

THE 30-YEAR PLAN FOR GREATER ADELAIDE

2017 Update



Government of South Australia
Department of Planning,
Transport and Infrastructure

The 30-Year Plan for Greater Adelaide 2017 Update

For further information:

Please visit www.livingadelaide.sa.gov.au or email the Department of Planning, Transport and Infrastructure via DPTI.30YearPlan@sa.gov.au.

Disclaimer: While every reasonable effort has been made to ensure that this document is correct at the time of publication, the Minister for Planning, the State of South Australia, its agencies, instrumentalities, employees and contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

ISBN 978-0-7590-0278-4

© Government of South Australia. Published 2017. All rights reserved.



Government of South Australia

Department of Planning,
Transport and Infrastructure





Premier's foreword

The 30-Year Plan for Greater Adelaide recognises that within the expanse of the region described in this document as 'Greater Adelaide', stands the country of five Aboriginal nations: Kaurna, Ngarrindjeri, Ramindjeri, Ngadjuri and Peramangk. Members of the five nations are the traditional owners of their respective lands and all the waters contained therein. This Plan acknowledges that the vast majority of the lands indicated as Greater Adelaide is the country of the Kaurna People.

The Plan describes the positive transformation our city has undergone in recent times and maps out a strategy to make it even more liveable, competitive and sustainable into the future.

Adelaide's resurgence has not come about by accident. Reforms to liquor licensing, planning and other laws, plus record State Government spending on infrastructure, have revitalised the city centre and led to massive redevelopment of areas such as the Riverbank Precinct. Adelaide is a much more vibrant and attractive place than it was when the Plan was first published in 2010, and this has boosted economic activity and created new jobs.

We need to continue to respond to and anticipate trends affecting the Greater Adelaide region and this Update is a key part of the government's response.

This Update outlines the social and economic imperatives that require us to review our approach and consider new and different ways of shaping our built environment. These imperatives

include the size and nature of the region's population growth, notably our ageing demographic; changing housing preferences; and the need for a more widespread public transport network.

The 30-Year Plan for Greater Adelaide continues to be guided by 14 principles including climate change resilience; a compact and carbon-neutral city; the provision of housing diversity; a transport-focused and connected city; world-class design and vibrancy; and social inclusion and fairness.

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

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

Jay Weatherill

Premier of South Australia

Minister's foreword



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

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

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

This update to *The 30-Year Plan for Greater Adelaide* is a key component to achieving this.

Since its introduction in 2010, the Plan has introduced several important changes: we are making better use of our existing urban spaces and infrastructure and we have a healthy supply of zoned land to support Adelaide's long term growth. In the 2015/16 financial year, we approved more than \$1.2 billion worth of developments valued at over \$10 million in Adelaide. This is a significant increase from \$215 million in the 2008/09 financial year and an indication of the growing interest and investment in Adelaide and South Australia. This Update allows us to build on this success.

The Update revises some assumptions made over five years ago to better reflect contemporary trends and changes, particularly in relation to population growth and the rate at which we consume land. While the overall objectives and principles of the Plan remain the same, we have adjusted the policies where needed in response to contemporary data.

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

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

John Rau
Minister for Planning

Contents

01

Introduction

Our 30-Year Plan	8
City shaping	14
Why the Update?.....	16
Summary of what we heard	27
The role of the Update within the new Planning System	28
How to read this Update	32
Our targets	36

02

Our policies and actions

Transit corridors, growth areas and activity centres	41
Adelaide City centre	47
Design quality.....	53
Heritage.....	59
Housing mix, affordability and competitiveness	63
Health, wellbeing and inclusion	71
The economy and jobs	75
Transport	85
Infrastructure	93
Biodiversity.....	99
Open space, sport and recreation	105
Climate change	113
Water.....	117
Emergency management and hazard avoidance	123
Barossa Valley and McLaren Vale Character Preservation	128

03

Implementing, monitoring and reporting on our Plan

Introduction.....	131
Implementation	133
What will the annual implementation plan do?.....	135
How will our new planning tools support the implementation of this Plan?	136
Monitoring and reporting.....	137
Target 1 — Containing our urban footprint and protecting our resources	140
Target 2 — More ways to get around	142
Target 3 — Getting active.....	144
Target 4 — Walkable neighbourhoods	146
Target 5 — A green liveable city.....	150
Target 6 — Greater housing choice.....	152

Appendices

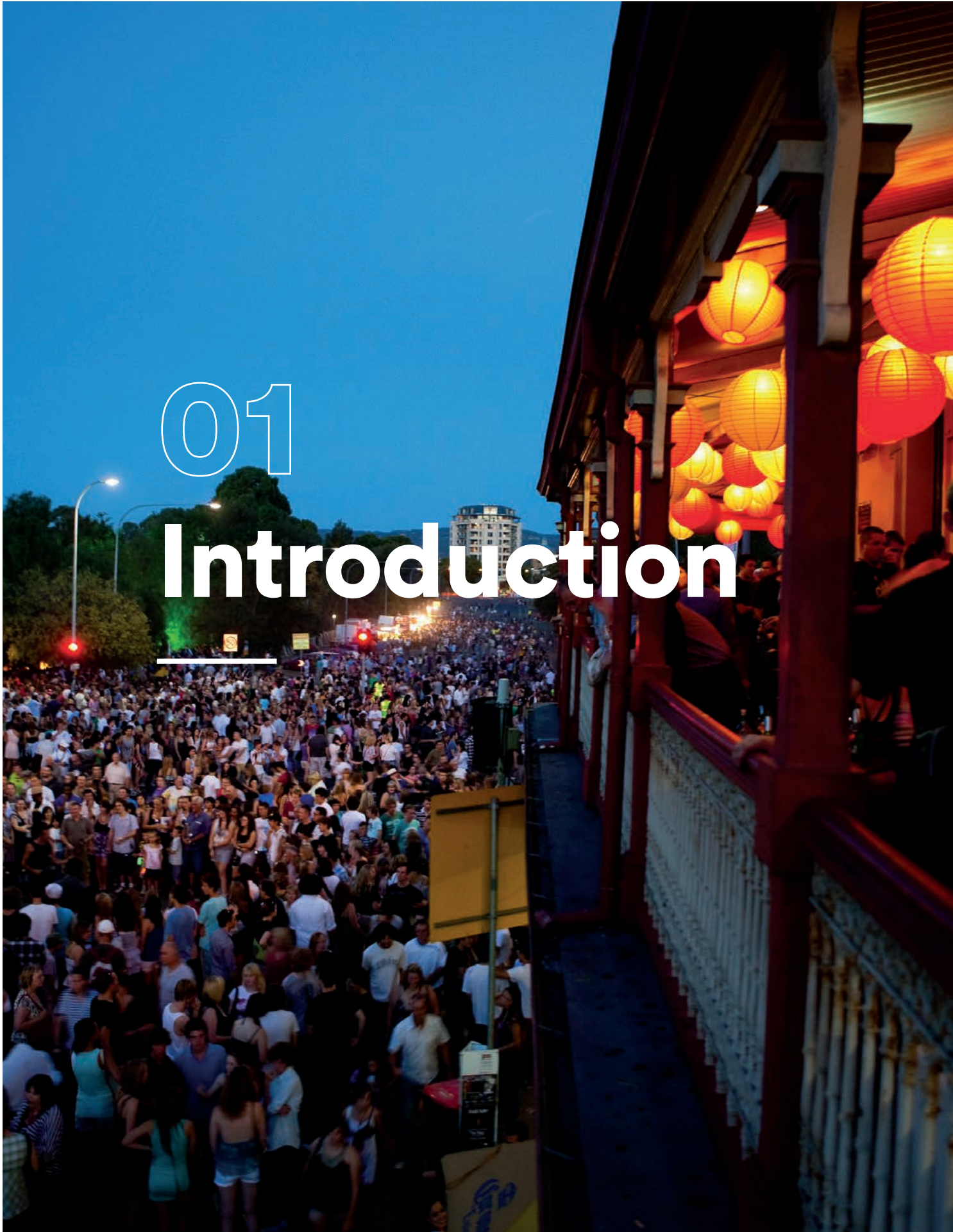
Barossa Valley and McLaren Vale Character Preservation	155
Glossary of terms	169
Links to other key government documents.....	179
End notes.....	181
Photo references	182

Maps

Map 1 — Greater Adelaide Region	31
Map 2 — Activity centres and mass transit routes	43
Map 3 — Designated urban areas and township boundaries	45
Map 4 — Business and industry clusters	79
Map 5 — Environment and Food Production Areas	81
Map 6 — Strategic mineral resources and operating renewable projects	83
Map 7 — Major transport and public transport investments	87
Map 8 — Bike network and pedestrian activity	91
Map 9 — Major infrastructure	97
Map 10 — Biodiversity	101
Map 11 — Major parks, sporting facilities and cultural facilities	111
Map 12 — Water resources	121
Map 13 — Emergency management and hazards	125
Map 14 — Metro infill vs metro fringe/township	141
Map 15 — Current and proposed fixed line and high frequency bus routes	143
Map 16 — Active transport use for work trips	145
Map 17 — Inner, Middle and Outer Metro areas showing the four walkable neighbourhoods criteria	147
Map 18 — Proportion of population within walking distance of services	149
Map 19 — Existing urban green cover across metropolitan Adelaide (indicative)	151

Case Studies

Bringing it all together – a Vibrant City	50
City streets and laneways upgrade – Market to Riverbank Link	51
Good design	57
Wharf 10	61
Renewing our Streets and Suburbs program	68
Playford Alive Town Life Living project	69
Planning for the future of South Australia's ports	78
Northern Economic Plan – setting the pathway for transitioning northern Adelaide to a diverse and resilient economy	80
Green infrastructure	96
Considering the whole landscape and the future of biodiversity conservation	102
Adelaide Parklands upgrade	108
Carbon Neutral Adelaide	115



01

Introduction

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

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

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

The Update has been refined and improved thanks to the many submissions and practical suggestions received during the community consultation process.

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

Our 30-Year Plan

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

The 30-Year Plan for Greater Adelaide (2010) focused on creating a new walkable urban form with a pronounced shift away from continuing our urban sprawl to building a more liveable, competitive and sustainable region (Figure 1.1).

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

A set of 14 principles were developed in 2010 to help shape the key policies and actions required to deliver our vision (Figure 1.2). Our commitment to these objectives and principles remains unchanged.

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

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

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

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

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



Our 30-Year Plan

This Update keeps what is contemporary about the 2010 Plan and updates it where needed. It also incorporates much of what we have learnt from engaging in conversations with local councils, government agencies, peak bodies and community stakeholders.

While reinforcing the Plan's objectives and principles, the Update strengthens our focus on:

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

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

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

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

Figure 1.1 Objectives of the Plan

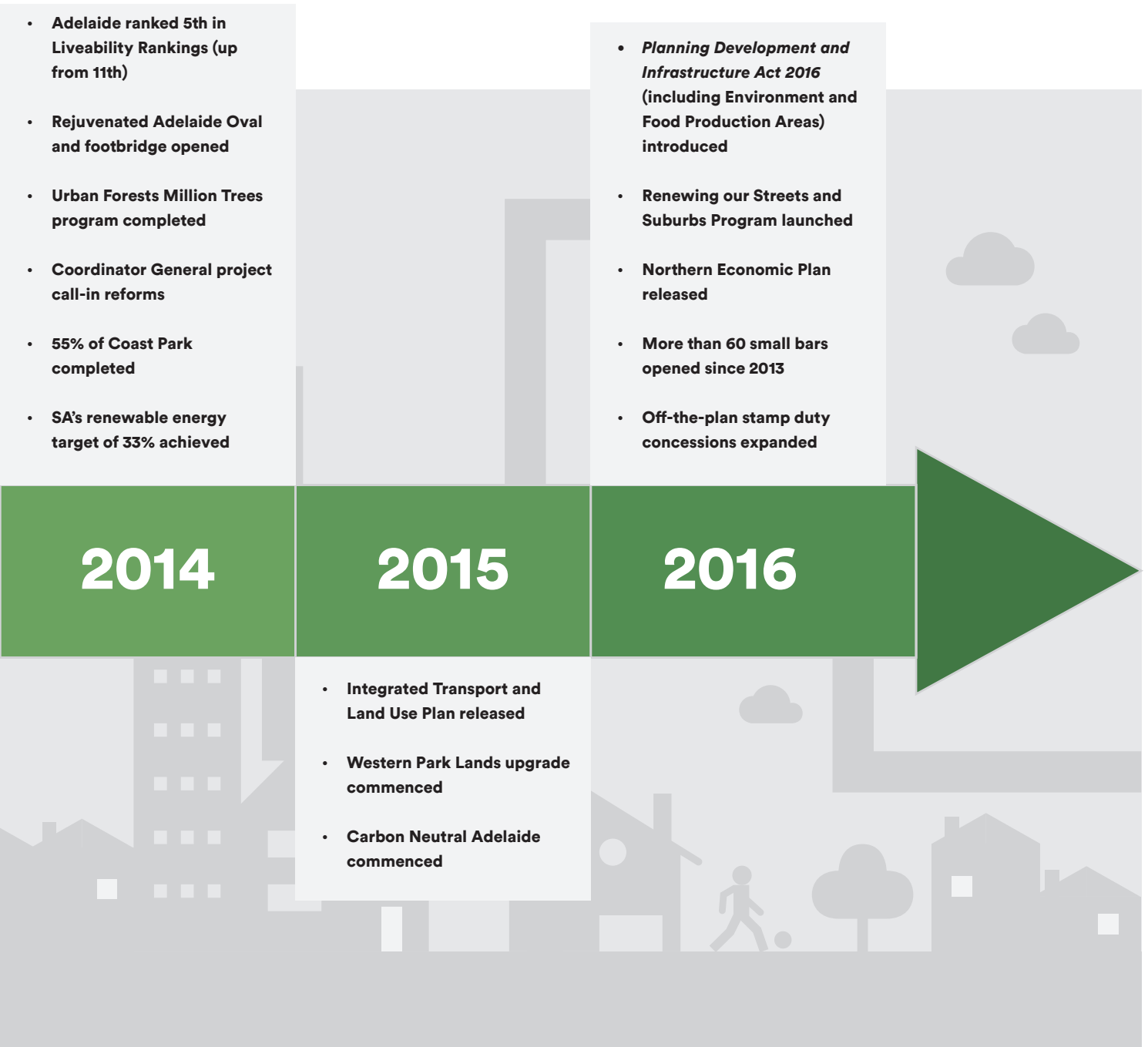


Figure 1.2 Principles of the Plan



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





City shaping

Our vision for the new urban form

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

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

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

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

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

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

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

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

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





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

Greater emphasis will be placed on the quality of our public open spaces and streets. They will connect people with nature, support social interaction, and be walking and cycling friendly. The need to promote green infrastructure as an essential component of the new urban form will be recognised. These healthy walkable neighbourhoods will be an integral part of our new urban form and support the increased uptake of cycling and walking.

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

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

Why the Update?

When we launched the 30-Year Plan in 2010, key data was used to help formulate policies to realise our vision for a more liveable, competitive and sustainable Greater Adelaide. This Update responds to the latest data sets available.

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

The 2010 Plan has therefore been adjusted and recalibrated to respond to new information, updated trends and our progress so far.

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

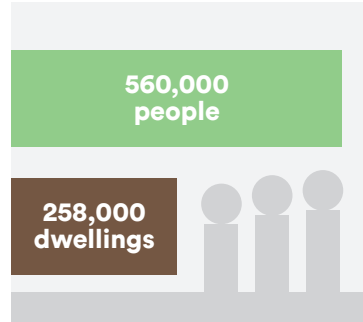
Responding to our growth in population

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

The revised population growth scenario is that Greater Adelaide will grow by up to 545,000 people* (almost 350 per week) by 2045. This will result in a total population of almost 2 million people. An additional 248,000 dwellings (nearly 8300 per year) will be required to house this growth. Refer to Figure 1.4.

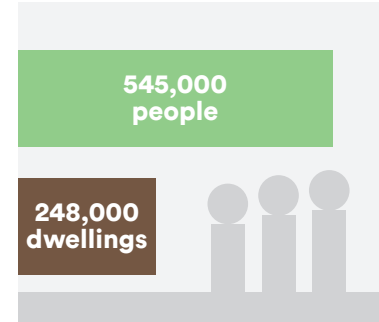
Figure 1.4 High population growth scenarios

2010 Plan Growth Scenario



1.35 million total population in 2010
1.84 million projected to 2036

2017 Update Growth Scenario



1.43 million total population in 2016
1.97 million projected to 2045

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

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

Reflecting the needs of our changing households

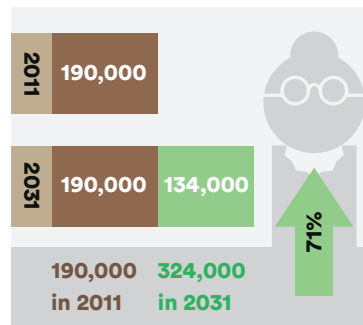
Greater Adelaide has more people aged over 65 than the Australian average and its share of this age group is also growing faster than the national average. The number of group, lone-person, single-parent and couple-without-children households has also increased and this trend is expected to intensify.

We need to give older people more opportunities to 'age in place' and to give young people the chance to get their foot on the housing ladder in a variety of locations.

These trends indicate that the demand for well-designed smaller accommodation, aged care and age-in-place options (located next to services, public transport and shops) will continue to increase.

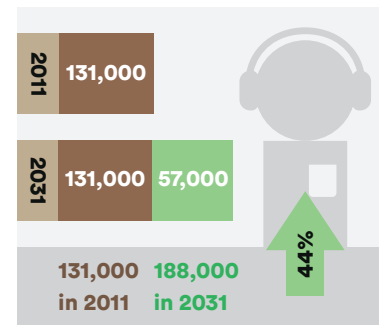
Figure 1.5 Population and household trends**

The number of people aged 65+ is growing



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

The number of single person households is growing



and multi-storey apartments. The Update also facilitates better designed buildings and improved access to public transport and amenities.

* Based on the population projections approved by Cabinet for land-use planning purposes in July 2015.

** Source: ABS

Why the Update?

Enabling more housing choices

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

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

Around the world there is an increasing demand for housing in close walking distance to public transport, shops and services. This is now a real competitive edge in attracting capital for the knowledge economy and retaining a young and talented workforce.

In the past decade in Greater Adelaide, a large amount of development has occurred at major infill broadhectare sites such as Mawson Lakes and Northgate. Now the challenge is to identify new development opportunities within established suburbs. Currently, the zoning in many of these areas restricts any increase in the number of housing types (e.g. medium density) being built near jobs and services. This Update supports a review of the relevant planning policies to enable greater density developments in these locations, where appropriate.

Supporting affordable housing options

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

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

Ensuring our land supply is in the right locations

Land available in the right places and at the right time provides certainty to the property industry, stabilises land markets, supports population growth, and nurtures sustainable and healthy communities through the provision of a range of housing options.

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

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

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

Currently, approximately 76 per cent of Greater Adelaide's new housing growth is in established suburbs.

We now have more fringe broadhectare land than needed

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

Figure 1.6 Residential infill ratio



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

We are achieving higher dwelling yields

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

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

Update's dwelling growth scenario will be less.

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

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

Why the Update?

Protecting our valuable agricultural, tourism and environmental assets

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

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

and reduce the burden on taxpayers for future infrastructure.

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

“

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

”

1



The world demand for food will rise by **70% by 2050**

2

Supporting our public transport investment

Since the release of the 30-Year Plan in 2010, the State Government has launched the *Integrated Transport and Land Use Plan* (ITLUP), which supports a compact urban form underpinned by a network of quality trams and public transport.

To support public transport investment such as the AdeLink tram network, it is vital that Greater Adelaide's population growth is concentrated close to key existing and planned public transport routes. Currently metropolitan Adelaide's population density is amongst the lowest in Australia with an average of fewer than 1400 people per km². Cities around the world with successful public transport networks have an average

population density of at least 3000 people per km².

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

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

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



Why the Update?

Growing our economy and competitiveness

Unlocking economic development and jobs

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

Smart City - embracing emerging trends

Throughout the world patterns of production and employment are changing as manufacturing and export dynamics alter and the knowledge and service sectors evolve and grow in importance. We must respond to these shifts in global and local economies to ensure our economic competitiveness.

We also need to embrace new trends and technologies as the low carbon economy drives competition between cities for investment, business and workers. These global trends will change how we live, work and commute.

Advances in connected and autonomous technologies will fundamentally change the way we move around our cities and our car ownership patterns. These technologies also provide great opportunities to improve the social inclusion of people who may otherwise have limited mobility and allow them to become more active and productive members of our community. As these technologies advance we will need to reimagine how we design our urban form and infrastructure requirements.



Dealing with interface issues through good design

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

Residential design guidelines, along with an expanded design review panel process, will be implemented to ensure

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

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



Why the Update?

Developing healthy and walkable neighbourhoods

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

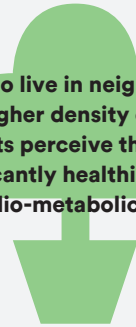
Our streets (which represent about 80 per cent of public space in modern cities) are often changing as well and, in many cases, becoming destinations in their own right, especially in higher density neighbourhoods. We must therefore

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

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

“

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



”

4



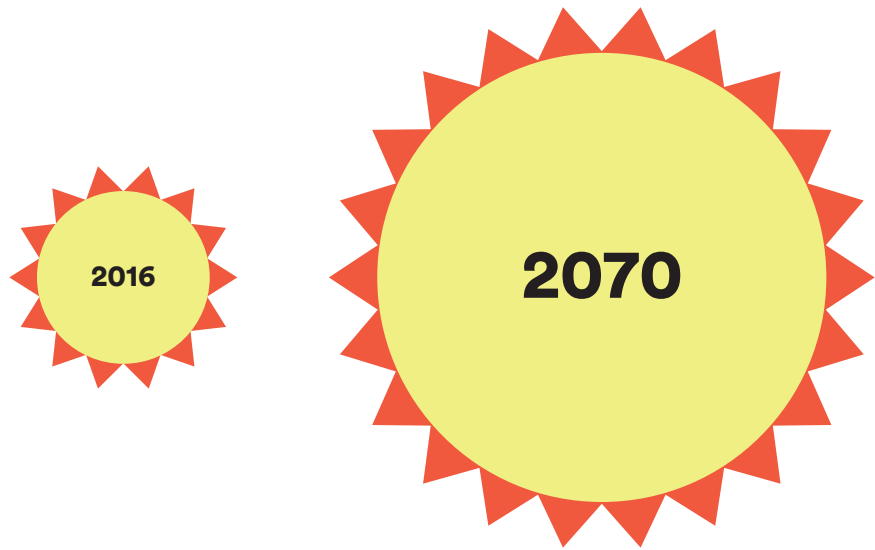
Strengthening our response to climate change

Good urban planning can help reduce Greater Adelaide’s greenhouse gas emissions and better equip us to cope with the impacts of climate change. A compact urban form integrated with more transport options will reduce our reliance on cars. Improving the thermal efficiency of buildings and building design will also help reduce our energy consumption. It is important to acknowledge that climate-smart development reduces energy cost and hence the cost of living.

