up housing.

Transport

The transport policy must recognise that the northern Adelaide region of GARP will become the focus of business and employment lands within the time span of this GARP and with the modelled population increase. This will demand extra infrastructure and resources in all modes of transport and must be planned and delivered prior to the business growth. This must be based on the polycentric approach to the region, and immediate improvement to the east-west linkages must be identified in policy and delivered.

The Salisbury Focus Areas for Transit Focused Development are:

- Salisbury City Centre and surrounds
- Remaining opportunities at Mawson Lakes
- Mawson Lakes to Salisbury City Centre railway corridor

Rapid public transport is focussed on connection to and from the City which is a disconnect with the majority of the community working within Council or in adjoining suburbs. Public transport is not serving community needs sufficiently. Mass transit should include Ingle Farm and Pooraka given the increase in infill and the low socio-economic status. There is support for passenger rail to Two Wells, however there needs to be a plan for mass public transit to Dry Creek and Riverlea (and expanded areas). This is an opportunity to plan for increased densities at Dry Creek that would result from the provision of public transport at the time of development.

Future transport modes such as driverless vehicles and buses must be understood and accommodated in policy planning and strategy. There may be impacts on road networks and designs, and carparking demand, and connections to other transit points and types.

Activating Centres

The GARP policy must increase its promotion of housing that is located above retail and commercial developments. This will increase the activation of centres along with increasing housing diversity. The Planning and Design Code policy should be reviewed to provide other incentives for retail development to consider more mixed-use approaches and retail centre owners to appreciate the benefits of this housing potential for its centres and their viability.

Protection of natural assets and food production area

The Environment, Food and Production Areas, Hills Face zones and watershed should continue to be protected due to their value in Adelaide's access to food, clean water and protection of biodiversity areas.

The Regional Plan should also reflect the importance of the mangroves, Dolphin Sanctuary and the International Bird Sanctuary in terms of their importance for carbon sequestration, biodiversity and eco-tourism opportunities. Consideration must be given to protecting these areas from land use change and sea level rise, and enhancing their economic value through the development of tourism and education interpretive facilities at St Kilda.

Should you have any queries in relation to the above matters please contact Ms Sally Jenkin, Team Leader Strategic Urban Planning on 08 8260 8163 or at SJenkin@salisbury.sa.gov.au.

Yours faithfully

John Harry
Chief Executive Officer



[DATE] 2023

Mr Craig Holden
Chairperson - State Planning Commission
Email: plansasubmissions@sa.gov.au

Dear Mr Holden

Submission – Greater Adelaide Regional Plan Discussion Paper

The Cities of Salisbury and Playford are pleased to provide a joint submission on the growth direction of the new Regional Plan for Greater Adelaide.

As a powerhouse in South Australia's defence, technology, manufacturing, and food industries, Northern Adelaide has a critical role to play in the future of South Australia. Together, the Cities of Salisbury and Playford comprise an area of over 500 km², stretching from north of Gepps Cross to the Gawler River. Northern Adelaide contributes \$12.5 billion to the State economy with over 11,500 businesses, including a host of international firms and flourishing entrepreneurs, calling it home. The economic performance of the region directly affects its 250,000 residents and 94,000 local jobs.

Northern Adelaide is also a gateway to the northern and western regions of the State, which are abundant in renewable energy generation, green hydrogen production and critical minerals required for the transition to a low carbon economy. Northern Adelaide's role in delivering value-add products will be critical if we are to increase the complexity of the economy and decarbonise existing industries.

Northern Adelaide is well-placed to play a key role in the delivery of the State Government's vision for a smart, sustainable and inclusive economy that will improve the wellbeing of all South Australians.

The region:

- Is at the centre of major transport links, including the Northern Connector and Expressway, intermodal rail, Parafield and RAAF airports and only 15 minutes to Osborne and future AUKUS submarine production facilities.
- Supports a diverse and productive economy with a competitive advantage in defence, food processing, manufacturing, knowledge intensive research and logistics sectors.
- Has emerging sector opportunities in space, cybersecurity, Manufacturing 4.0, energy and health manufacturing.

- Has superior research and development facilities, including the University of South Australia, Defence Science and Technology Group, and Technology Park.
- Provides tertiary and vocational education opportunities, including UniSA and TAFE SA.
- Supports a diverse and highly skilled workforce.

At the same time, the Northern Adelaide region is facing various economic, environmental and societal challenges, including demand for infrastructure and serviced land, pressure on limited resources, climate change, water and waste management and rising inequalities. An integrated approach to social, environmental and economic policy from all levels of government and in collaboration with industry, research institutions and the community is required to maximise outcomes.

Currently the GARP Discussion Paper is limited to a city-centric approach. The urban structure of metropolitan Adelaide is changing with the vast majority of growth occurring in the outer northern suburbs. This will result in the geographic centre of Greater Adelaide's population moving towards Northern Adelaide. In Northern Adelaide, the residential population is anticipated to grow from 250,000 to 291,000 residents by 2036. Land already zoned for residential development and future residential growth areas will house over 400,000 people in the Cities of Salisbury and Playford.