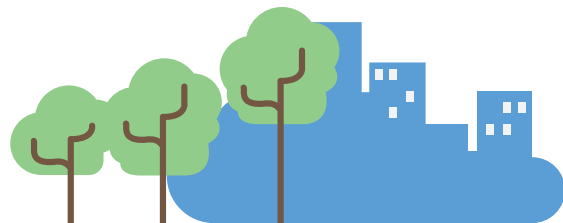
This Update supports the implementation of the *SA Climate Change Strategy 2015-2050* through strengthening our commitment to the delivery of a walkable, compact urban form that encourages walking, cycling and the use of public transport. Such climate-smart development reduces emissions, supports green industries and green infrastructure, and enables the better management of water. This includes the increasingly important need to green our streets and urban environments so that

our city is cooler and we live in a healthier environment. To support this, the State Government and Adelaide City Council have committed to making Adelaide City the world’s first carbon neutral city.

Cooling our cities



Adelaide’s average number of hot days above 35° is predicted to increase by up to 47 days per year by 2070.



Despite our hot, dry climate, we can mitigate the urban heat island effect by growing our urban tree canopy and retaining water in urban landscapes.

Why the Update?

Responding to the transformation of our planning system

The Planning, Development and Infrastructure Act 2016

Since the 30-Year Plan was developed in 2010, the *Planning, Development and Infrastructure Act 2016* has been enacted.

The Act's role is to support and enhance the state's liveability and prosperity in ways that are ecologically sustainable and meet the diverse needs and expectations of our communities by creating an effective and enabling planning system.

In particular, the Act promotes high standards for the built environment by embedding quality design standards into the planning system. The Act also creates infrastructure schemes which will ensure infrastructure needs are identified and costs calculated and locked in, before developments can begin. The new Act also recognises the key role that planning plays as an important economic driver of our state.

Better Community Engagement

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

Culture change and improved practice

The new planning system will emphasise building culture and practice that is responsive, service-oriented and driven by professionalism.

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

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

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



Summary of what we heard

The Department consulted widely on the Update with professionals, peak bodies, industry groups and community members.

A comprehensive pre-release engagement program was undertaken to help shape the draft Update before it was released for 8 weeks of community consultation in August 2016. A wide-ranging program of conversation-style forums and other engagement activities were undertaken with key stakeholders.

The draft Update received widespread support for being more accessible and easier to read. In general, the policy themes were embraced and the policies and actions supported.

The bulk of the feedback sought further detail about how the Update would be implemented, governed and monitored within the new planning system.

Having a smaller number of targets was generally supported; however detailed suggestions were received on how to further refine these. There were also requests for additional and broader targets.

Overall, the majority of the feedback received fell under the following key themes:

- Targets
- The role of the Update in the new planning system
- Regionally specific policies
- Policy themes, policies and actions
- Implementation plan

For more information about the feedback, the engagement process and how this finalised Update has responded, please see the Community Engagement Report.

The role of the Update within the new planning system

The 30-Year Plan for Greater Adelaide, which is a volume of the South Australian Planning Strategy under the Development Act 1993, will become a Regional Plan under the PDI Act.

The 2017 Update is a transitional plan that provides a bridge between the old and new planning systems. Importantly, the Update provides some of the key actions needed to assist with the delivery of elements of the new planning system.

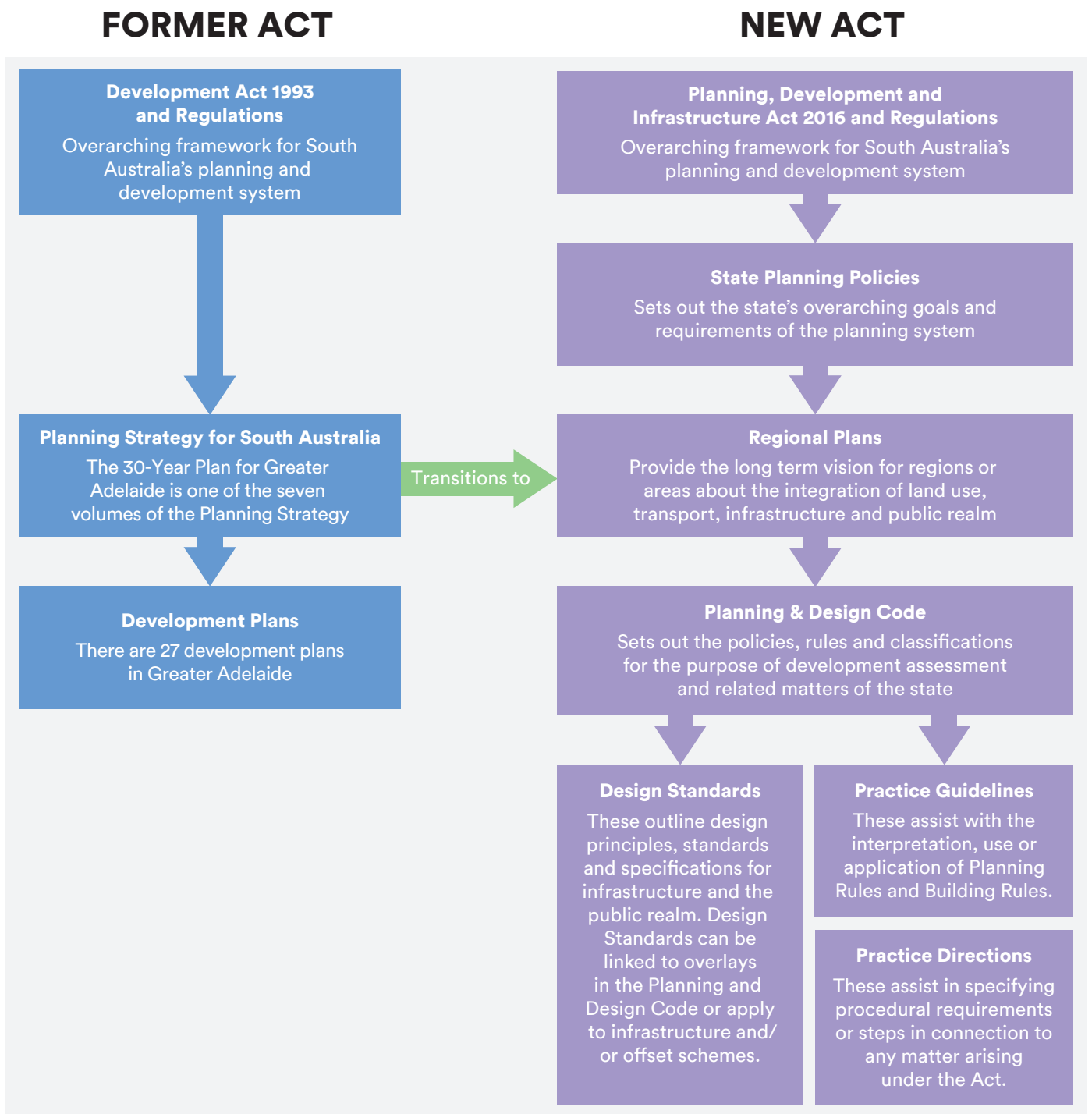
Refer to Figure 1.7 for how the Update fits into the new planning system under the PDI Act 2016.

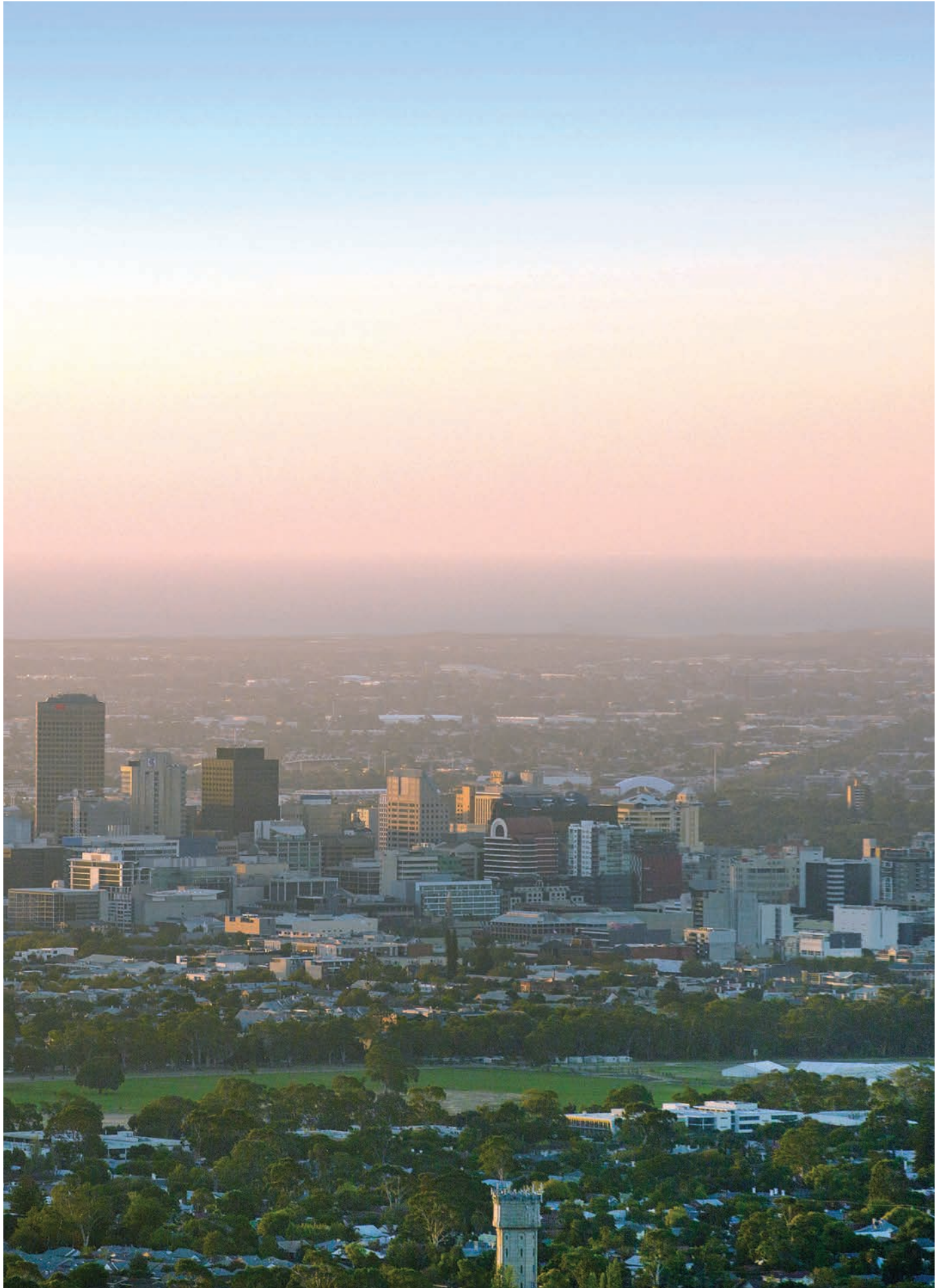
Under the new system, the state will be divided into planning regions. Sub regions may also be established by the Governor. Regional Plans will be prepared by the State Planning Commission for each designated planning region. Where a joint planning board has been established for an area of the state, the Regional Plan will be prepared by the joint planning board. A joint planning board will be established once an agreement is entered into by the Minister and another entity (for example, a council).

Regional Plans will need to be consistent with any State Planning Policy and can include structure plans, master plans, concept plans or other similar documents, to illustrate the long term vision for the relevant region or sub region.

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

Figure 1.7 How The 30-Year Plan for Greater Adelaide fits into the PDI Act 2016





Map 1 — Greater Adelaide Region

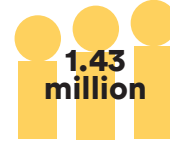
An area of



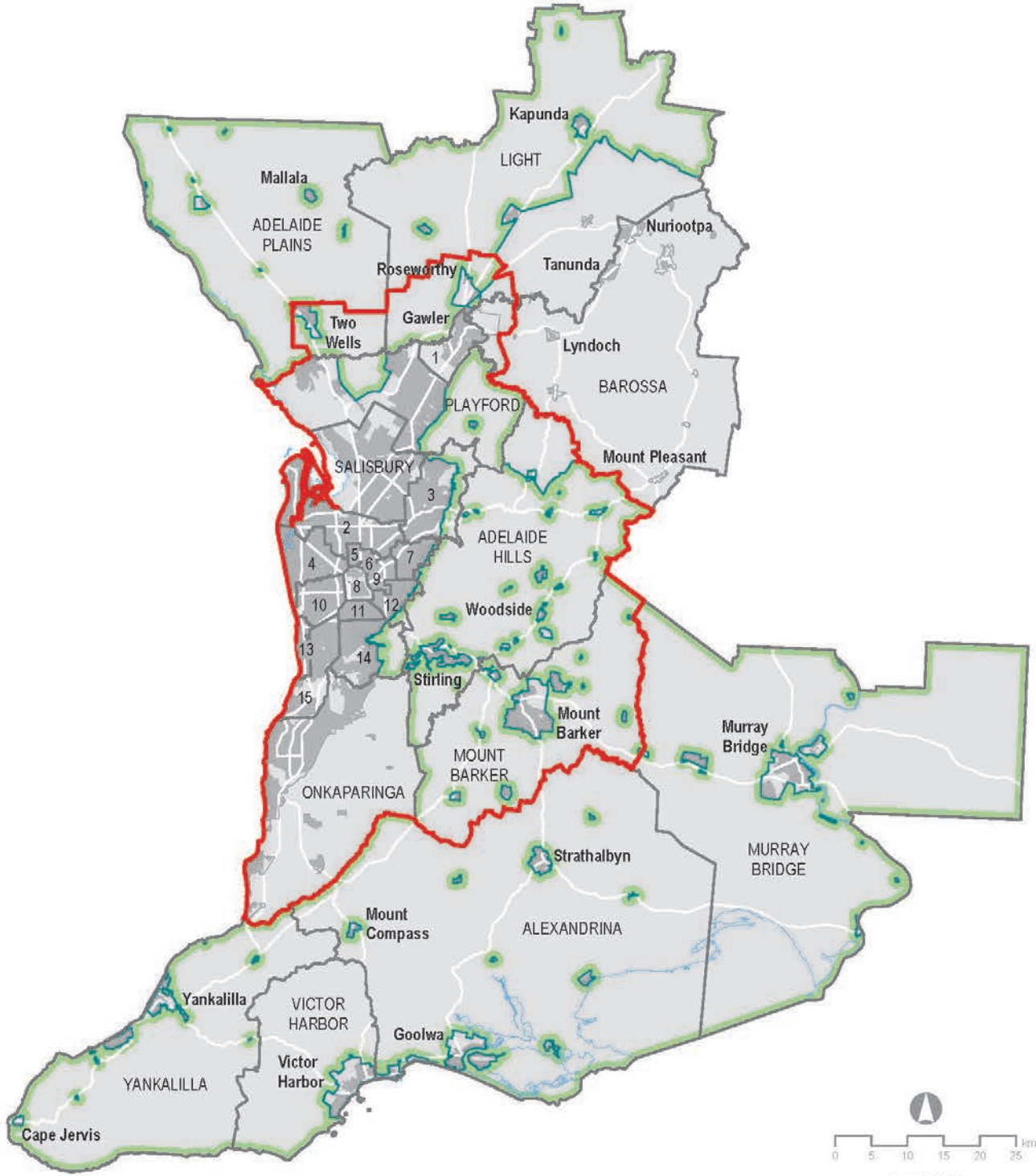
from Victor Harbor
to Kapunda is



population of



contains



- Greater Adelaide Planning Region
 - Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)
 - Environment and Food Production Areas
- Local government areas constituting the Greater Adelaide Planning Region**
- | | |
|--|---------------------------|
| Local government boundary | |
| 1 Gawler | 9 Norwood |
| 2 Port Adelaide | 10 Payneham and St Peters |
| 3 Tea Tree Gully | 11 West Torrens |
| 4 Charles Sturt | 12 Unley |
| 5 Prospect | 13 Burnside |
| 6 Walkerville | 14 Holdfast Bay |
| 7 Campbelltown | 15 Mitcham |
| 8 Adelaide | |

How to read this Update

This Update has been prepared to ensure the pathways chosen to achieve our vision for Greater Adelaide remain on track, reflect current government policies, and enable us to remain open to new opportunities, innovations and challenges.

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

Based on feedback from professionals and the community, as well as advice received during the extensive consultation by the Expert Panel for Planning Reform, we have made the Plan more concise by reducing the number of targets, policy themes and policies. In doing so the Update is now easier to benchmark and measure (Figure 1.8).

Please note:

The Barossa Valley and McLaren Vale Character Preservation Addendum to the 2010 Plan will still stand as an addendum to this 2017 Update. Refer to Appendices.

Figure 1.8 Comparison between the 2010 Plan and 2017 Update

2010 Plan	2017 Update
3 Objectives	3 Objectives (unchanged)
14 Principles	14 Principles (unchanged)
89 Targets	6 Targets
16 Policy Themes	14 Policy Themes
238 Policies	122 Policies
153 Regional Directions	<p>No Regional Section</p> <p>Note: The local area planning process, a key action in the Update, will spatially identify and reflect the policies and actions at the local level.</p>

The targets

Six strategic high-level targets now replace the 89 targets established in 2010.

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

Policy themes

This Update has reduced the 2010 Plan's policy themes from 16 to 14. This has been achieved by combining the Affordable Housing policy theme with Housing Mix, Affordability and Competitiveness. The Communities and Social Inclusion policy theme has also been merged into Health, Wellbeing and Inclusion. A new Heritage policy theme has been added and the Urban Design policy theme has been renamed Design Quality (Figure 1.9).

The policies

The Update has refined the Plan's policies from 238 to 122. They build on the foundations of the 2010 Plan by adding to and renewing existing policies where necessary to reflect changing circumstances, new government directions and new initiatives.

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

Our actions

The Update contains 68 short term (1 to 2 years) and medium term (3 to 5 years) actions required to help deliver the policies under each policy theme. Implementing the Update will require the collaboration of the state and local governments, the private and non-profit sectors and individual South Australians.

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

Other supporting levers

The Update focuses strongly on what can be delivered through land-use planning processes while recognising that planning is often just one element in helping to develop liveable, competitive and sustainable places.

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

Maps

Policies with a substantial spatial element are accompanied by maps. It is important to note that the data captured in these maps is accurate at the time of publication.

The Integrated Transport and Land Use Plan (ITLUP) is a key supporting document to the maps in this Update. The State Government is currently undertaking further investigations to support the implementation of the AdeLink tram network and an updated bus framework. Therefore the 2017 Update captures the current planned and committed public transport infrastructure, identified in ITLUP, whilst acknowledging that this may change in the future.

Measuring our progress

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

Figure 1.9 Our policy themes



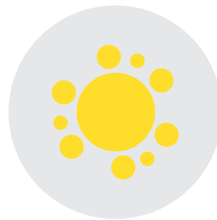
Transit corridors, growth areas and activity centres



Adelaide City Centre



Design quality



Heritage



Housing mix, affordability and competitiveness



Health, wellbeing and inclusion



The economy and jobs



Transport



Infrastructure



Biodiversity



Open space, sport and recreation



Climate change



Water



Emergency management and hazard avoidance

Figure 1.10 The indicative geography used in the targets



PLN ID: 5272

Our targets

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

Part 3 outlines these targets in detail.

1



Containing our urban footprint and protecting our resources

1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045

1.2 - 90% of all new housing in Outer Greater Adelaide will be built in established townships and designated urban development areas

Baseline

1.1 - 76%

1.2 - 88%

Method

Annual dwelling count data

4



Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045

Baseline

Inner Metro: 73%

Middle Metro: 53%

Outer Metro: 30%

Method

A multi-criteria analysis (through GIS)

*Established urban areas, including townships in Outer Metropolitan Adelaide

2



More ways to get around

60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045

Baseline
40.2%

Method
GIS analysis of dwellings built and proximity to public transit

3



Getting active

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045

Baseline
Inner Metro: 24%
Middle Metro: 14.4%
Outer Metro: 9.1%

Method
ABS data

5



A green liveable city

Urban green cover is increased by 20% in metropolitan Adelaide by 2045

Baseline
27.28%

Method
Survey/aerial photography

6



Greater housing choice

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

Baseline
Metropolitan Adelaide: 75% of new dwellings are detached houses
Townships: 90% of new dwellings are detached houses

Method
Analysis of dwelling count data (rolling 5 year average)



02

Our policies and actions

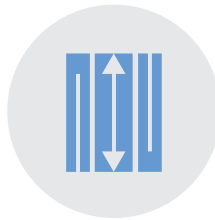
The policies are high-level strategic directions that will guide land use across the Greater Adelaide region until 2045.

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

This section also describes the Barossa Valley and McLaren Vale Character Preservation Districts Addendum (2013), which continues to be an addendum to this Update.

This section describes the 14 policy themes and their associated initiatives.

Our policy themes



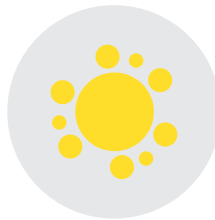
Transit corridors, growth areas and activity centres



Adelaide City Centre



Design quality



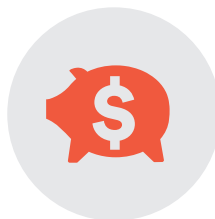
Heritage



Housing mix, affordability and competitiveness



Health, wellbeing and inclusion



The economy and jobs



Transport



Infrastructure



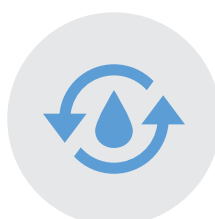
Biodiversity



Open space, sport and recreation



Climate change



Water



Emergency management and hazard avoidance

Transit corridors, growth areas and activity centres



Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

Deliver a new urban form

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

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

with an average of fewer than 1400 people per square kilometre. This makes it difficult to support investments in new public transport infrastructure through, for example, higher service frequencies such as the network of trams (AdeLINK) envisioned in the ITLUP. Cities around the world with light rail and/or underground trains have an average population density of at least 3000 people per square kilometre across their metropolitan areas and, as a result, have higher public transport use.⁵

Greater use of public transport, including walking and cycling infrastructure, can be achieved through a more compact urban form, mixed land uses and increased population density.



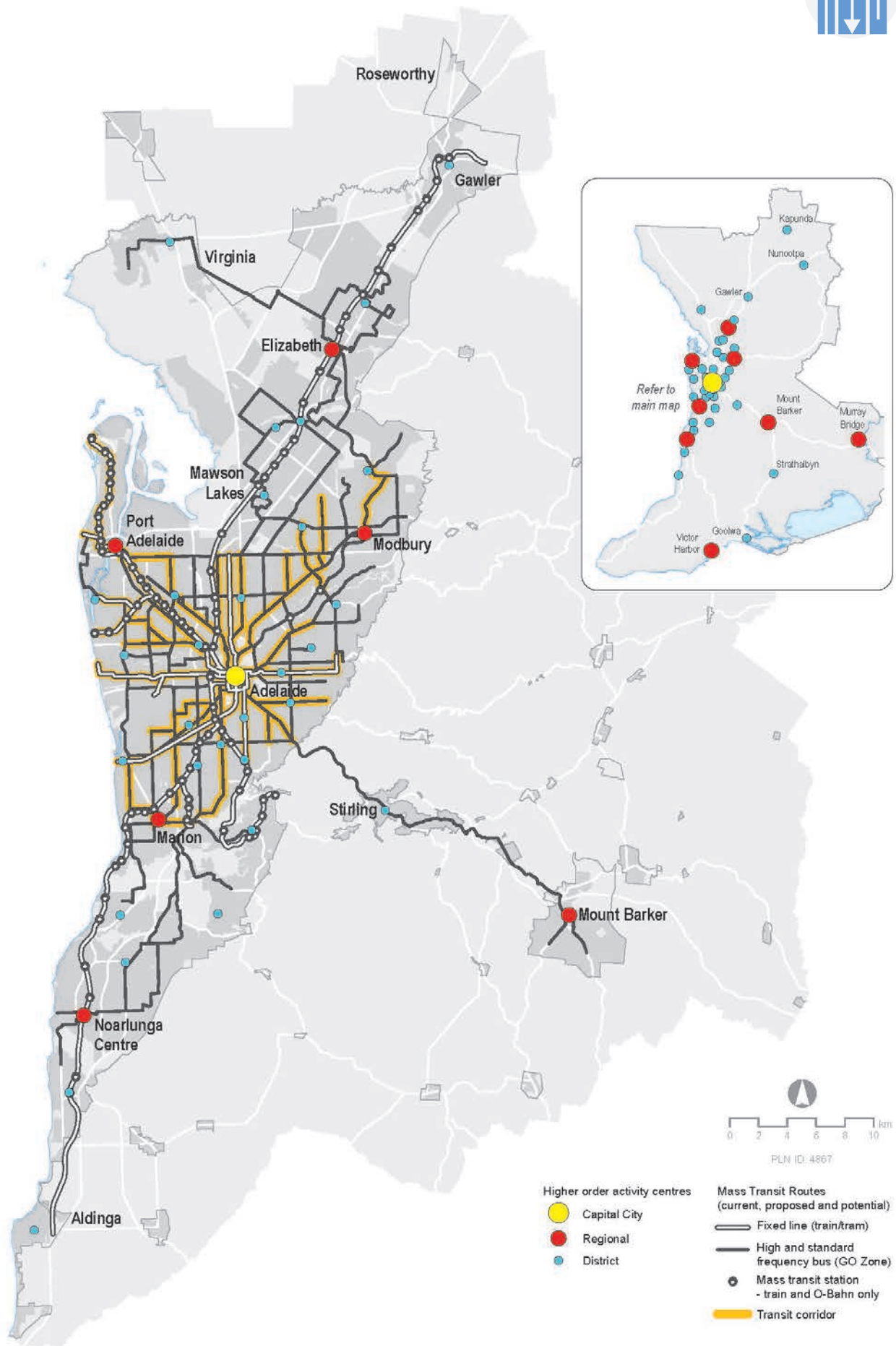
Transit corridors, growth areas and activity centres

Policies

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

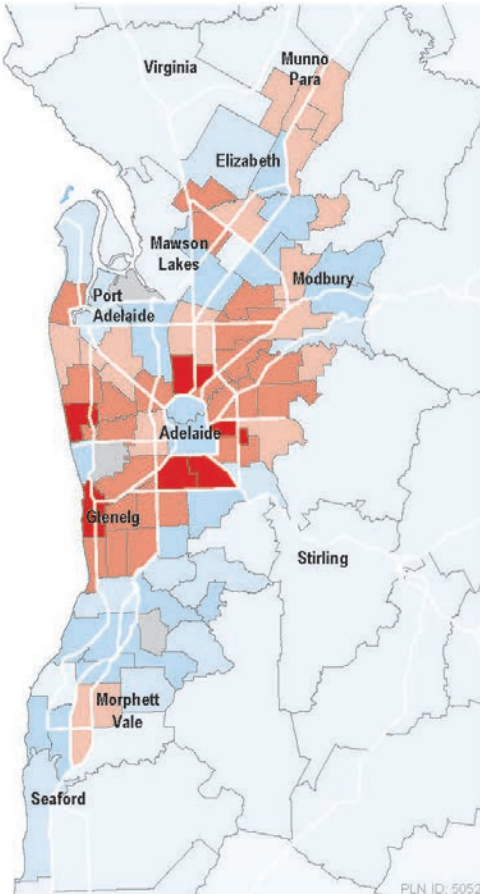
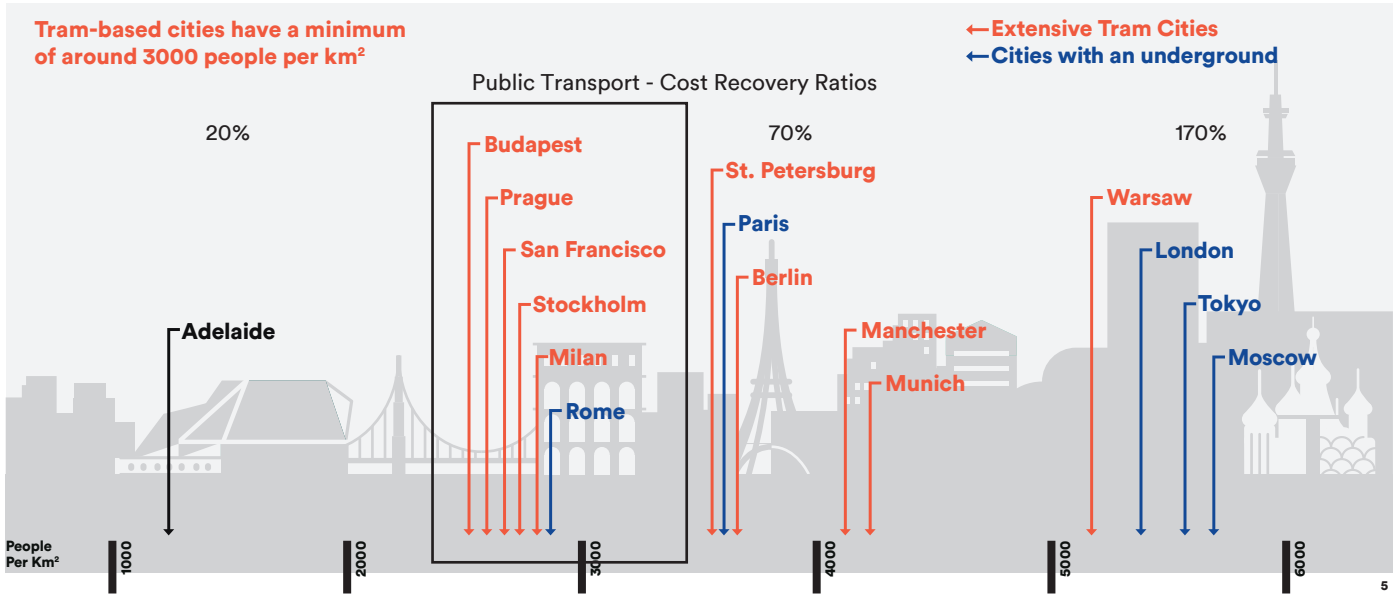
* In Inner and Middle Metropolitan Adelaide this could include all activity centres well serviced by frequent public transport. In Outer Metropolitan Adelaide this would focus on Regional and District centres serviced by high frequency public transport (Map 2 and Map 15).

Map 2 — Activity centres and mass transit routes

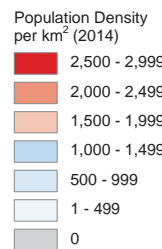


Transit corridors, growth areas and activity centres

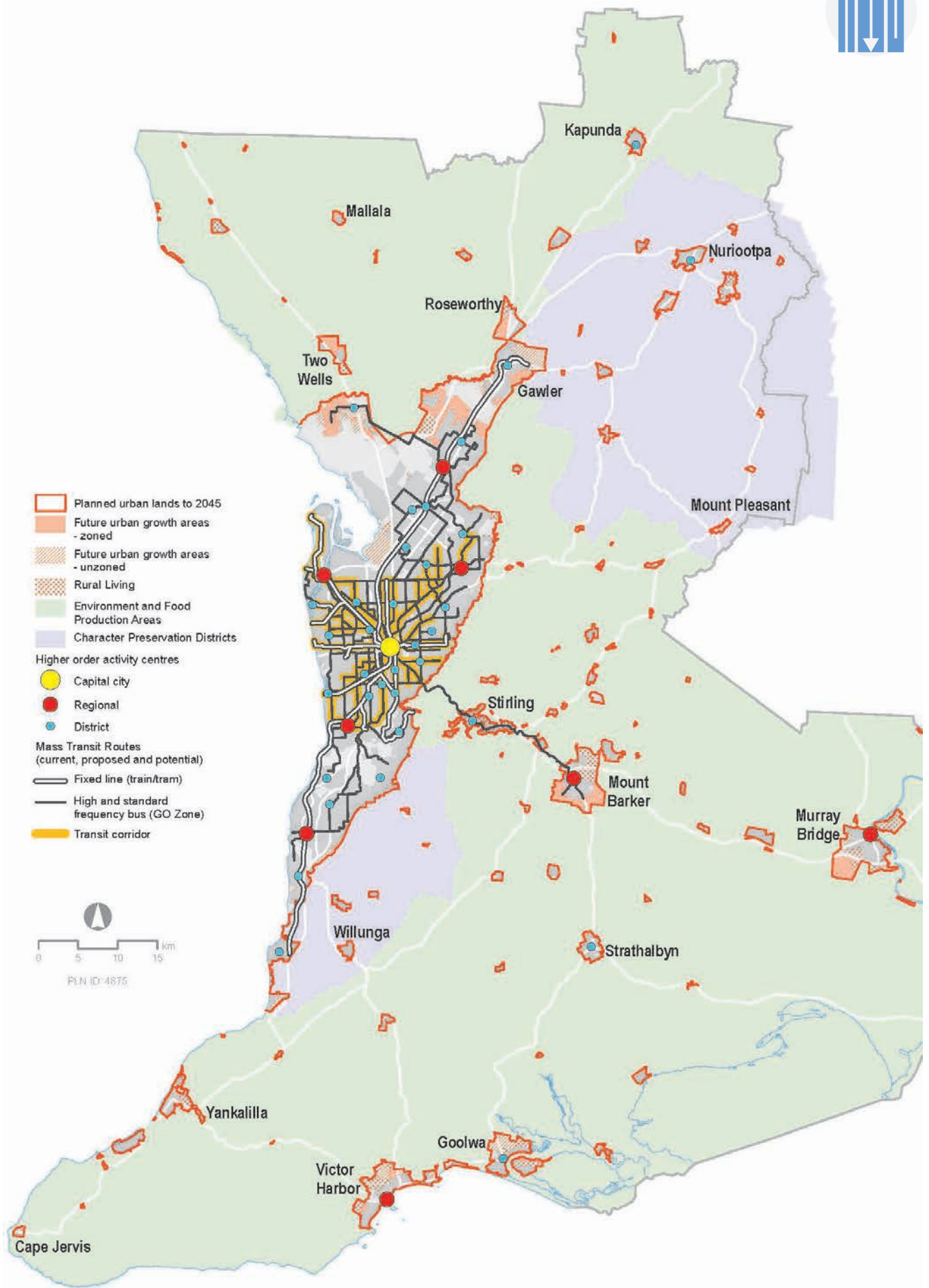
Figure 2.1 Density - people per km²



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



Map 3 — Designated urban areas and township boundaries



Transit corridors, growth areas and activity centres

Making it happen - the planning system

In the short term

- A1.** Develop transitional plans to assist in the establishment of the Planning and Design Code.
- A2.** Undertake local area planning for strategic transit corridors, train stations, activity centres and growth areas that implement the strategic directions of this Plan, including:
- identifying how individual areas can contribute to Greater Adelaide's growth scenario
 - identifying opportunities to implement the dwelling density guidelines needed to support the economic viability of public transport, activity centres and walkable neighbourhoods
 - linking development to support infrastructure investment and public realm improvements
 - managing interfaces with existing land uses.
- A3.** Prepare an urban renewal policy to be delivered through the new planning system - to ensure infill development is sensitively interfaced with existing suburbs.
- A4.** Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.
- A5.** Better integrate transport and land-use planning by strategically considering land-use development opportunities from infrastructure investment at the project scoping stage.
- A6.** Rezone government-owned land where it implements the strategic directions of this Plan, taking account of public value and economic prosperity.

Other key levers to unlock opportunity

Deliver new public transport infrastructure through:

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

Dwelling density guidelines

- Walking catchments to fixed line transit stations should generally be within 800m, and within 400m to high frequency bus stops. N.B. catchments of individuals centres may vary depending on specific local context such as the geography and the diversity of services available.
- Gross densities within these catchments should look to increase in these locations to an average of 35 dwellings per hectare over the life of this Update, with net densities in the medium to high density range.
- Individual catchments may vary in their scope and density and their spatial application will be informed by local area planning.

Adelaide City centre



Relevant Targets

- 1 Target 1
- 2 Target 2
- 3 Target 3
- 4 Target 4
- 5 Target 5
- 6 Target 6

Reinforce and enhance Adelaide’s reputation as a liveable and vibrant place

The city is the heart of our state’s civic, cultural and commercial life and we aim to have more people living, working, visiting and investing there.

Creating liveable, vibrant, sustainable and accessible places is a key competitive advantage for attracting and retaining talented people and investment. We need to build on our significant international success to date.

Well planned growth will reinforce the unique qualities that make our city accessible, liveable and affordable. Trams will loop the CBD and link into inner-city suburbs. Pedestrian-friendly streets will support universal access and be walked safely any time, day and night. City squares and laneways will be alive with people of

all ages enjoying public art, live music and diverse opportunities for entertainment.

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

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

The CBD will become carbon neutral and act as a showcase for the uptake of renewable and clean technologies, building on Adelaide’s reputation as a clean, green, prosperous and vibrant city.



Adelaide City centre

Policies

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



Adelaide City centre

Case Study: Bringing it all together – a Vibrant City

Good planning has an important role to play in shaping the urban form; however, when planning comes together with a range of other strategic initiatives real change can happen. Our city is an example of where policy, legislation, investment and place making have come together to bring about significant change.

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

What's changed?

South Australia's small venue liquor license has rejuvenated a number of city laneways and a nationally recognised small bar scene has been established in the CBD. Since the new licenses were introduced in April 2013, and with the aid of a case management service, 70 new businesses have opened, equating to over \$70 million in capital investment and over 800 new jobs. Peel Street has transformed from a primarily vacant through road to Adelaide's hottest new 'eat street', with twelve small venues and an thirteenth to open in the street

to get the best planning and design outcomes and to provide more certainty to developers.

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

before the end of 2017. Bank Street has also been transformed, with foot traffic from the redeveloped Adelaide Oval using this laneway on game days (averaging 21,000 people).

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

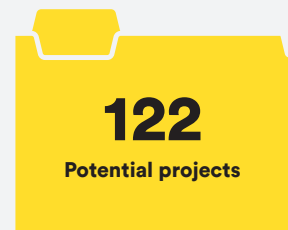
the previously underutilised Riverbank Promenade, hosting more than 66 events for approximately 45,000 people and giving 200 businesses a chance to showcase their products and services.**

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

Planning reforms introduced in:



Unlocked more than:



To the value of:



* As of June 2016.

** Information supplied by Renewal SA (2013 to 2015).



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

The Government of South Australia and Adelaide City Council have committed to a joint investment of \$14.6 million to transform the network of small streets and laneways between the Riverbank and the Adelaide Central Market to increase local business activity and make the route an enjoyable experience for both pedestrians and cyclists.

This partnership arose from the successful Leigh Street demonstration project launched in July 2012 as part of the government's Vibrant City agenda, with the support of Adelaide City Council.

The upgrade project encompasses Bank Street, Leigh Street, Topham Mall, Bentham Street and Pitt Street and will create an exciting and vibrant pedestrian and cycling connection between the Central Market and the Riverbank for the 15,000 people who pass through these laneways daily. An inclusive place making process was also undertaken by the City of Adelaide for Topham Mall/Bentham Street/Pitt Street during 2015/2016.

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



Conceptual illustration only

Adelaide City centre

Making it happen - the planning system

In the short term

- A7.** Introduce appropriate zoning for the old Royal Adelaide Hospital site that stimulates investment in the east end of Adelaide, grows the city population, and ensures an appropriate interface with the Adelaide Botanic Gardens.
- A8.** Prepare a master plan/framework for the remainder of the biomedical precinct to guide future investment, ensure legible connections are identified and maintained, and provide a quality public realm.
- A9.** Deliver demonstration projects in the Park Lands that help create a liveable city, provide for a range of activities and link the city to the suburbs.

In the medium term

- A10.** Deliver the remaining stages of the North Terrace Master Plan with priority on the western end to service the increased population generated by the biomedical precinct, reinforce its status as Adelaide's premier cultural boulevard, and provide a consistent link between the significant cultural, educational and institutional facilities located along the terrace.

Other key levers to unlock opportunity

- **Deliver public realm improvements**
State Government to redevelop Festival Plaza to make it an engaging and accessible space for all to enjoy.
- **Prioritise street improvements**
Increase greening and encourage walking and cycling to support active travel choices and enrich people's city experience, in line with Council's Smart Move Strategy and its Adelaide Design Manual.
- **Deliver streetscape improvements**
State Government and Adelaide City Council to invest \$14.6 million to create a high quality pedestrian link from the Riverbank to Adelaide Central Markets (through landscaping, more outdoor dining, and street furniture).
- **City of Adelaide Strategic Plan 2016-2020**
Support transformation of the city's economy and experience through innovation and smart technology.

Design quality



Relevant Targets

- 1 Target 1**
- 2 Target 2**
- 3 Target 3**
- 4 Target 4**
- 5 Target 5**
- 6 Target 6**

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

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

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

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

Competitiveness will be further strengthened by encouraging high quality and innovative design that creates beautiful buildings and public places. New and redeveloped precincts will have unique characters, with an urban form that builds the distinctive character and valued heritage of Adelaide's existing neighbourhoods. New and revitalised public spaces will be vibrant gathering place, with active edges and managed events programs supported by innovative, adaptable infrastructure.



Harts Mill Surrounds

Design quality

Policies

- P25.** Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.
- P26.** Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.
- P27.** Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.
- P28.** Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.
- P29.** Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.
- P30.** Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.
- P31.** Recognise the unique character of areas by identifying their valued physical attributes.
- P32.** Encourage higher density housing to include plantable space for trees and other vegetation where possible.





Woodville West

Design quality

Supporting design quality

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

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

- proposals over \$10 million in Adelaide City
- proposals over 4 storeys in designated uplift areas in Inner Metropolitan Adelaide
- proposals over \$3 million in the Port Adelaide Regional Centre Zone.



Verde Living apartments, Kent Town

How do we best identify, respect and enhance neighbourhood character?

How can good design conserve what we value as a community while maximising opportunities to develop our new significant character of the future?



Case Study: Good design

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

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

In higher density housing, good design relates to:

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

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

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



Bowden development

Design quality

Making it happen - the planning system

In the short term

- A11.** Release the Residential Design Guidelines to assist in creating desirable neighbourhoods and streetscapes.
- A12.** Reinforce and expand the role of the design review process for strategic urban infill and other priority developments.
- A13.** Investigate opportunities to develop education programs for key stakeholders to help them better understand and implement quality design.
- A14.** Engage with the Office for Design and Architecture SA in the early phases of all government urban renewal and infrastructure projects to ensure design quality is a key consideration.
- A15.** Investigate how best to encourage and measure design quality in the new planning system.
- A16.** Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for:
 - medium and high rise buildings
 - sensitive infill in areas of protection and areas of heritage value
 - where there should be minimum and maximum height limits.

- A17.** Encourage all significant crown developments to participate in DPTI's pre-lodgement service.
- A18.** Undertake a typology study which identifies a range of exemplar infill housing types and demonstrate these in Renewing Our Streets and Suburbs sites.

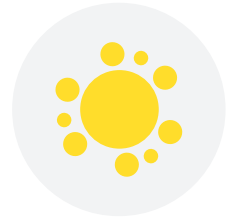
In the medium term

- A19.** Identify and develop partnership models between the State Government, councils and businesses that will boost involvement in public realm improvements in activity centres and main streets.

Other key levers to unlock opportunity

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

Heritage



Relevant Targets

6 Target 6

Protect and recognise our heritage

The importance of heritage to the sense of place and identity that our communities value will continue to be recognised.

Cultural heritage is an important part of Greater Adelaide's fabric and the adaptive reuse of underutilised heritage buildings plays a key role in revitalising key precincts that reflect our cultural values and reinforce our sense of place.

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



Peel Street, Adelaide

Heritage

Policies

- P33.** Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.
- P34.** Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted.
- P35.** Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.





Case Study: Wharf 10

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

Wharf 10 is an approved new development in Port Adelaide which utilises shipping container type modules.