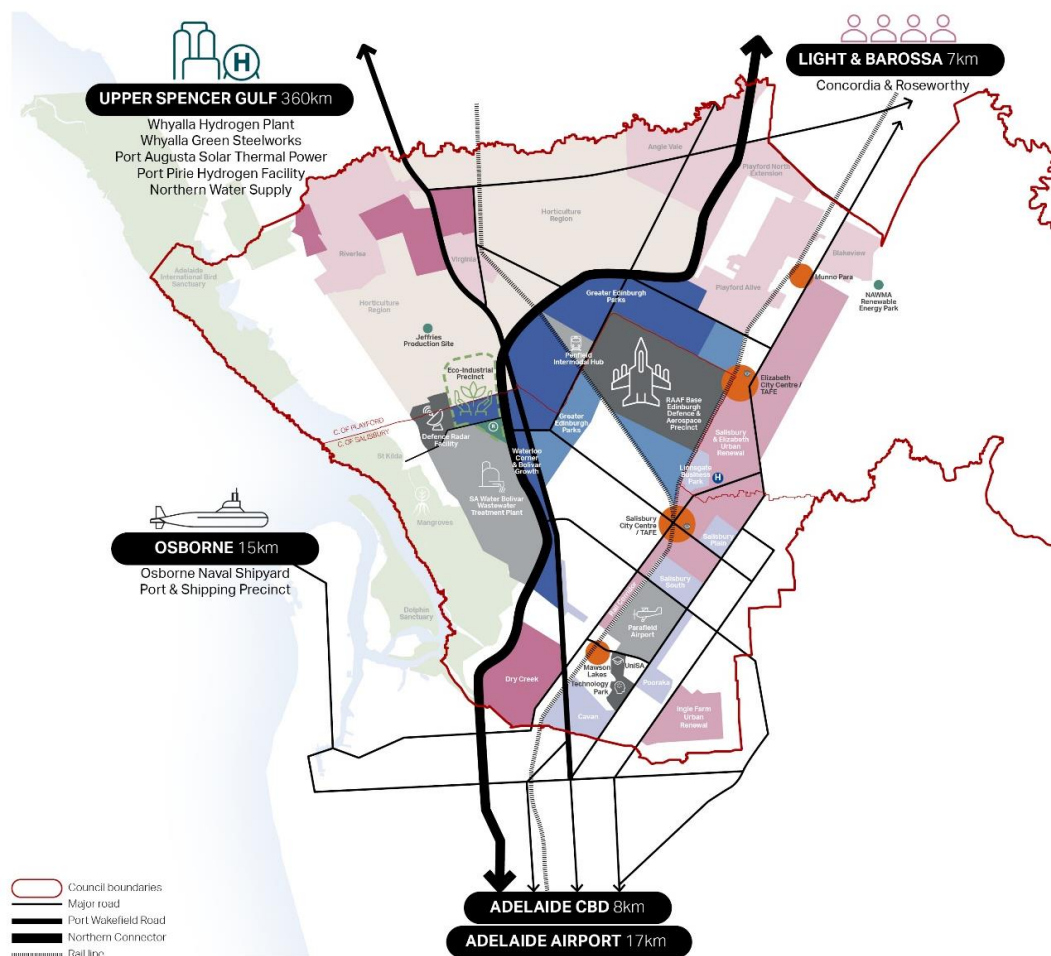
Consequently, greater focus needs to be given to serving this future population with places to work, major health care services (including hospitals and emergency services), education (including universities), regional facilities for sport and recreation, and other social infrastructure. Elizabeth and Salisbury City Centres and surrounds are well-placed locations for these services and to provide vibrant higher density living, mixed uses and destinations of choice.

In addition to residential growth, Salisbury and Playford will provide significant employment lands for at least the next 15 years. Key areas of growth include Greater Edinburgh Parks (GEP), the corridor west of Port Wakefield Road, Parafield Airport and a projected growth at RAAF Base Edinburgh. Key growth areas are represented in the map below.

It is imperative that the State strategically plans for essential infrastructure required to achieve the growth outcomes in the region and considers alternative governance arrangements to ensure coordinated delivery of key infrastructure to facilitate the economic and residential growth opportunities in Northern Adelaide. This needs to encompass the coordination of water, sewer, telecommunications and electricity in addition to State and Local Government infrastructure such as roads, stormwater and social infrastructure.

With a growing population, not only will residents reside within this area but they will also pass through it to reach workplaces, educational institutions and essential services. Therefore the transportation systems must be planned to facilitate efficient freight transport while simultaneously offering public transportation options that connect employment hubs and service centres with residential areas.