The design technique connects Dock 10 to the cultural and historical identity of its location. By homogenising the module formation of the facade, relief is given to the surrounding heritage buildings.



Artistic impression: Wharf 10, Port Adelaide

Heritage

Making it happen - the planning system

In the short term

- A20.** Explore opportunities to review local heritage listing processes within a more integrated framework.
- A21.** Work with the traditional owners to identify and protect sites and areas of significance to Aboriginal heritage and culture and, where appropriate, incorporate identified sites into regional and other plans.



Housing mix, affordability and competitiveness



Relevant Targets

1 Target 1

2 Target 2

3 Target 3

6 Target 6

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

Historically, the growth of Adelaide's suburbs and satellite townships has helped to deliver an affordable lifestyle and support jobs growth. Evidence is now emerging that over-reliance on this model of growth will not serve us well into the future. Continuing this urban sprawl is likely to come with real long-term costs by increasing congestion, adding to cost of living pressures for new homebuyers and young families, and leaving a hefty infrastructure bill.

It is therefore vitally important that new development occurs primarily within our existing urban footprint. This will create opportunities for housing choice, reduce costs to new homebuyers, limit urban sprawl, and reduce the burden on taxpayers for future infrastructure.

Greater Adelaide's competitive advantage as one of the most affordable and liveable places in Australia, based on actual housing costs and the associated costs of transport and access to services, must be maintained.

Historically Greater Adelaide has been dominated by detached housing on large pieces of land and, at the other end, by multi-level apartment buildings. However, there are many other housing types (the 'Missing Middle') that could offer affordable, well designed and well-located options for our changing demographics and household types.

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

Housing affordability needs to be considered on a whole-of-life-cycle basis – including purchase price and running costs such as travel, energy and water, and maintenance costs.



Lightsview

Figure 2.2 The Missing Middle - some of the many examples of housing variety

We need new models of housing

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

1. 'Next Gen' Granny Flat



2 Courtyard



3. Fonzie



4. 'Next Gen' Six Pack



5. Row Terrace



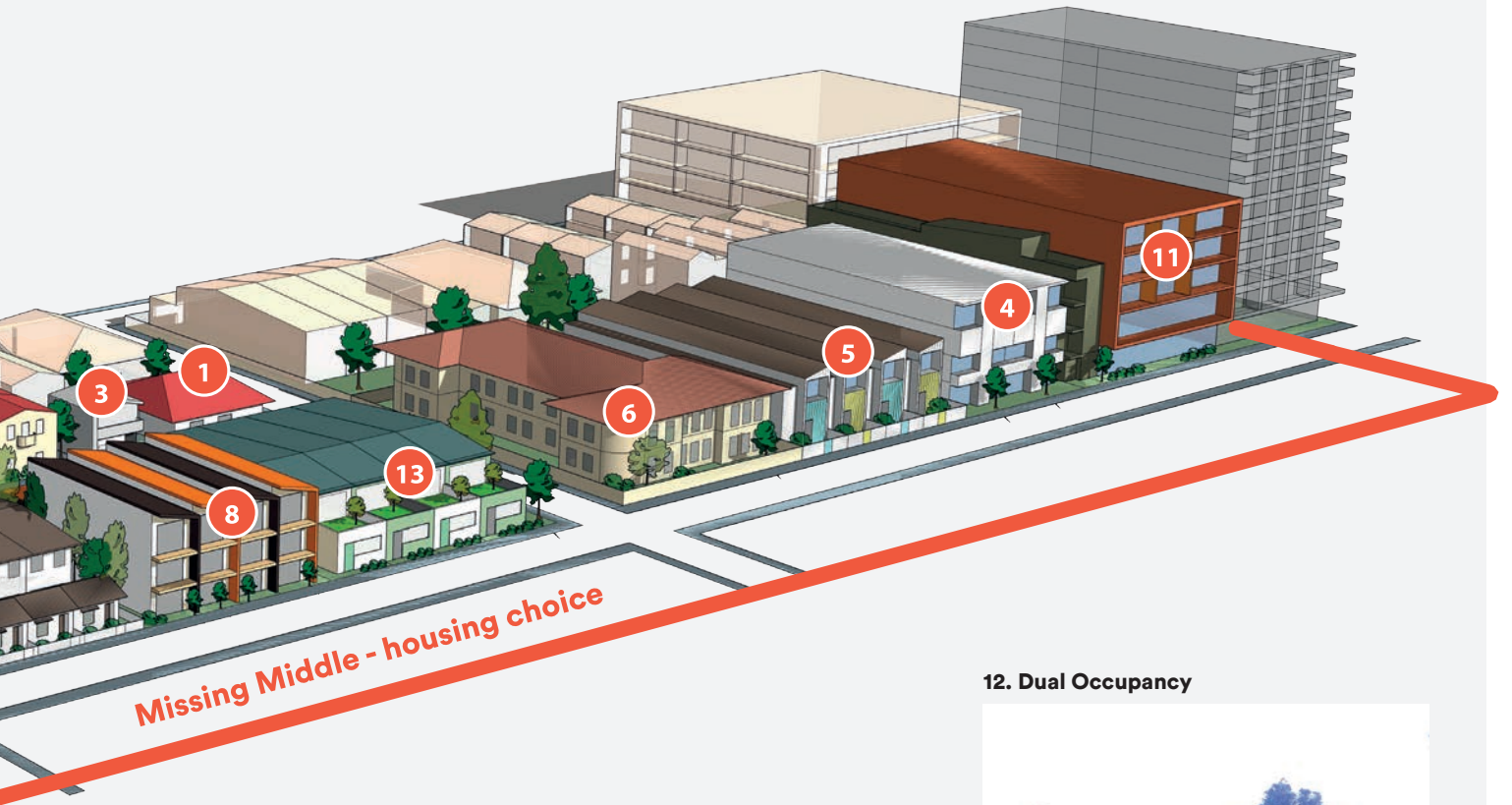
6. 'Big House' Apartments



7. Row



8. Apartment Terrace



Missing Middle - housing choice

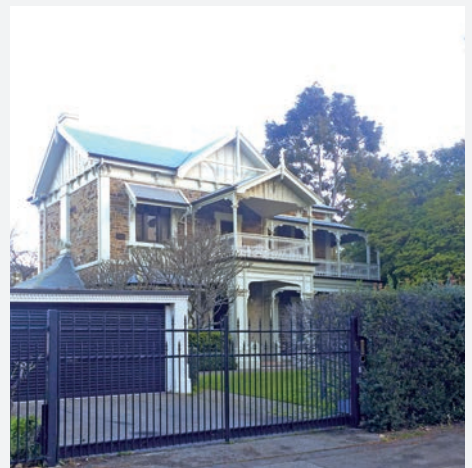
9. Clustered



11. Mixed Use



12. Dual Occupancy



10. Urban Garage



13. Soho



Housing mix, affordability and competitiveness

Policies

- P36.** Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.
- P37.** Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:
- ancillary dwellings such as granny flats, laneway and mews housing
 - dependent accommodation such as nursing homes
 - assisted living accommodation
 - aged-specific accommodation such as retirement villages
 - small lot housing types
 - in-fill housing and renewal opportunities.
- P38.** Explore the evolution of existing housing in local heritage areas to provide ancillary residences that encourage ageing in place and enable the release of equity to owners whilst protecting heritage values.
- P39.** Promote universal and adaptable housing principles in new housing stock to support changing needs over a lifetime, including the needs of those who are less mobile.
- P40.** Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.
- P41.** Renew neighbourhoods that have high concentrations of old public housing to improve housing stock, increase the diversity of housing options and tenures, and catalyse private investment.
- P42.** Provide for the integration of affordable housing with other housing to help build social capital.
- P43.** Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).
- P44.** Enable and encourage the provision of affordable housing through linking incentives, including the benefits of re-zoning such as planning policy bonuses or concessions to new affordable housing supply.
- P45.** Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.
- P46.** Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).

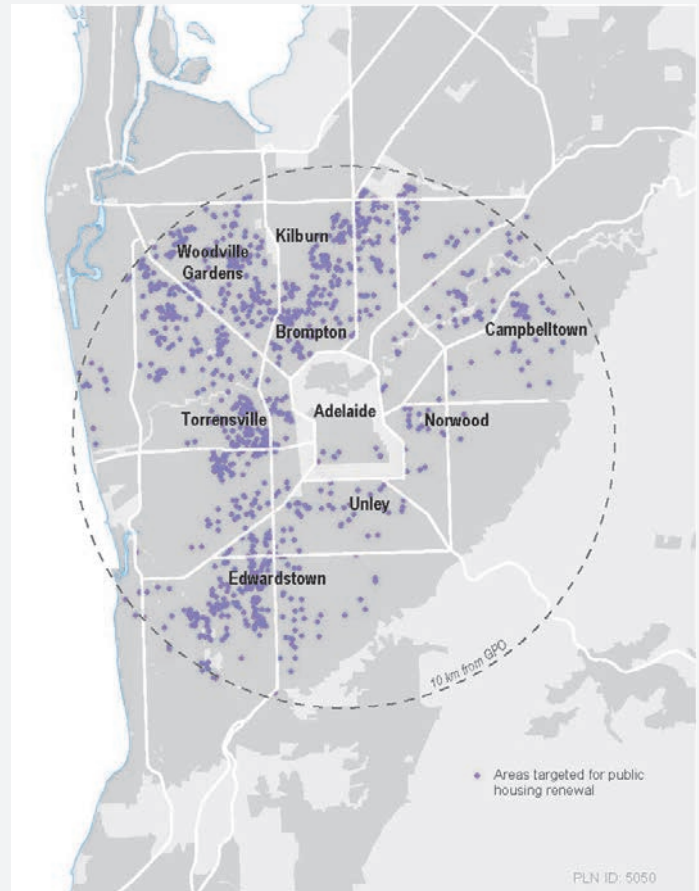


Housing mix, affordability and competitiveness

Case Study: Renewing our Streets and Suburbs program

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

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



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

“

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

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

”



Case Study: Playford Alive Town Life Living project

The Playford Alive Town Life Living project is a major urban renewal project (encompassing approximately 1000 hectares), that is transforming Adelaide's outer northern suburbs.

Playford Alive is helping to deliver diverse housing options that meet the needs of the local community. A 2011 ABS census data showed that 25 per cent of Playford households were single

person households but that only 12 per cent of available dwellings were one to two bedrooms.

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



Artistic impression: Playford Alive

Housing mix, affordability and competitiveness

Making it happen - the planning system

In the short term

A22. Provide mechanisms to support the development of larger sites to regenerate neighbourhoods, including:

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

A23. Deliver flagship projects where government leads by example in creating world-class liveable places.

A24. Report annually on the consumption of residential and employment land use and urban development trends.

A25. Develop Planning and Design Code policies that facilitate opportunities for diverse, well-designed housing and simplify the assessment pathways.

A26. Enable existing mechanisms (and facilitate the development of new mechanisms) to support the delivery of affordable housing in State Government legislation and regulations.

A27. Develop a policy framework to support projects that provide for aged care and retirement accommodation to meet growing demand.

A28. Investigate the best way to measure housing diversity by reviewing the way that housing types are categorised.

Other key levers to unlock opportunity

- Implement the Renewing Our Streets and Suburbs program to replace old South Australian Housing Trust homes with up to 4500 new homes in the next 15 years.
- Investigate better integration of affordable housing levers, including planning, financing, infrastructure, land supply industry capacity and market demonstration.

Health, wellbeing and inclusion



Relevant Targets

2 Target 2

3 Target 3

4 Target 4

5 Target 5

Create healthy neighbourhoods that promote cycling, walking and public life

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

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

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



Bonython Park

Health, wellbeing and inclusion

Policies

- P47.** Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:
- diverse housing options that support affordability
 - access to local shops, community services and facilities
 - access to fresh food and a range of food services
 - safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity
 - diverse areas of quality public open space (including local parks, community gardens and playgrounds)
 - sporting and recreation facilities
 - walkable connections to public transport and community infrastructure.
- P48.** Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.
- P49.** Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.
- P50.** Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.
- P51.** Facilitate and support the value of local ownership by supporting communities and businesses to help shape and look after their local open spaces and streetscapes.
- P52.** Support a diverse range of cultural initiatives, such as public art, to stimulate the revitalisation of communities and social cohesion.
- P53.** Encourage the integration of green infrastructure in the public and private realms to support positive physical, mental and social health outcomes.
- P54.** Prioritise Planning and Development Fund grants for improved access to quality public realm (such as playgrounds, linear paths and new open space purchases) at strategic locations.



Figure 2.3 Examples of elements that contribute to a healthy place to live



Health, wellbeing and inclusion

Making it happen - the planning system

In the short term

- A29.** State and local government to develop design standards for public realm and infrastructure to support well-designed, liveable neighbourhoods.
- A30.** Investigate the feasibility of having a tailored criteria for walkable neighbourhoods located in outer metropolitan Adelaide.
- A31.** Work together with other agencies and local government to deliver demonstration projects that meet the objectives of the Safe Communities, Healthy Neighbourhoods Strategic Priority.
- A32.** Investigate the role of off-set schemes to support the development of healthy neighbourhoods.

In the medium term

- A33.** Reform policies for the public realm in collaboration with local government, including developing a statewide streetscape framework which outlines the process for identifying and agreeing (using the 'link and place' methodology) on priority projects for streetscape improvements.
- A34.** Develop guidelines to encourage broad community involvement in the design, maintenance and progressive enhancement of the public realm through engagement and participation.

Other key levers to unlock opportunity

- Deliver the State Public Health Plan through collaborative action between State and local governments to increase opportunities for active living.
- Undertake community programs to encourage sustainable travel behaviour change e.g. the Way2Go School Program; TravelSMART Households; Way2Go; Bike Ed Program; Living Neighbourhoods Program; and Residents to Win Grants Program.
- Support Nature Play SA to make unstructured outdoor play in nature (public open space) an everyday part of childhood.
- Implement the *Healthy Parks Healthy People South Australia 2016-2021* report which supports the role of quality open space and green infrastructure in providing access to nature and hence improves the health and wellbeing of neighbourhoods.

The economy and jobs



Relevant Targets

1 Target 1

2 Target 2

4 Target 4

Support economic development and unlocking investment

Greater Adelaide is South Australia's engine room, contributing more than 80% of Gross State Product.⁶ Patterns of production and employment are however changing, as the services, information and communications technology, and retail and commercial sectors replace manufacturing as key economic drivers. The structure of our city and its transport system will need to respond to these changes.

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

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

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



Tonsley Innovation District

The economy and jobs

Policies

P55. Promote certainty to undertake development while at the same time providing scope for innovation.

P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.

Primary production

P57. Maintain and protect primary production and tourism assets in the Environment and Food Production Areas, while allowing for appropriate value-adding activities to increase investment opportunities (Refer to Map 5).

P58. Ensure that the Environment and Food Production Areas, Character Preservation Districts and planning policies work in an integrated way to:

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

P59. Enable major new primary production and agri-business development across the Northern Adelaide and Barossa regions and in the Mount Barker-Murray Bridge corridor and prevent ad hoc land use changes that may compromise those investments.

P60. Ensure land use planning in and around the Virginia horticulture district aligns with projects for industry growth and revitalisation anticipated by the Northern Economic Plan.

P61. Increase opportunities for farm-related value-adding development within the Mount Lofty Ranges Watershed where it can be demonstrated that water quality can be maintained or improved, consistent with the Mount Lofty Ranges Watershed water quality risk hierarchy.

P62. Manage the interface between townships and adjacent primary production activities and areas of nature protection.

Tourism

P63. Provide for sustainable tourism development across Greater Adelaide by:

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



Mining and resources

- P64.** Protect existing mineral resource operations by:
- preserving adequate separation distances between mining activities, housing and other incompatible development
 - ensuring buffers are contained within mine sites wherever possible
 - mitigating potential interface issues
 - maintaining access to freight networks.
- P65.** Identify and protect the high-pressure gas pipelines and other key infrastructure services.
- P66.** Define and protect undeveloped strategic mineral resources from urban encroachment and other incompatible development (see Map 6).

Manufacturing / defence

- P67.** Support and promote defence, science and technology clusters ensuring they are linked by high quality road, rail and telecommunications infrastructure and connect to universities (see Map 4).
- P68.** Focus business clusters and manufacturing hubs around key transport infrastructure such as road, air, rail, sea terminals and intermodal facilities to maximise the economic benefits of export infrastructure.
- P69.** Create sufficient buffer activities and design guidelines to prevent manufacturing and defence lands being lost to encroachment by residential activities and to prevent land-use conflicts between these activities.

Green Industries

- P70.** Ensure planning controls for employment lands are flexible to allow new green technologies and industries to emerge and grow.
- P71.** Encourage the establishment and expansion of medium and large scale renewable energy generation within the region.
- P72.** Encourage the development of large scale habitat restoration and conservation projects to increase environmental and primary production values and add to local economies and employment opportunities.

Employment Land

- P73.** Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.

The economy and jobs

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

The role of ports in supporting South Australia's economy

Sea ports play an important role in supporting South Australia's economic growth. As shown in Figure 2.4, exports have represented an increasing share of the mining, manufacturing and wholesale trade industries, while the share of exports in the agricultural industry fluctuates over time. These four industries are those with the greatest value of exports from South Australia, and, given the bulky nature of many of their products, are the heaviest export users of ports.

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

As a consequence, the volume of both exports and imports is expected to grow significantly. Deloitte Access Economics forecasts that by 2045, trade flows will grow by approximately two thirds in real terms (Figure 2.5).

Planning for the future of South Australia's ports

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

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

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

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

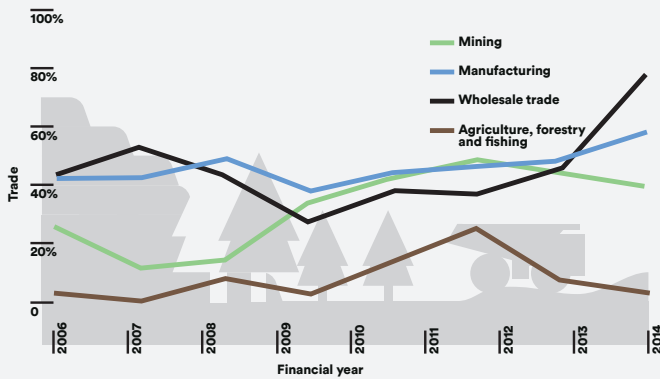


Figure 2.4 Value of exports as a proportion of gross value added in South Australia (2006-2013)

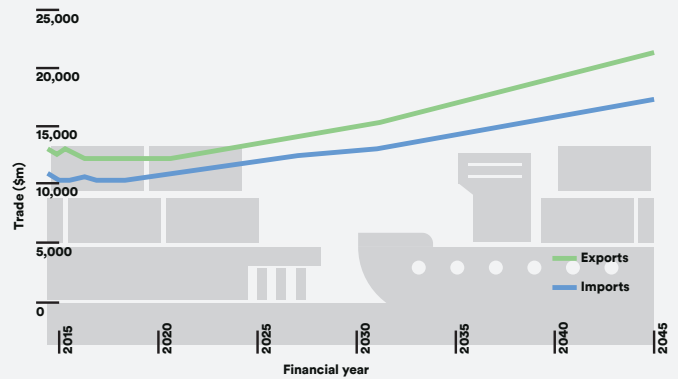
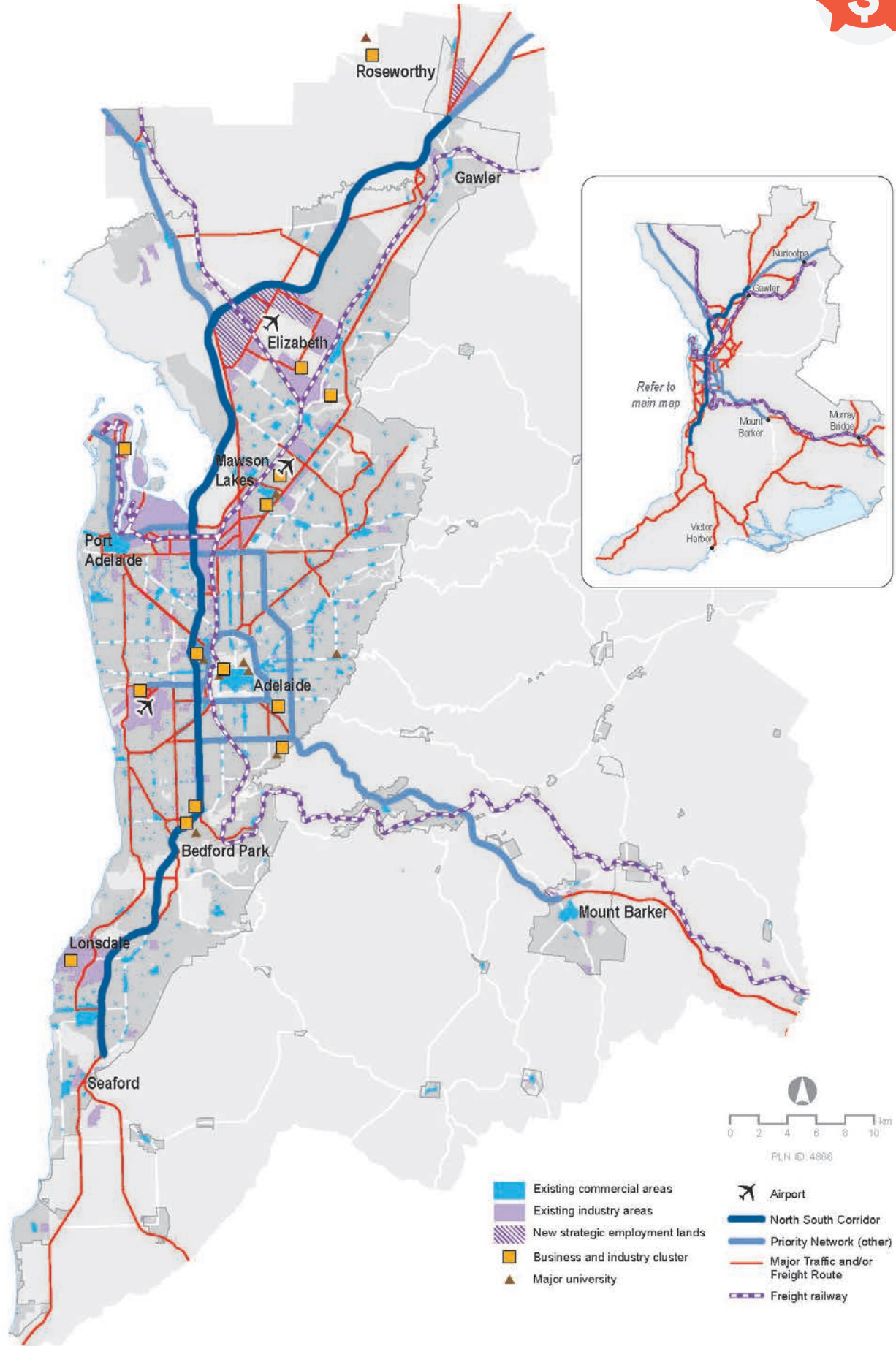


Figure 2.5 Trade flows by year (in millions of dollars, constant prices)

Map 4 — Business and industry clusters



PLN ID: 4866

The economy and jobs

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

The Northern Adelaide Irrigation Scheme (NAIS) and the Northern Adelaide Food Park are key elements of the *Northern Economic Plan*.⁷ They also address the State Government's economic priority for 'Premium food and wine produced in our clean environment and exported to the world'.