The regional map below identifies key growth areas in our Cities and within the broader Greater Adelaide context:



The section below provides further detail regarding the opportunities within key areas:

Greater Edinburgh Parks (GEP)

GEP is currently identified in the 30 Year Plan for Greater Adelaide as 'new strategic employment lands' (p.79) and appears to be represented on Figure 15 of the Employment Future Investigations map (p.158) of the Discussion Paper.

When fully developed, GEP has the capability to host over 37,000 jobs in industries such as advanced manufacturing, logistics and warehousing.

GEP is strategically placed with direct access to the national highway, rail networks and port facilities, emphasising the logistics role GEP can play in supporting Greater

Adelaide and the South Australian economy. SCT Logistics has an intermodal facility within the precinct and there is capacity for a second facility to be established on the southern side of the ARTC railway line.

Both Councils have received significant interest in rezoning the GEP land and proposals for rezoning are currently with Planning and Land Use Services. Additionally, existing zoned industrial areas are nearing capacity due to increased development activity in the last 5 years. However, despite the demand, growth is restricted due to the lack of State Government infrastructure. Prompt attention needs to be given to the State's road network in the region to enable growth and associated freight access. Many areas cannot get a viable sewerage connection which is resulting in the underdevelopment of sites because of the limited capacity of onsite systems. Regional stormwater solutions need to also be provided. The costly components include culverts under Port Wakefield Road and still to be defined solutions on SA Water and defence land west of Port Wakefield Road.

The Councils seek State support for rezoning of the precinct to employment lands and implementation of mechanisms to deliver the necessary infrastructure to realise the economic and employment potential of this land.

North-West Economic Corridor

The City of Playford and the City of Salisbury have identified the North-West Economic Corridor as a strategic employment area located between (and adjacent to) the Northern Expressway and Northern Connector. The corridor is bookended by future residential growth hubs at Dry Creek in the City of Salisbury and Riverlea in the City of Playford, which is in its early days of establishment. The Discussion Paper appears to have identified this area as an Employment Growth Investigation Area (p.158), which is supported.

The State Government's Employment Land - Land Supply Report for Greater Adelaide (June 2021) identifies the Outer North region as containing the largest source of future employment land within Greater Adelaide, representing 95% of total supply. However, Greater Edinburgh Parks accounts for the majority of this land supply. The North-West Economic Corridor provides an opportunity to expand the employment land supply by taking advantage of two key freight routes and providing job opportunities near to growing residential populations.

The Councils consider this corridor a prime location for a green-industries precinct and a place for the processing of minerals for the green economy, exemplified in the proposal by Renascor. It is recommended that the State undertakes an update of the employment land strategy with a focussed lens on green industries and the circular economy, taking into account land requirements and potential industrial synergies such as supply chains and energy/water generation and consumption.

Additionally, the Regional Plan needs to emphasise the importance of coastal areas adjacent to this corridor, noting that it is intended that the current salt fields will be rehabilitated back to a natural state. The International Bird Sanctuary and Dolphin Sanctuary further distinguishes this coastal area as environmentally significant. The

extensive mangrove forests and samphire community are of high biodiversity value providing significant fish nursery areas and carbon sequestration. The environmental assets in this region combined with the St Kilda township provide opportunities for value-adding activities associated with education and research, nature-based tourism and recreational activities.

A new Employment Land Strategy should be prepared to inform the Regional Plan taking into account the need for industries to move to a green and circular economy.

The Environmental Significance of the Councils' coastline and the allied advantages should be recognised in the Regional Plan.

Rapid Mass Transit (Freight and People)

Due to the residential growth occurring at Riverlea, Virginia, Angle Vale and Two Wells and future growth earmarked for Dry Creek, combined with future employment growth at GEP and within the North-West Economic Corridor, there is a need to identify suitable options that will facilitate rapid mass transit of people and freight to improve overall transportation access. Options may include changes to existing road networks including the potential of separate corridors for freight and people and consideration of converting existing infrastructure assets to achieve these outcomes.

Without this, future traffic congestion issues will impact people's quality of life, health and productivity in the region as well as impact the environment through vehicle emissions. A 2019 analysis of Adelaide's traffic congestion by Infrastructure Australia found the annual cost of road congestion was approximately \$1.4 billion with north-south roads being the most congested (as at 2016). A 2023 benchmarking report found that Adelaide was the only peer city where hours lost to congestion rose since 2019.

It is important that preliminary investigations are undertaken now to identify a suitable mass transit option to service future residents and workers, and also provide appropriate transport logistical systems for freight movements.

We would welcome the opportunity to engage further with the Commission and PLUS on these matters and contribute to any investigations.

Please contact Dr Greg Pattinson, Executive Strategic Advisor at the City of Playford on 8256 0176 or gpattinson@playford.sa.gov.au or Ms Michelle English, General Manager City Development at the City of Salisbury on 8406 8222.

Yours faithfully

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