The South Australian Government, through SA Water, has committed to invest \$110 million to expand the Northern Adelaide Plains (NAP) irrigated food production area. An application has been made to the Federal Government's National Water Infrastructure Development Fund for \$46.5 million to help fund the project. This first stage of NAIS would deliver an additional

12 gigalitres a year of recycled water from the Bolivar Waste Water Treatment Plant, increase water storage capacity and establish an irrigation distribution network to support the expansion of agriculture production. This scheme would create 3700 jobs in and around Adelaide's northern suburbs and add more than \$500 million a year to the State's economy.

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

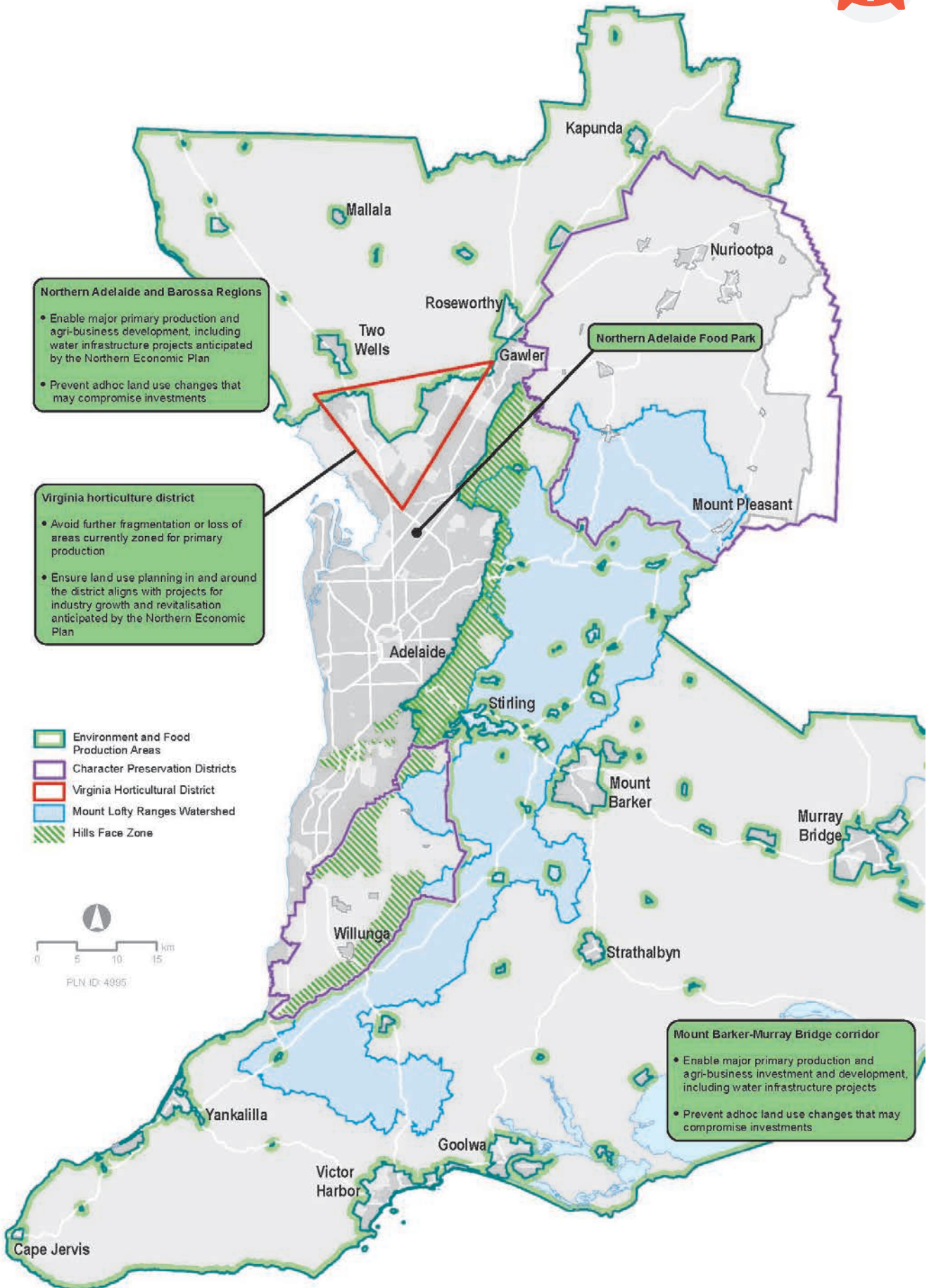
Environment and Food Production Areas (EFPAs)

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

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

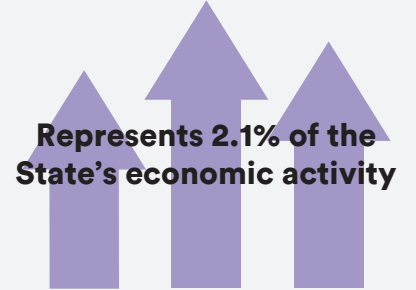


Map 5 — Environment and Food Production Areas



The economy and jobs

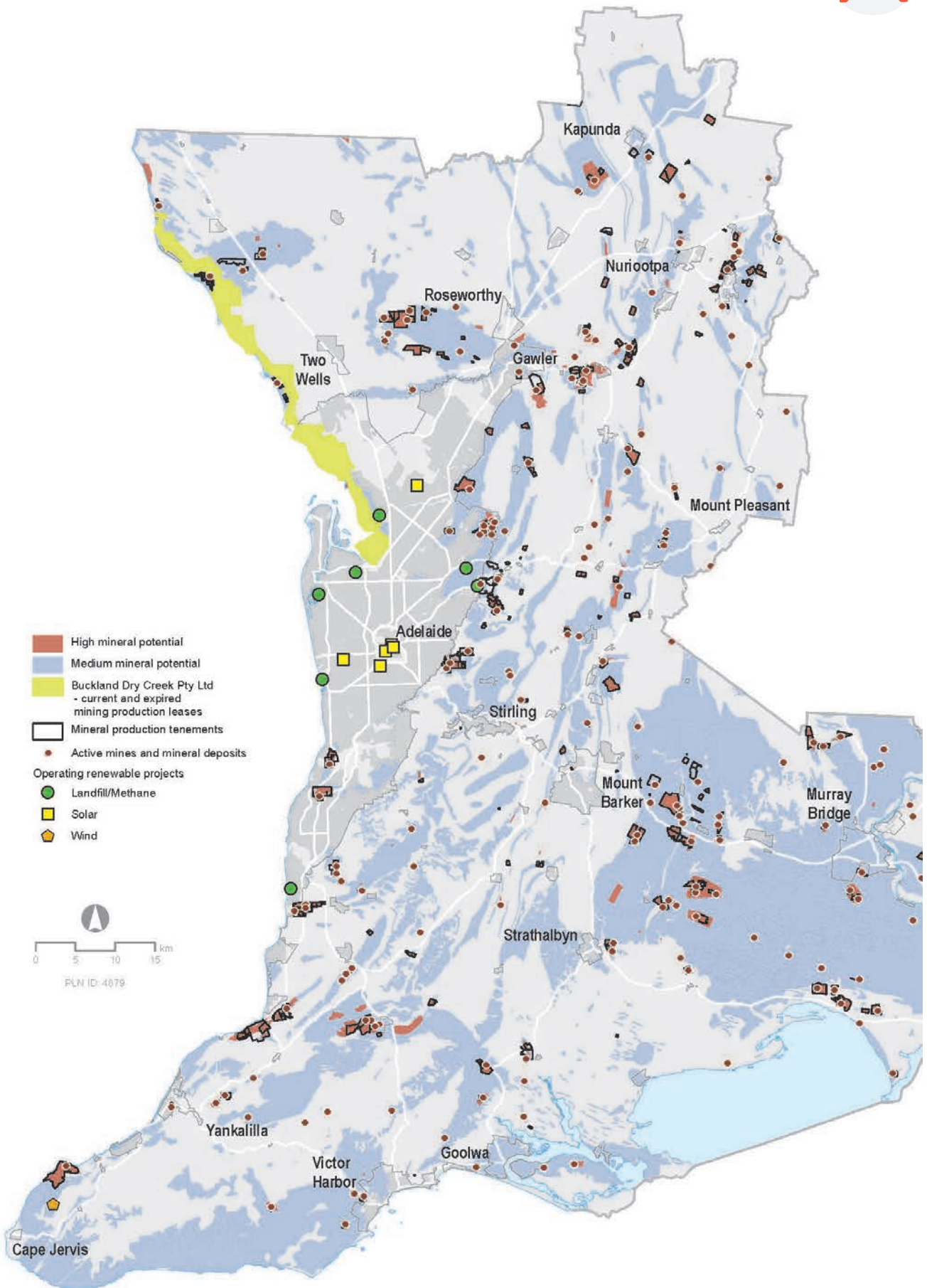
Economic impact of Adelaide Airport



8



Map 6 — Strategic mineral resources and operating renewable projects



The economy and jobs

Making it happen - the planning system

In the short term

A35. Prepare guidelines and accompanying planning policies for employment lands (including industrial, defence and agri-business uses) to identify those areas that:

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

A36. Develop policies and/or guidelines for inclusion in the Planning and Design Code for the following:

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

- rural living, inside and outside the Environment and Food Production Areas
- the interface between primary production zones and urban/township zones.

A37. Implement the South Australian Multiple Land Use Framework (developed to address challenges arising from competing land use, land access and land use change).

A38. Develop guidelines to ensure that the interfaces between new development in growth areas with surrounding primary production land and/or nature protection areas are sustainably managed and that buffers are provided and integrated within the growth area.

A39. Undertake a bench-marking process for the underlying assumptions and analysis of retail and industrial employment land supply.

A40. Master plan strategic employment lands (such as Port Stanvac) to secure their future and to maximise community benefit.

A41. Investigate the development of an economic monitoring indicator which has a land-use planning base.

Other key levers to unlock opportunity

- Support job creation in the northern suburbs through \$24.2 million for initiatives aimed at supporting job creation, innovation, business growth and community programs.
- Deliver major infrastructure projects to help stimulate the economy and create jobs, such as:
 - Bowden, Glenside and West Lakes developments
 - North-South Corridor - Northern Connector, Torrens to Torrens, Darlington upgrades
 - \$50bn Future Submarine Project (Federal Government funded).
- The abolition of stamp duty on non-real property transfers and the phased abolition of stamp duty on non-residential, non-primary production real property transfers.
- Use Natural Resource Management Board and Department of Environment, Water and Natural Resources restoration projects to generate employment and business opportunities.

Transport



Relevant Targets

2 Target 2

3 Target 3

4 Target 4

Deliver a more connected and accessible Greater Adelaide

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

New investment in road and rail, an expanded network of trams, a redesigned bus network and more cycling and walking networks will provide the physical infrastructure needed to increase travel options and help service a more compact Adelaide (consistent with ITLUP).

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

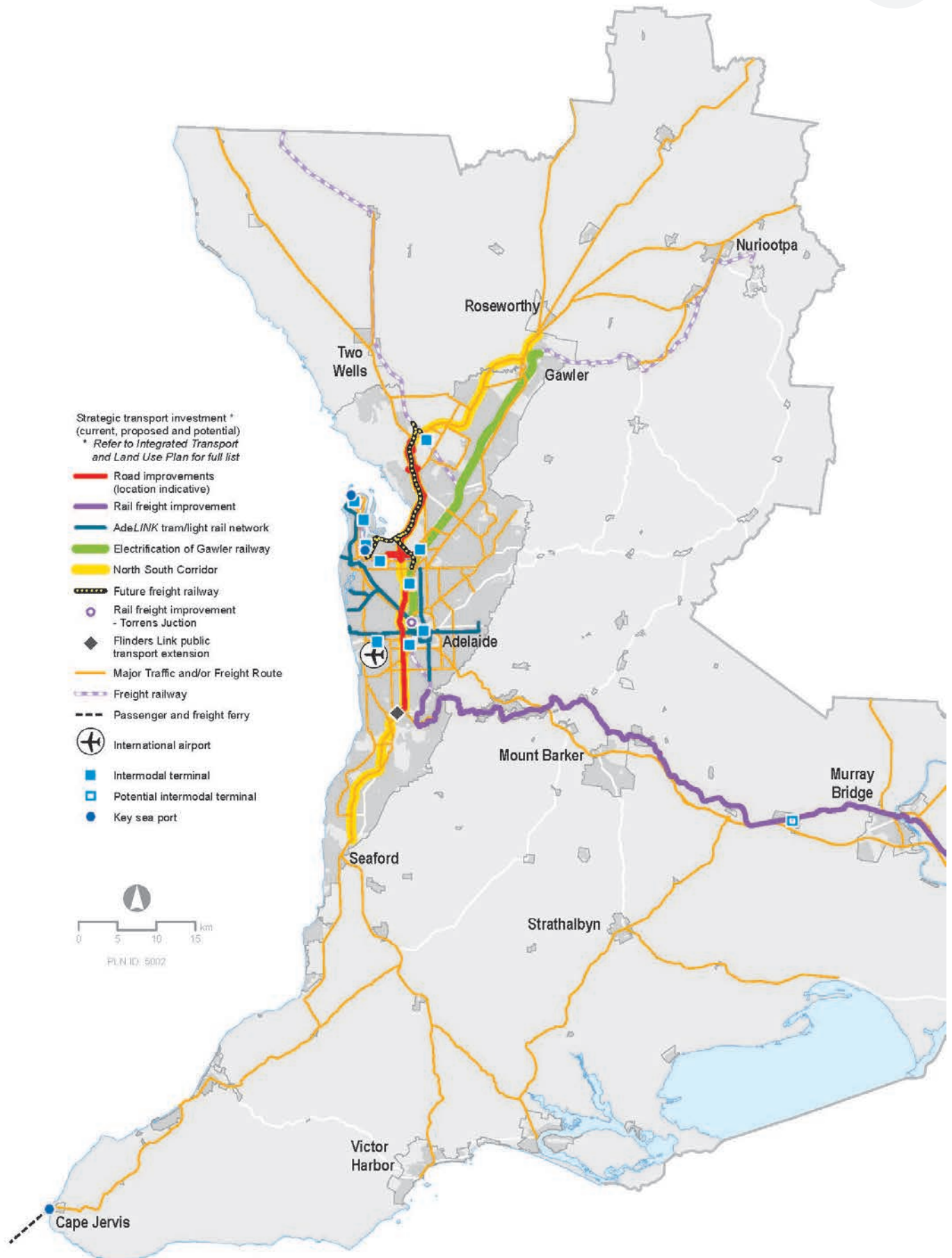


Transport

Policies

- P74.** Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).
- P75.** Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.
- P76.** Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.
- P77.** Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.
- P78.** Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).
- P79.** Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through incentives.
- P80.** Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.
- P81.** Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities (see Map 7).

Map 7 — Major transport and public transport investments



Transport

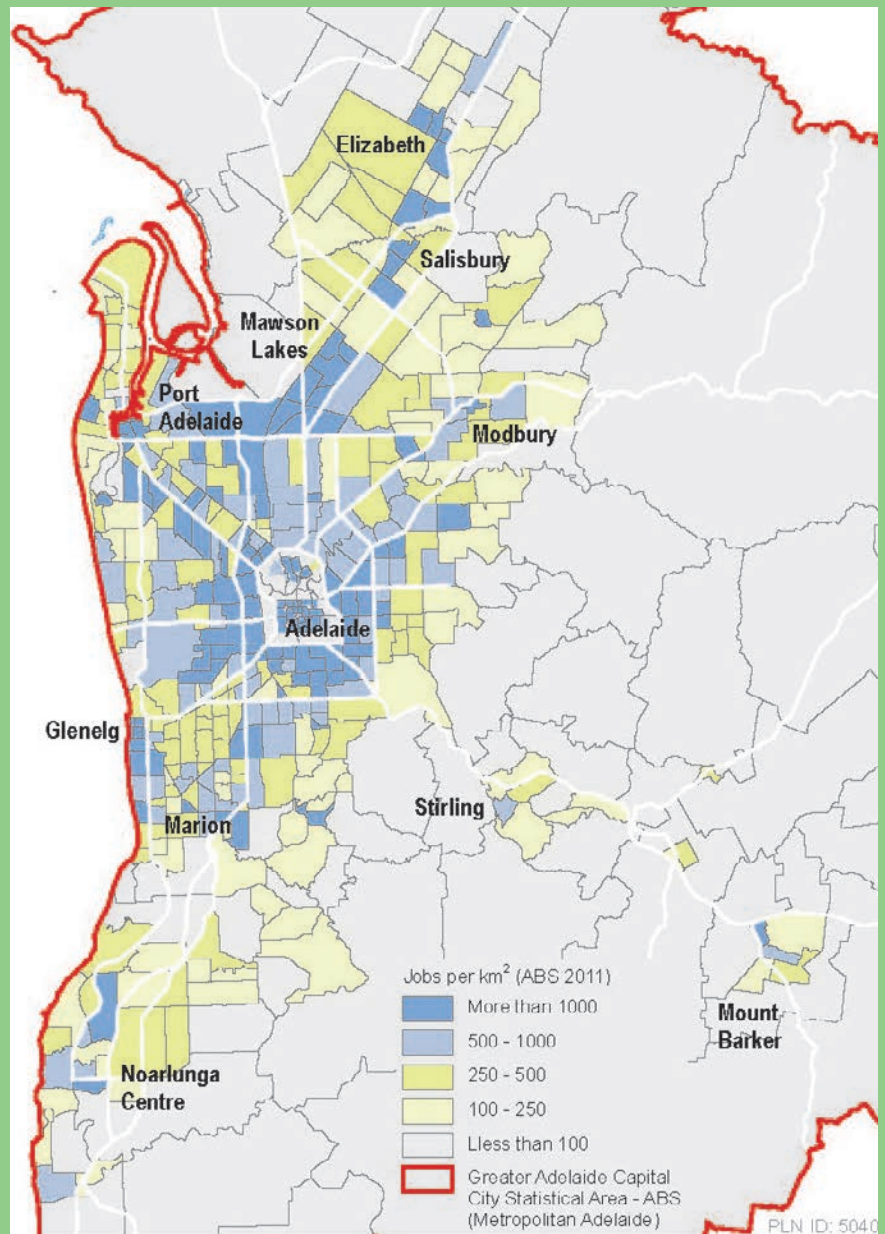
The changing nature of employment

Across Australia the composition of economic activity has shifted from goods producing industries to personal services and knowledge-based industries.

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

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

2011 Employment Density – All Industries⁹





What is Link and Place?

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

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

Establishing the right balance between these two functions is essential in any street design project. The Link and Place approach advocates that both these functions should be given equal consideration, with the balance guided by the street's role within a wider street network hierarchy. As a generalisation, most moving through needs are met within a carriageway, while place needs are met within pedestrian footpaths.¹⁰



Transport



Benefits per kilometre¹¹



“



”

Map 8 — Bike network and pedestrian activity



Transport

Making it happen - the planning system

In the short term

A42. Review car parking rates in Greater Adelaide and develop policies in the Planning and Design Code that allow a reduced minimum car parking provision for mixed-use development located within easy access to high frequency public transport and for development that demonstrates a reduced reliance on private car use such as student housing.

A43. Investigate potential funding options (including from the private sector) that can be utilised to fund new mass transit services and enhance the surrounding public realm.

A44. Investigate the feasibility of collecting travel mode data which allow other trip types besides 'journey to work' to be measured.

A45. Investigate the impact of driver-less cars on our future urban form (in particular car parking requirements) and develop a policy framework to respond to this technology.

In the medium term

A46. Pilot a new approach to train station upgrade planning and design that extends beyond the 'end of the platform' to drive more integrated outcomes, including opportunities to work with local communities.

Other key levers to unlock opportunity

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

Infrastructure



Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

5 Target 5

Maximise the efficient use of infrastructure

The State Government will continue to work with the Commonwealth Government, councils and the private sector to provide and maintain strategic infrastructure that supports Greater Adelaide's growth and prosperity.

Community infrastructure is the network of essential services, facilities and green infrastructure that underpins population growth and supports productive social, economic and environmental capacity in neighbourhoods and townships.

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

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



Port Adelaide

Infrastructure

Policies

- P82.** Coordinate and link strategic infrastructure across Greater Adelaide to ensure it meets the needs of a growing population with a changing demographic profile and supports a more productive economy.
- P83.** Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.
- P84.** Protect major economic infrastructure such as airports, ports and intermodals from encroachment by incompatible development and facilitate further economic activity in these locations (See Map 7).
- P85.** Provide for adequate buffer zones around water and waste treatment plants and identify complementary activities that generate economic or community benefits that can occur in these areas (See Map 9).
- P86.** Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:
- walking and cycling paths and facilities
 - local stormwater and flood management including water sensitive urban design
 - public open space
 - sports facilities
 - street trees
 - community facilities, such as child care centres, schools, community hubs and libraries.
- P87.** Encourage early provision of community infrastructure in fringe and township growth areas to assist in creating a sense of belonging and building community wellbeing.
- P88.** Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.
- P89.** Integrate and co-locate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility.



New infrastructure schemes

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

Other key benefits of these schemes include:

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



University Oval, Adelaide

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

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

Infrastructure

Case Study: Green infrastructure

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

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

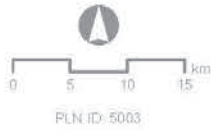
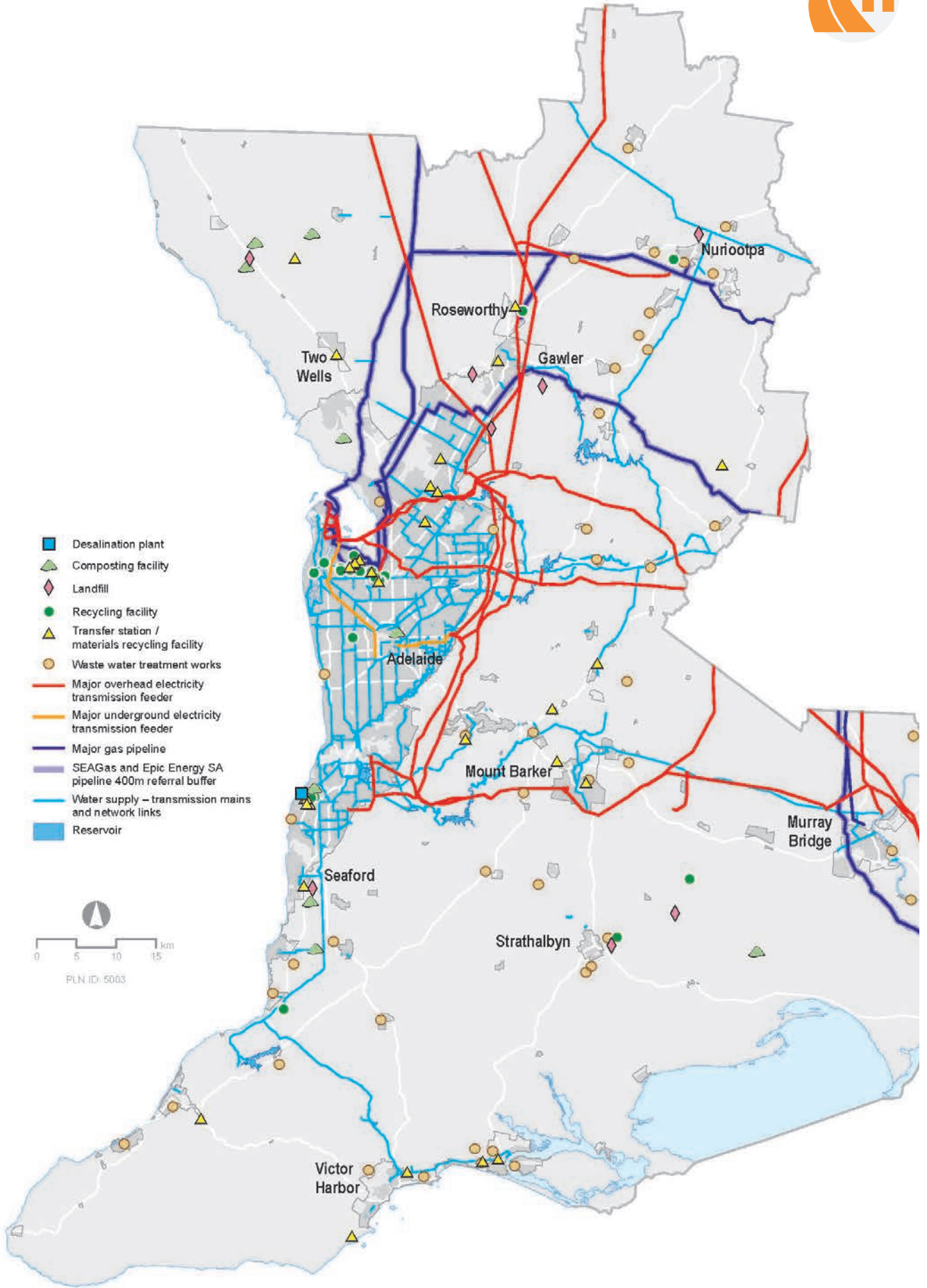
The project was awarded the prestigious 2015 South Australian Medal for Landscape Architecture in recognition of its complex and unique design. The project pushed expected boundaries of physical engagement with a seasonally shifting environment, providing close contact with water, vegetation and residing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



Green infrastructure describes strategically planned and managed networks of vegetation and water assets - like urban forests, greenways, parks, restored and constructed wetlands, waterways, green roofs, green walls, bioswales and more.

These assets provide society with benefits such as enhanced liveability, improved energy efficiency, improved air and water quality, reduced flooding, increased biodiversity, and recreational opportunities.

Map 9 — Major infrastructure



Infrastructure

Making it happen - the planning system

In the short term

A47. Develop guidelines that identify the appropriate thresholds for community infrastructure for new urban infill and growth area developments.

A48. Pilot infrastructure schemes introduced under the PDI Act that support fair and equitable contributions by developers towards infrastructure requirements for new developments.

A49. Develop Planning and Design Code policies that protect buffer distances, duplication requirements and operational requirements of strategic infrastructure, such as major ports, mining operations, waste water treatment or waste management facilities.

A50. Investigate the development of a method and baseline for measuring additional types of green infrastructure.

In the medium term

A51. Deliver long-term planning for cemeteries and crematoria infrastructure to identify new locations to meet future demand.

A52. Deliver long-term planning for waste and resource recovery infrastructure to identify locations to meet the future demand and support a resource efficient economy.

Other key levers to unlock opportunity

- Develop action plans to coordinate the delivery of green infrastructure.
- Improve water infrastructure investment of \$1.834 billion, including \$94 million to upgrade spillway capacity and earthquake resilience of the Kangaroo Creek dam.
- Support the arts through a major \$35.2 million revamp and expansion of Her Majesty's Theatre.

Biodiversity



Relevant Targets

5 Target 5

Valuing our natural environment and enhancing biodiversity

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

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

Protecting and improving biodiversity within our urban environments is also important.

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

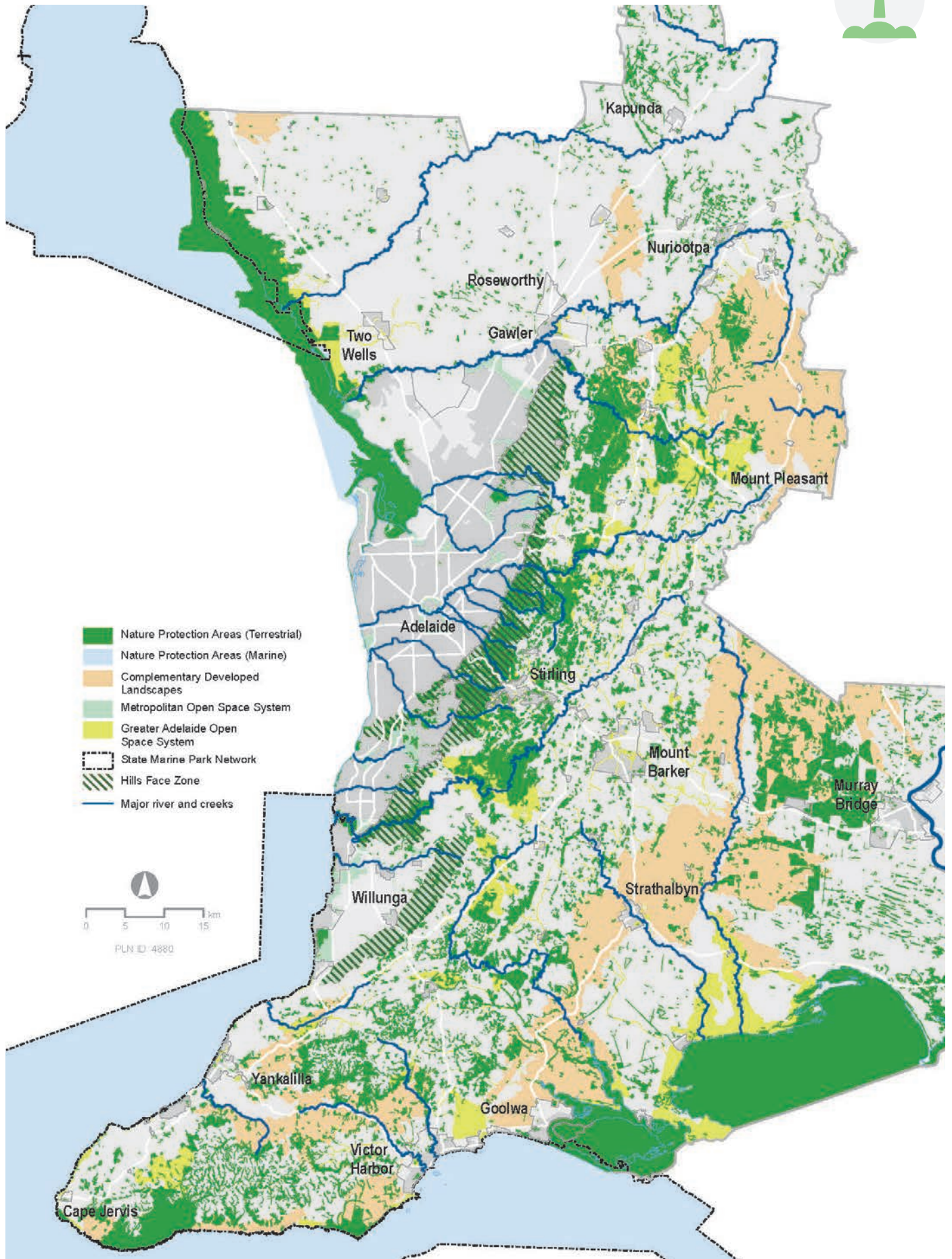


Biodiversity

Policies

- P90.** Delineate and maintain areas with significant environmental values to protect landscape health; conserve biodiversity; and improve development certainty and transparency (represented in Map 10). This includes:
- **Nature Protection Areas:**
These are largely undeveloped areas that retain significant environmental values recognised through existing legislation. This includes protected public lands (such as conservation and marine parks), private protected lands (such as Heritage Agreements), and areas of native vegetation and listed wetlands. These areas should be protected from development unless specific exemptions apply.
 - **Complementary Developed Landscapes:**
These are substantially modified farming landscapes where existing land uses and significant environmental values, different from those in Nature Protection Areas, co-exist in a way that provides mutual benefits. The generally open and undeveloped nature of these landscapes should be maintained through appropriate zoning to support continuation of the primary production systems that create environmental niches for target species.
- P91.** Protect coastal features and biodiversity including:
- habitats that are highly sensitive to the direct impacts of development
 - important geological and/or natural features of scientific, educational or cultural importance
 - landscapes of very high scenic quality.
- P92.** Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses, linear parks and the coast and in other strategic locations.
- P93.** Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.
- P94.** Protect the natural and rural landscape character of the Hills Face Zone and ensure that land uses in this zone contribute to this landscape backdrop and area of significant biodiversity.
- P95.** Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.
- P96.** Incorporate information on nature protection areas, complementary developed areas and coastal features within the South Australian Multiple Land Use Framework, to support consideration of benefits and consequences for land users and the wider community in land use decision-making.
- P97.** Minimise or offset the loss of biodiversity where this is possible and avoid such impacts where these cannot be mitigated (for areas not covered by the *Native Vegetation Act 1991*).

Map 10 — Biodiversity



Biodiversity

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

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

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

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

Mapped remnants of native vegetation:
The traditional focus for conservation investment.



Unmapped areas of paddock tree cover:
An emerging focus for conservation investment.

Paddock tree landscapes:
Support a large number of declining birds and provide shade and shelter for livestock.



Hooded Robin

Red-capped Robin



Other relevant legislation

Environment Protection and Biodiversity Act 1999

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

Adelaide International Bird Sanctuary

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

Adelaide Dolphin Sanctuary

The Adelaide Dolphin Sanctuary was established in response to community concerns about the safety of the dolphins living in the Port River and Barker Inlet and the need to protect their habitat. It covers a 118 km² area reaching as far north as Port Gawler and is home to 30 or more resident Indo-Pacific bottlenose dolphins and up to 300 regular "visitors".

Adelaide International Bird Sanctuary



Adelaide Dolphin Sanctuary



Marine Parks

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

The Greater Adelaide area overlays two marine parks and the zoning in these parks may have implications for land use in the areas adjacent to or within them. This may include coastal development stormwater management, desalination

plant extraction and discharge, and new recreational or transport facilities, such as marinas or jetties.

Biodiversity

Making it happen - the planning system

In the short term

A53. Develop policies and maps of the environmental and character values associated with specific nature protection and complementary developed areas.

A54. Review the region's key coastal features and waters to inform the development of planning policies.

A55. Support the reconfiguration and transition of the Dry Creek salt fields to new land uses that meet environmental outcomes and are complementary to the preservation of the existing habitat for migratory and resident shorebirds as part of the Adelaide International Bird Sanctuary.

Other key levers to unlock opportunity

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

Open space, sport and recreation



Relevant Targets

3 Target 3

4 Target 4

5 Target 5

Ensure a diverse range of quality public open space and places

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

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

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

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



Open space, sport and recreation

Policies

- P98.** Provide for a Greater Adelaide open-space framework that builds on the Metropolitan Open Space System (MOSS) to create quality open space across the region. The open space will feature urban forests and parks, watercourse and coastal linear parks, trails, greenways, shared use paths and green buffers, and sustainable recreation and sporting facilities (See Map 11).
- P99.** Ensure quality open space is within walking distance of all neighbourhoods to:
- link, integrate and protect biodiversity assets and natural habitats
 - provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres
 - be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time
- incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity
 - contain appropriate and low-maintenance species and locate trees to maximise shade
 - encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment
 - foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities.
- P100.** Ensure that the Planning and Development Fund is strategically aligned to public realm and open space projects which support the implementation of Greater Adelaide's new urban form.
- P101.** Protect and improve the amenity, accessibility and usability of the Adelaide Park Lands to ensure they function as a highly valued open space green belt for the city and as a focal point for community activity.
- P102.** Strategically locate sports and recreational facilities to cater for community needs.
- P103.** Ensure that public open space is adequately greened and irrigated (where appropriate) to act as a natural cooling system to reduce heat island effects in urban areas.
- P104.** Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.



SA Athletics Stadium

“

Sports and recreation contributes more than \$1 billion to the SA economy, including \$643 million health benefit and \$271 million volunteer contribution.¹²

”

Open space, sport and recreation

Case Study: Adelaide Parklands upgrade

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

It involves:

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

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

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

“Revitalising the Adelaide Park Lands will attract more people to meet family and friends, play sport, exercise and visit playgrounds and cafes.”

Premier Jay Weatherill, November 2013



“

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

”



Open space, sport and recreation

Coast Park

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

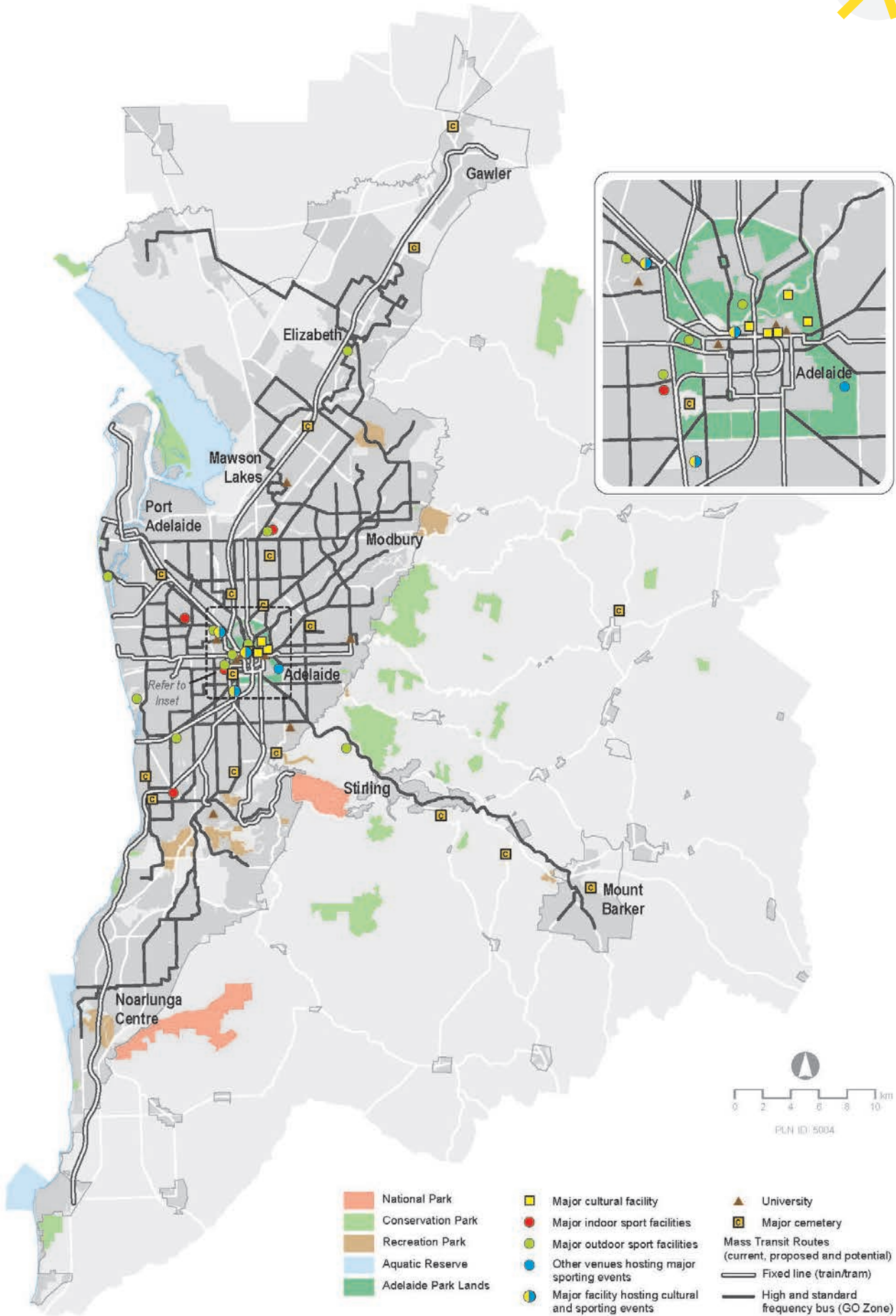
Coastal open space has many important benefits, including amenity and recreation, and is a buffer against the effects of climate change.

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

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



Map 11 — Major parks, sporting facilities and cultural facilities



Open space, sport and recreation

Making it happen - the planning system

In the short term

A56. Complete the implementation of Coast Park between Grange and Semaphore Park, as a priority focus of the Planning and Development Fund.

A57. Partner with local government through the Open Space grant program to plan and prioritise a series of projects that demonstrate opportunities to provide quality open space outcomes in high density urban renewal areas.

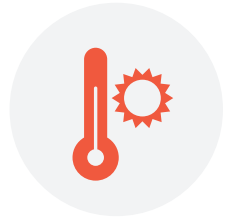
In the medium term

A58. Review the current open space requirement for land divisions and consider alternative approaches to better link development density, different types of neighbourhoods, and community health and wellbeing outcomes.

Other key levers to unlock opportunity

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

Climate change



Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

5 Target 5

Mitigate against and adapt to our changing climate

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

Promoting a more compact urban form (through locating jobs and housing closer to public transport to reduce car travel)

will play a critical role in reducing the growth of greenhouse gas emissions. Additionally, creating environments that are green and cooling will make Greater Adelaide more liveable in a warmer climate, hotter temperatures and extreme weather conditions.

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



Climate change

Policies

P105. Deliver a more compact urban form to:

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

P106. Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges, and ensure new coastal development incorporates appropriate adaptation measures.

P107. Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.

P108. Promote green infrastructure (including green roofs, vertical gardens and water sensitive design) in higher density and mixed-use developments to assist with urban cooling, reduce building energy use and improve biodiversity.

P109. Support a zero waste culture by reducing the waste footprint of new development.

P110. Encourage the adoption of best practice waste management design and systems in high-density residential and mixed use developments.

P111. Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets

and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.

P112. Provide the opportunity for neighbourhood-level alternative energy supplies, which may include embedded and distributed renewable energy, co-generation and smart grid/green grid technology.

P113. Promote energy efficiency, the use of renewable energy sources and neighbourhood level alternative energy supplies and storage in new developments to reduce energy costs and carbon footprint.

P114. Encourage the provision of electric vehicle charging points in new higher-density developments, large public and private car parks, activity centres and employment lands.





Case Study: Carbon Neutral Adelaide

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

The Carbon Neutral Adelaide Action Plan¹³ uses a partnership approach for delivery and the following carbon emission reduction pathways:

1. Energy efficient built form
2. Zero emissions transport
3. Towards 100% renewable energy
4. Reduce emissions from waste and water
5. Offset carbon emissions.



Climate change

Making it happen - the planning system

In the short term

A59. Develop planning policies and provide guidance to assist in the delivery of green infrastructure.

A60. Facilitate design leadership through developing guidelines for carbon neutral and energy efficient building design and material use.

A61. Support carbon neutral development in the City of Adelaide aimed at making it the world's first carbon-neutral city.

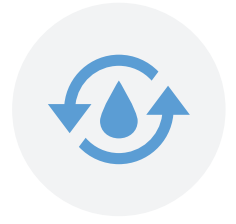
A62. Develop a process to ensure consistency in how green canopies and other green infrastructure are measured.

A63. Pursue opportunities to plant urban green cover along arterial roads, rail corridors and medians where safe to do so.

Other key levers to unlock opportunity

- Invest in the Carbon Neutral Adelaide Partnership with Adelaide City Council to leverage private sector investment in renewable energy and storage by building energy efficiency and electric vehicle infrastructure.
- Undertake demonstration projects, for example use the Adelaide Living Laboratories in Tonsley, Bowden and Lochiel Park and the Low Carbon Living CRC to demonstrate how to build low impact development and affordable green living.
- Implement the *Prospering in a Changing Climate: A Climate Change Adaptation Framework for South Australia* (2010).
- State Government to lead by example through:
 - setting a new target of 50 per cent of all the State's power to be generated by renewable sources by 2025. This will also support the Government's commitment to \$10 billion investment in "low carbon" generation by 2025.
 - working towards achieving a Low Carbon Economy and achieve a target of net zero emissions by 2050.

Water



Relevant Targets

5 Target 5

Protect and secure our water resources

Water security underpins sustainable economic development, population growth, primary production, food security and a healthy urban ecology. In recent years Adelaide has reduced its water consumption but potable mains water use continues to be dominated by residential consumption. The Adelaide Desalination Plant at Port Stanvac does give us comfort but we must also develop ways to increase water efficiency.

Urban form and design are some of the most important contributors to improving water security. This can be

achieved by incorporating water sensitive urban design in new development to decouple population, economic and housing growth from unsustainable water resource consumption. Opportunities for stormwater and wastewater capture and reuse at the local, neighbourhood and regional scale will also be supported.

Better stormwater management is needed to ensure our natural waterways, linear parks and green open spaces are enhanced to keep stormwater where it falls.

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



Water

Policies

P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.

P116. Protect and secure water resources in the region (refer to Map 12), including:

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

P117. Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:

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



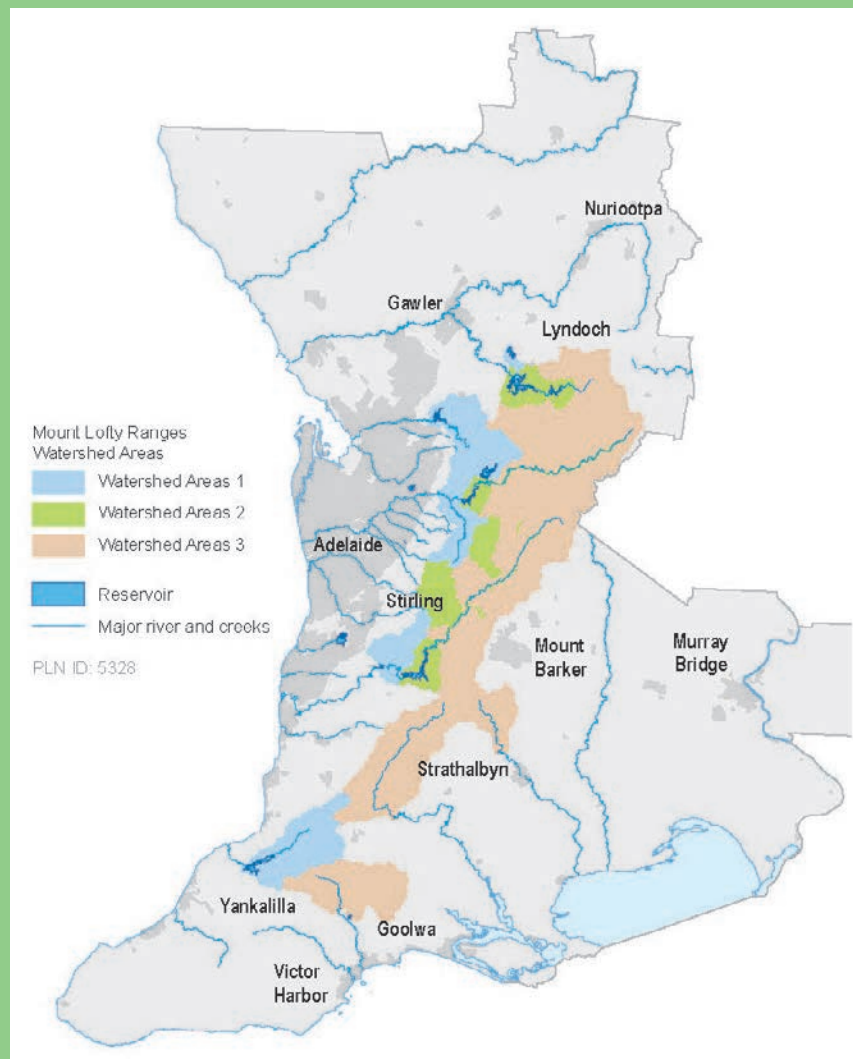
Mount Lofty Ranges Watershed

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

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

As such, new developments must demonstrate:

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



Water

Water sensitive urban design

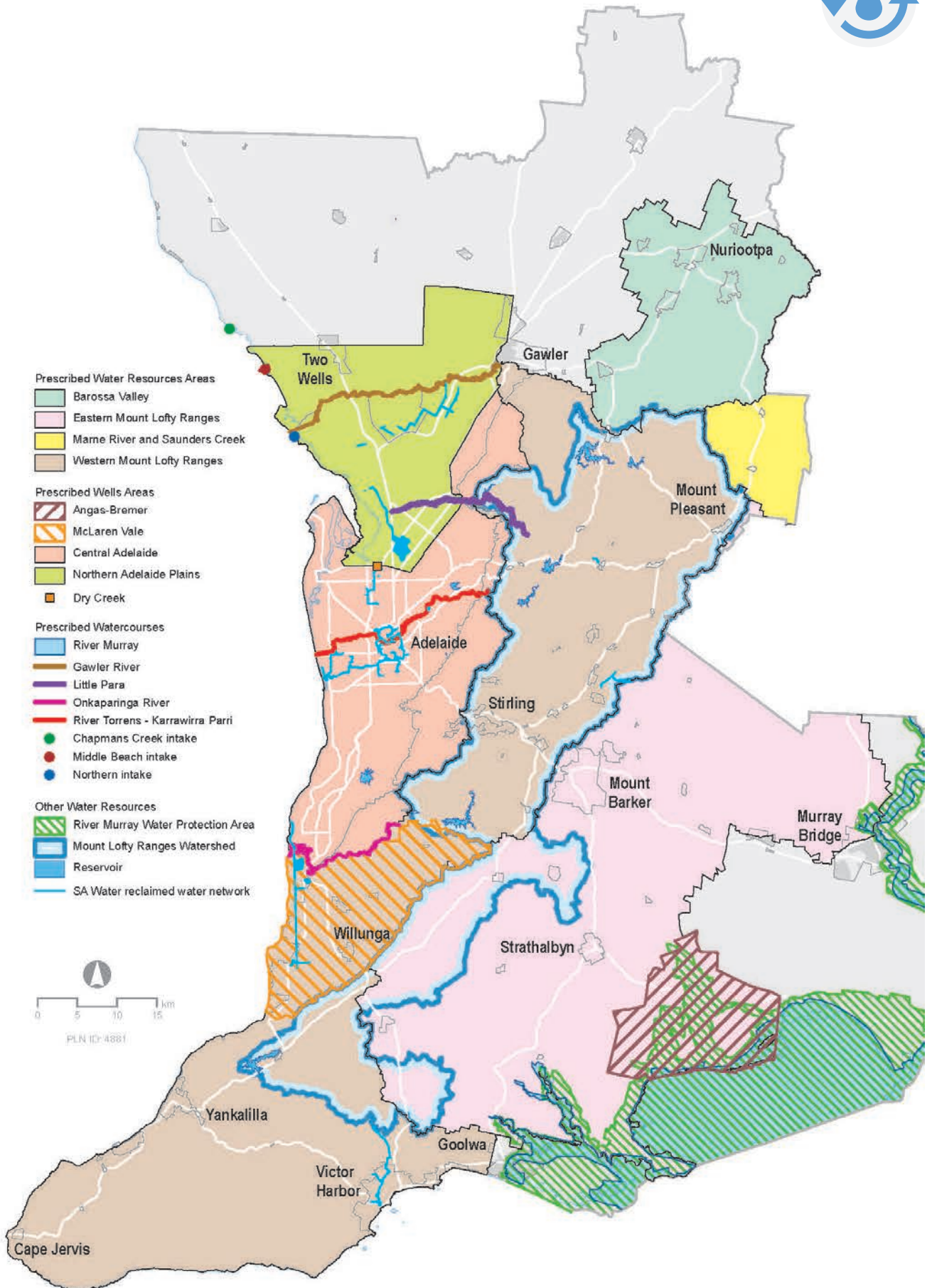
The State's Water Sensitive Urban Design (WSUD) policy¹⁴ outlines the aim, objectives, principles and performance-based targets for WSUD in South Australia. It also sets out the Government's WSUD actions and outlines the wide range of WSUD techniques that can be incorporated into development projects and individual properties such as:

- bio-filtration systems
- permeable paving of footpaths, common areas and parking spaces (which can be used above the open underground water storage activities)
- green roofs and living walls (for example, plantings on roofs and down walls)
- wetlands to capture and treat run-off
- appropriate landscaping (for example, efficient irrigation, mulching, wind and sun protection, minimization of lawn areas and selection of suitable plants)
- capture and storage of rainwater and stormwater for re-use for residential purposes or to irrigate parks, sporting fields and other open spaces
- capture, treatment and re-use of wastewater
- water efficient fittings and appliances
- maintenance of fixtures (for example, fixing leaks and drips from plumbing and taps).

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



Map 12 — Water resources



Water

Making it happen - the planning system

In the short term

A64. Map and identify prescribed water resources areas.

A65. Introduce a policy framework into the Planning and Design Code that:

- protects prescribed water resources, catchment areas and the Mount Lofty Ranges Watershed (consistent with the water quality risk hierarchy associated with the Mount Lofty Ranges Watershed) while encouraging appropriate economic uses

- promotes water efficiency
- encourages water sensitive urban design
- promotes the use of alternative water supplies for new development.

Other key levers to unlock opportunity

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

Emergency management and hazard avoidance



Relevant Targets

1 Target 1

Build resilience to hazards and disasters

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

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

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



Emergency management and hazard avoidance

Policies

P118. Minimise risk to people, property and the environment from exposure to hazards (including bushfire, terrestrial and coastal flooding, erosion, dune drift and acid sulphate soils) by designing and planning for development in accordance with a risk hierarchy of:

- avoidance
- adaptation
- protection.

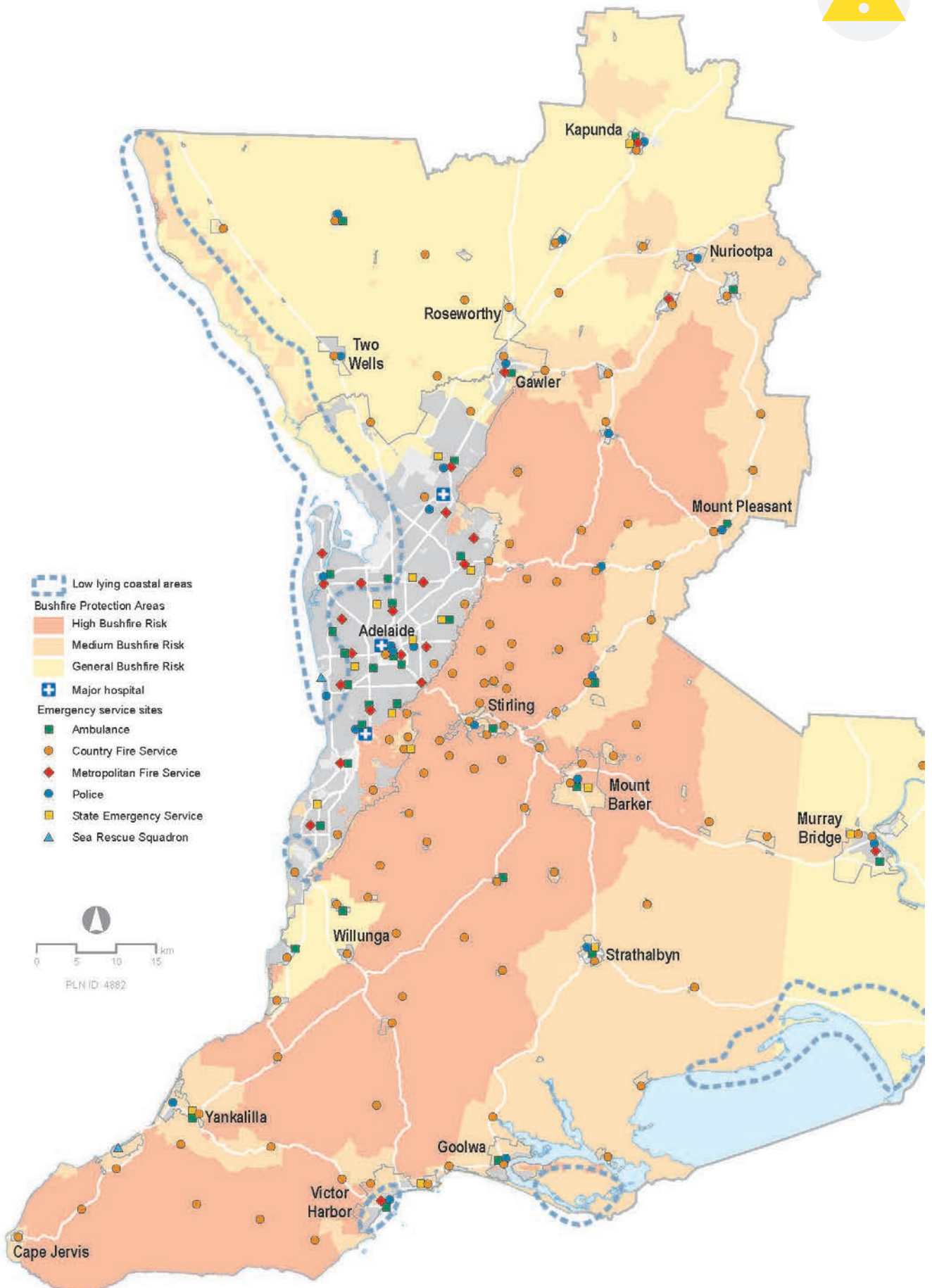
P119. Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.

P120. Decrease the risk of loss of life and property from extreme bushfires through creating buffers in new growth areas that are in or adjacent to areas identified as high risk from bushfires (See Map 13).

P121. Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.

P122. Mitigate the impact of extreme heat events by designing development to create cooler communities through the use of green infrastructure.

Map 13 — Emergency management and hazards



Emergency management and hazard avoidance

Making it happen - the planning system

In the short term

A66. Map hazards to be identified as overlays within the Planning and Design Code, including flood, bushfire and coastal hazards.

A67. Create a consistent policy response that is proportionate to the level of risk for all hazards to be included within the Planning and Design Code.

A68. Update procedures and provide educational materials for planning authorities' rezoning and assessment matters related to site contamination.

Other key levers to unlock opportunity

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





Barossa Valley and McLaren Vale Character Preservation

The *Character Preservation (Barossa Valley) Act 2012* and the *Character Preservation (McLaren Vale) Act 2012* became operational on 18 January 2013.

This legislation led to the 2013 amendment to *The 30-Year Plan for Greater Adelaide*. Development plan amendments were also subsequently undertaken for the council areas affected.

This means that the special character of the two districts is recognised, protected and enhanced while providing for the economic, physical and social wellbeing of the communities within them. The creation of additional residential development in the rural areas in the districts is restricted to halt urban sprawl to the north and south of Adelaide's built-up area, thereby seeking to provide for continued viable farming and primary production activities.

The special character of each district has been considered in terms of the following five character values identified in the legislation:

- rural and natural landscape and visual amenity
- heritage attributes
- built form of the townships
- viticultural, agricultural and associated industries
- scenic and tourism attributes.

The 2013 Barossa Valley and McLaren Vale Character Preservation Addendum continues to be an Addendum to the 2017 Update. Refer to the Appendices for a copy of this Addendum.

03

Implementing, monitoring and reporting on our Plan



Introduction

The State Government will make this Update happen through leadership, collaboration and monitoring.

The Government will ensure that:

- a collaborative whole-of-government approach to the achievement of the policies, actions and targets is undertaken
- the local context and character of the different parts of Greater Adelaide are recognised and responded to in partnership with local government
- continuous dialogue with local government, business, industry and the community is conducted through the Community Engagement Charter.

This will require the collective action and joining of resources by all levels of government and the private sector and will be undertaken in conjunction with the roll-out of the new planning system.

The Plan will be delivered via a range of new tools that will be progressively introduced with the introduction of the PDI Act and the delivery of the new planning system.

A key new element of implementation will be an annual implementation plan which will measure our progress on delivering the new urban form and creating liveable, sustainable and competitive places.

The State Planning Commission will report annually on how the policies and actions have been implemented and our progress to meeting our targets.

This section outlines how the Plan will be implemented, monitored and reported on.



Implementation

Coordination of the different levels of government will help facilitate the delivery of this Plan and the new State Planning Commission will be a key coordinator of this process.

The role of the State Planning Commission

The State Planning Commission will be a key driver in achieving improved whole-of-government coordination and partnership with councils, which will be vital to the successful implementation and monitoring of the Plan.

The Commission will:

- facilitate the achievement of the Plan's policies and actions
- ensure alignment with other strategic government plans and policies
- ensure a coordinated approach to land-use planning
- elevate strategic issues and/or decision making to the Minister level where appropriate
- monitor the implementation of the Plan and provide an annual report card on the progress of the actions and targets.

The Commission will ensure appropriate industry and community participation in the development of planning policies. A key pathway to this will be the establishment of the following advisory committees:

- Local Government
- Development Industry
- Community Participation and Sustainability.

These committees will support the implementation of the new planning system and provide advice to the Minister on key policy issues.

A new government agency advisory group will report to the Commission and provide input and guidance regarding the implementation of the Update's policies, actions and targets. This group will also help develop the new State Planning Policies, which will assist in achieving whole-of-government coordination on key planning policy issues.

The role of the Department of Planning, Transport and Infrastructure

The Department is the lead agency for the implementation of the Plan. It will:

- develop the new planning instruments prescribed under the PDI Act
 - better integrate transport and land-use planning commitments, including the development of a Public Transport Plan under the Integrated Transport and Land Use Plan (ITLUP)
 - facilitate the alignment of land-use planning with infrastructure investments and strategic priorities
 - work closely with local government to implement the Plan
 - work with State Government agencies and local government to secure the necessary infrastructure commitment and service provision to support the development of walkable healthy neighbourhoods
- provide opportunities for community engagement in the implementation of the Plan
 - manage the Housing and Employment Land Supply Program
 - share case studies of innovative delivery in support of the Plan's actions and outcomes. This will include work by state government agencies, local government and other delivery partners
 - develop and maintain a report card to monitor the implementation of the Plan and use it to inform the annual report by the Minister for Planning
 - regularly liaise with the Council of Australian Governments (COAG) to ensure that the delivery of the Plan continues to align with the national objectives and criteria for the strategic planning of Australia's major cities.

The role of local government

This Plan has been developed in consultation with local government. Its governance and implementation arrangements seek to ensure ongoing local government participation and collaboration in the realisation of the policies and targets. The specific role of local government, in partnership with DPTI, will be to:

- lead the strategic planning process, at the local level, in collaboration with state government agencies and key stakeholders to identify areas of growth and change
- leverage local knowledge, decision making and consultation to achieve better outcomes on the ground
- help implement the Plan's policies and actions.

What will the annual implementation plan do?

Each financial year a stand-alone implementation plan will be developed to provide a clear direction of the Department's annual priorities for implementing the Plan.

These implementation plans will detail the actions proposed, how they will be implemented, their resourcing implications, and their relationship with key stakeholders. There may also be additional actions identified to address emerging issues.

The Department's first priority will be to focus on working with councils, the private sector and other key stakeholders to build the foundations of the new planning system and the delivery of the Plan.

Another key priority will be to support the development of the new walkable urban form. A number of issues arise from this and are of increasing importance. These include: developing quality urban design; managing the preservation of character and heritage; enabling the development of the required infrastructure; ensuring affordable living options; and creating healthy neighbourhoods.

The implementation plans will be developed around these issues and will help to:

- implement the new planning system

- manage how Greater Adelaide grows within its existing urban footprint
- direct growth to areas best able to be supplied with infrastructure and services
- create healthy neighbourhoods that promote cycling, walking and quality public realm
- protect our valuable environmental and food production areas
- facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods
- resolve barriers to affordable and diverse housing types for our different household types and lifestyles
- better mitigate and adapt to climate change.

During the transition to the new planning system, an education program will be also developed with key stakeholders.

Regional Plans

This Plan will become a Regional Plan under the PDI Act. Regional Plans will play a similar role to the spatial volumes of the Planning Strategy under the Development Act 1993, with the new option of linking directly through to zoning changes. A Regional Plan may include structure plans, master plans, concept plans or other similar document.

Community engagement

A Community Engagement Charter will also set benchmarks for meaningful and genuine engagement with communities. The charter will guide the engagement requirements for actions to implement the Plan.

The implementation plan for the 2017 Update will work hand in hand with the planning reform implementation program.

How will our new planning tools support the implementation of this Plan?

The following tools within the new planning system will be key vehicles for the delivery of the Plan.

Planning and Design Code

The new Planning and Design Code will set out a comprehensive set of planning rules for development assessment purposes, classified into zones, subzones and overlays. This will make the Code the single point of reference for development assessment.

The Code will respond to the key policy directions of this Plan and will be developed in stages over a two-year period. The first priority of the Department will be the transition of current policies in Development Plans into the Code (where appropriate).

After this, further research and investigations, as identified in the Plan, will be undertaken over the short to medium term to inform new policies with the Code and/or other planning instruments.

Infrastructure delivery schemes

The PDI Act provides two infrastructure delivery schemes which will support the provision of infrastructure in the growth areas identified in the Plan.

The Basic and General Infrastructure Schemes will supplement existing arrangements such as planning conditions, deeds and bonding arrangements. They will be used to ensure that the infrastructure needed to support new developments; suburban infill; and the renewal of neighbourhoods and suburbs is identified, committed, costed, funded and delivered when and where needed.

These schemes will be used to unlock new growth areas on the fringe and replace the need for numerous infrastructure agreements with individual landowners, which are typically slow and complex. The tools will also ensure that those who will gain financially from works pay their fair share of the cost of the infrastructure.

Design Standards

The PDI Act provides for design standards which can comprise technical specifications and policy responses to various elements of infrastructure and the public realm. They will be used in conjunction with the Planning and Design Code for assessing proposed development and will also be used when assessing and costing

infrastructure scheme proposals. A design standard can be applied in any spatial layer or any specific location in the Code or to an infrastructure delivery scheme to ensure the provision of infrastructure and the aesthetics of urban areas are aligned with community expectations and needs.

Design standards will be a useful tool in the development of healthy walkable neighbourhoods as envisioned in the Plan.

Monitoring and Reporting

Monitoring our progress on delivering this Plan will be important in both the short-term and long-term.

The key elements that will support this monitoring process will be:

- the Housing Employment and Land Supply Program (HELSP)
- an Annual Report Card
- high-level strategic targets.

Housing and Employment Land Supply Program

The Housing and Employment Land Supply Program guides the effective management of land supply in South Australia for residential, commercial and industrial purposes and is a key tool used to monitor the implementation of the Plan. In particular HELSP:

- identifies the total amount of land needed and sets annual rolling targets to respond to changes in the market and to the rate of population growth
- ensures there is sufficient land to meet annual housing targets and that this capacity is spread equitably across the region

- assists infrastructure agencies to ensure that infrastructure and urban development are effectively and efficiently coordinated.

Annual Report Card

The State Planning Commission will produce an annual report card to track the progress of implementing the policies, actions and measuring our progress against the targets of the Update.

High-level strategic targets

Six strategic high-level targets have been developed to replace the 89 targets established in 2010. These new targets provide clear signposts of where we want to be and allow us to measure progress to see if we are on track. They are a key tool in determining whether the policies and actions outlined in the Plan have been effective in delivering the new urban form. Consequently they cover multiple policy themes.

The six targets were chosen as, together, they indicate how well we are achieving some of the key elements that make up walkable healthy neighbourhoods. The targets also focus on areas where in the past there have been challenges to achieving successful outcomes. We acknowledge that there could be tensions in achieving the outcomes of all these targets simultaneously. Therefore a key part of implementing this Plan will be monitoring and managing these tensions.

This section outlines how each of the six targets will be measured. However, the evaluation tools and data sources will also be monitored in collaboration with key stakeholders and improved where possible.

Our targets

1



Containing our urban footprint and protecting our resources

2



More ways to get around

3



Getting active

4



Walkable neighbourhoods

5



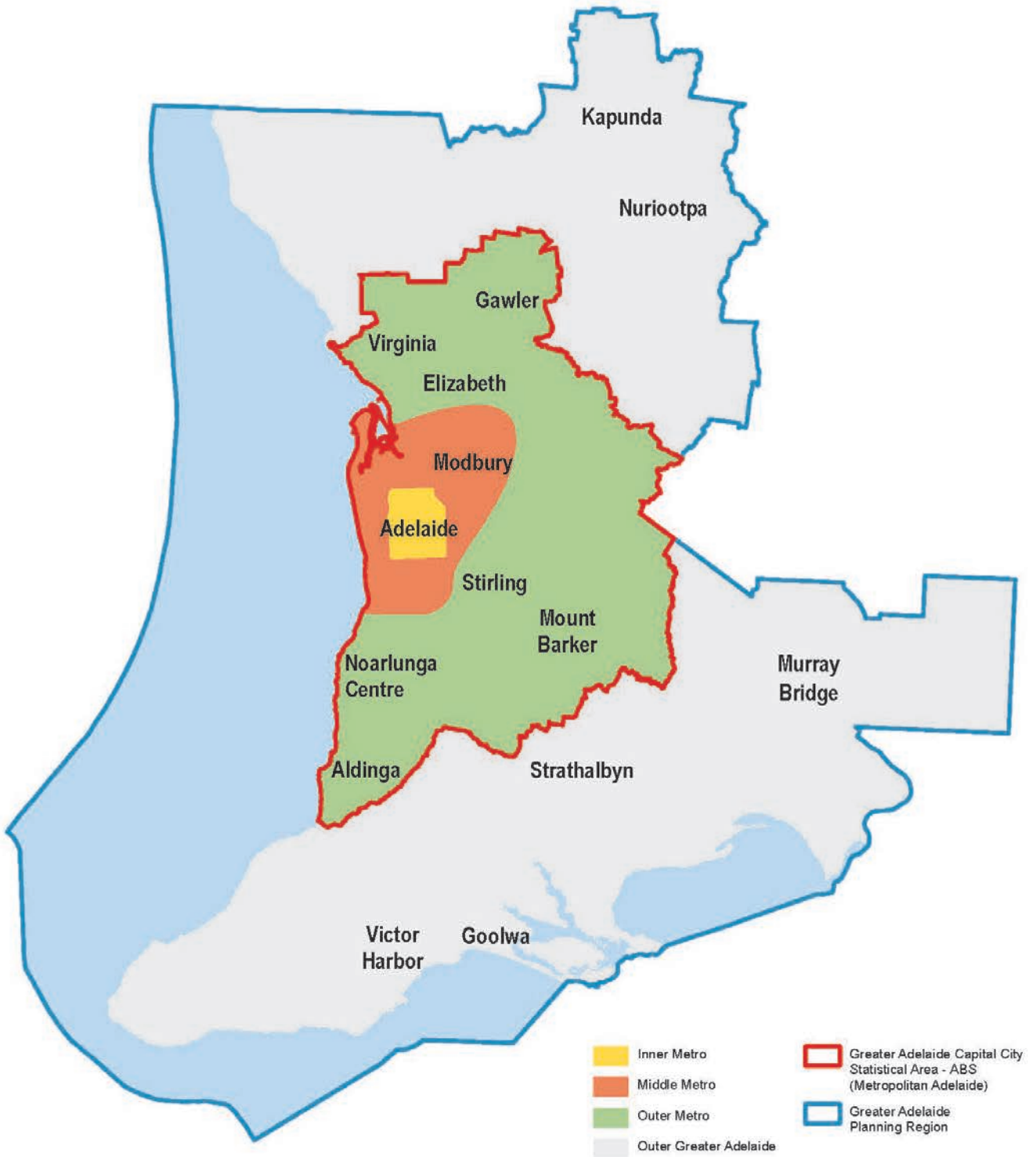
A green liveable city

6



Greater housing choice

Figure 3.1 The indicative geography used in the targets



PLN ID: 5272



1 Containing our urban footprint and protecting our resources

1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045

1.2 - 90% of all new housing in the Outer Greater Adelaide will be built in established townships and designated urban development areas by 2045

The Plan aims to progressively change Adelaide's urban form by containing the outward growth of the metropolitan area and avoiding the ongoing consumption of highly productive agricultural and horticultural land on the urban fringe.

This will reduce the potential environmental, social and economic issues of fringe growth, which include high levels of car dependence and associated infrastructure costs; limited access to essential services and facilities; social isolation; transport disadvantage; and excessive consumption of natural resources.

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

Progress against this target will be carefully managed in Inner and Middle Metro Adelaide to ensure there is a healthy balance of public and private green space.

How this target will be measured

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

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

Target 1.1

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

Note: The 'infill' area for the purposes of this sub-target is the contiguous 'established' urban area of metropolitan Adelaide. The existing township of Gawler is included because it is connected by a railway line. Over time the infill area will be expanded to include completed fringe developments. At the edge of the 'infill' area are the fringe greenfield areas.

Target 1.2

This means that by 2045, 90% of new residential growth in Outer Greater Adelaide will be within the designated urban development areas (shaded yellow in Map 14) and the remaining 10% will be in the area shaded grey in Outer Greater Adelaide.

Current status

Target 1.1

76% of new houses in metropolitan Adelaide are currently built within the established urban areas based on a five year rolling average (2015).

Target 1.2

88% of new housing in Outer Greater Adelaide is currently built in established townships and designated urban development areas**.

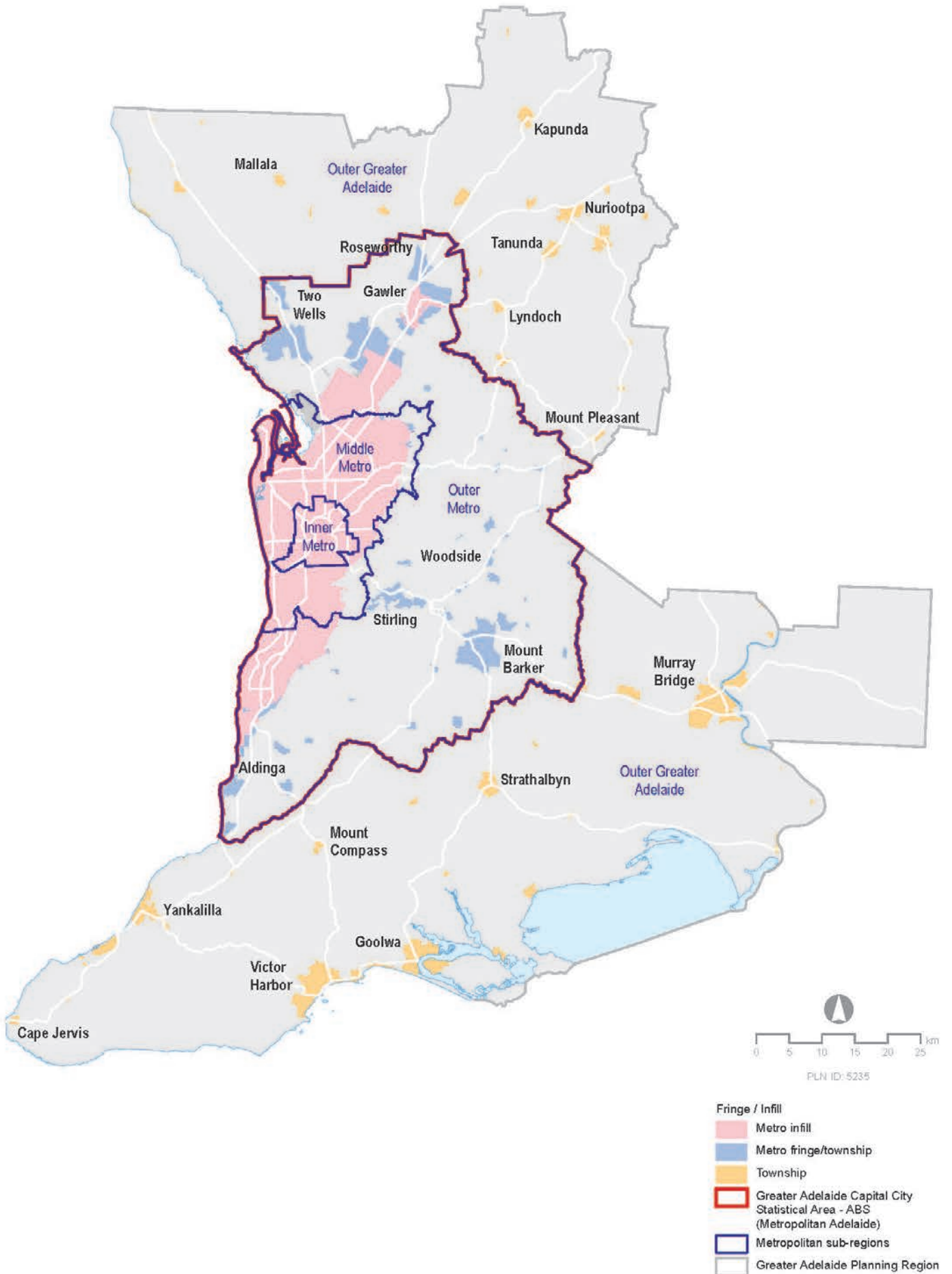
Protecting our resources

Achieving this target will help to protect the more than 970,000 ha of agricultural, environmental and tourism lands from intensive development for residential purposes.

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

** Designated urban development areas are defined as land that is either residential or identified for future urban zoning within Outer Greater Adelaide

Map 14 — Metro infill vs metro fringe/township





2 More ways to get around

60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045

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

This is supported by the State Government’s Integrated Transport and Land Use Plan (ITLUP) which proposes a new tram system for Adelaide, along with service and infrastructure improvements for a number of train lines and high frequency bus routes.

It is acknowledged that being in close proximity does not guarantee that residents will use public transport but it does increase the likelihood of people taking up this option for one or more journeys.

Research shows that cities around the world with high-quality light rail, and high public transport use have an average population density of at least 3000 people per km². Adelaide’s current average population density is around 1400 people per km².

Therefore to grow public transport use in Adelaide, increases in dwelling density are required within:

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

How this target will be measured

This target will be measured using annual dwelling count data prepared by DPTI. Each year new dwellings will be attributed to the defined catchments and then calculated as

a proportion of the total dwellings built in metropolitan Adelaide (urban area). Any additions to the public transport network that meet the high frequency criteria of this target will be added annually and included in the analysis (see the ITLUP Technical Report¹⁵ for projected service patterns and frequency). Refer to Map 15 for details.

Current status

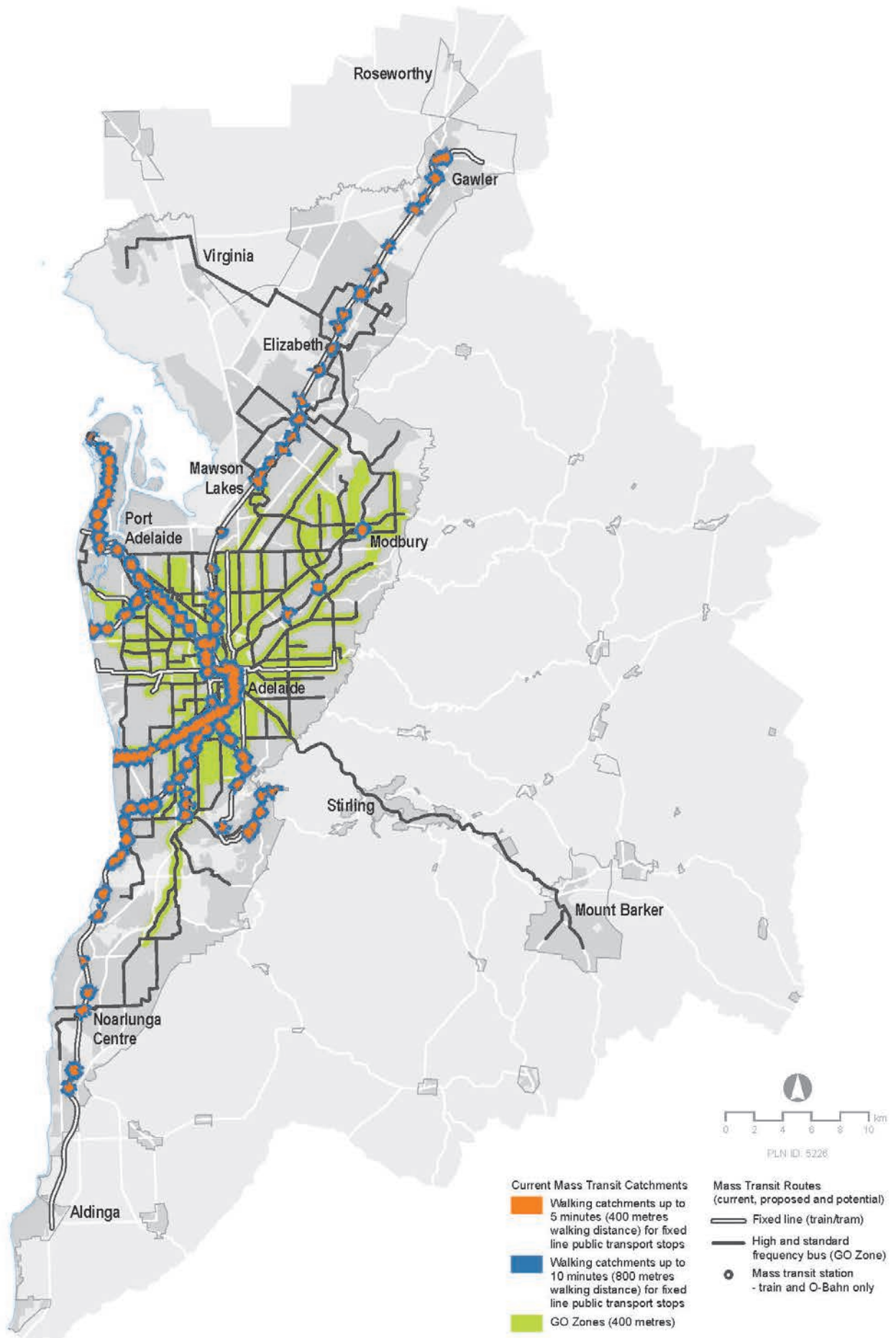
This is a new target with a baseline of 40% (the percentage of new dwellings built each year over the last five years within current fixed line and high frequency bus routes). Refer to Figure 3.2 below.

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

Dwellings Built	Metropolitan Adelaide (Urban Boundary)	800m walk fixed line public transport / 400m GO Zones	% within 800 / 400m public transport
Built 2011-2015	32809	13199	40.2%

*Current and planned

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





3 Getting active

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045

The Plan aims to encourage active transport (i.e. walking, cycling and public transport) as important everyday modes of travel and as key parts of our urban transport systems.

Getting more people walking, cycling and using public transport will result in:

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

The Plan supports the State Government’s *Integrated Transport and Land Use Plan* (ITLUP), which outlines a range of active transport network improvements and other solutions. Studies that informed ITLUP found that 72 to 75% of people⁶ have a trip destination within the same area from where they start and these trips are on average short, being three to six km in length. Facilitating more housing close to activity centres, jobs and services and public transport will provide more opportunities for people to change the way they travel for short daily trips (less than two km for walking and five km for cycling).

It is important to recognise that well-designed infrastructure is key to this increased usage as it provides an appropriate level of amenity and safety for users and a more pleasant and appealing journey.

How this target will be measured

The target will use journey to work Census data and set separate targets for Inner, Middle and Outer Metro areas (refer Map 16).

Current status

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

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

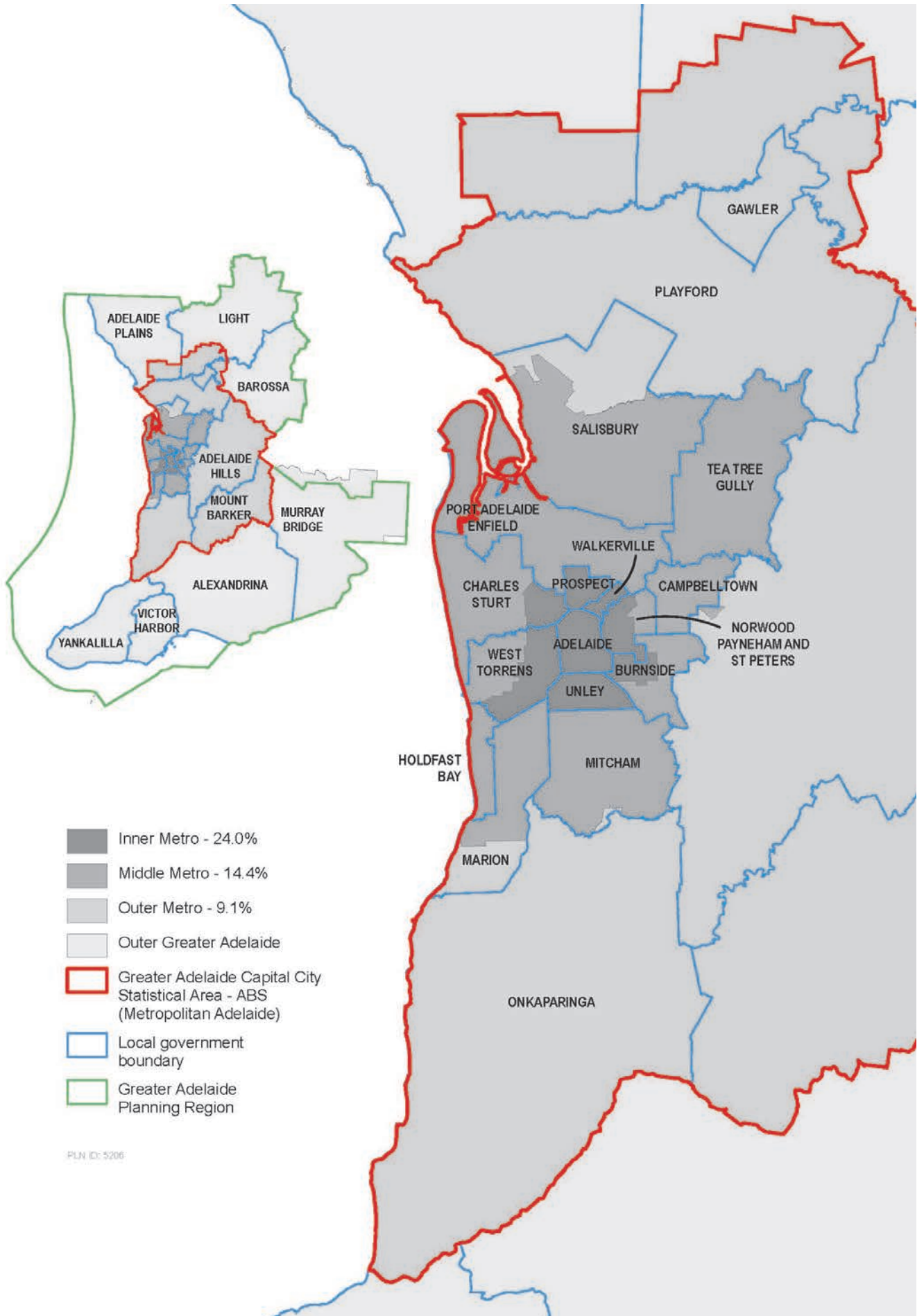
Future investigations

DPTI will explore new data sources to assist with measuring the target, which may allow other trip purposes to also be measured (e.g. journey to school).

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

Area	2011	30% increase by 2045
Inner Metro	24%	31.2%
Middle Metro	14.4%	18.7%
Outer Metro	9.1%	11.8%
Metro Adelaide (GACC)	14.1%	18.3%

Map 16 — Active transport use for work trips



PLN ID: 5206



4 Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan** Adelaide by 25% by 2045

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

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

Higher density is needed to provide economic support to increase and improve local services and infrastructure (e.g. public transport, shops and community infrastructure).

This target will incorporate the following criteria:

1. **Public open space'** (greater than 4000m² in size) (400m / 5 min walk)
2. **Primary schools** (1km / 15 mins walk)
3. **Frequent bus services** (including Go Zones) (400m / 5 min walk) **OR**
Train station or tram/o-Bahn stop (800m / 10 min walk)
4. **Shops** (800m / 10 mins walk)

How this target will be measured

Each of the spatial data layers developed for this target is based on the criteria identified. The following maps show areas that currently has access to each individual criteria (open space, primary schools, shops, and high frequency public transport), and the cumulative effect of the four criteria combined. The walking distance from each criteria was measured using network analysis rather than 'as the crow flies'. The higher the rating, the more walkable the neighbourhood. Population data at the ABS mesh block level (approximately 30 to 60 households) was overlaid to estimate the population within each walkability category. The results are shown on Map 17.

A walkable neighbourhood is one where at least 3 out of the 4 criteria are met.

Current status

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

The baseline for 3 and 4 out of 4 for:

- Inner Metro: 73%

- Middle Metro: 53%
- Outer Metro (in established urban areas): 30%

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

A 25% increase by 2045 would result in over 90% of residents living within at least 3 out of 4 criteria in Inner Metro, 66% in Middle Metro and 36% in townships and other established urban areas**.

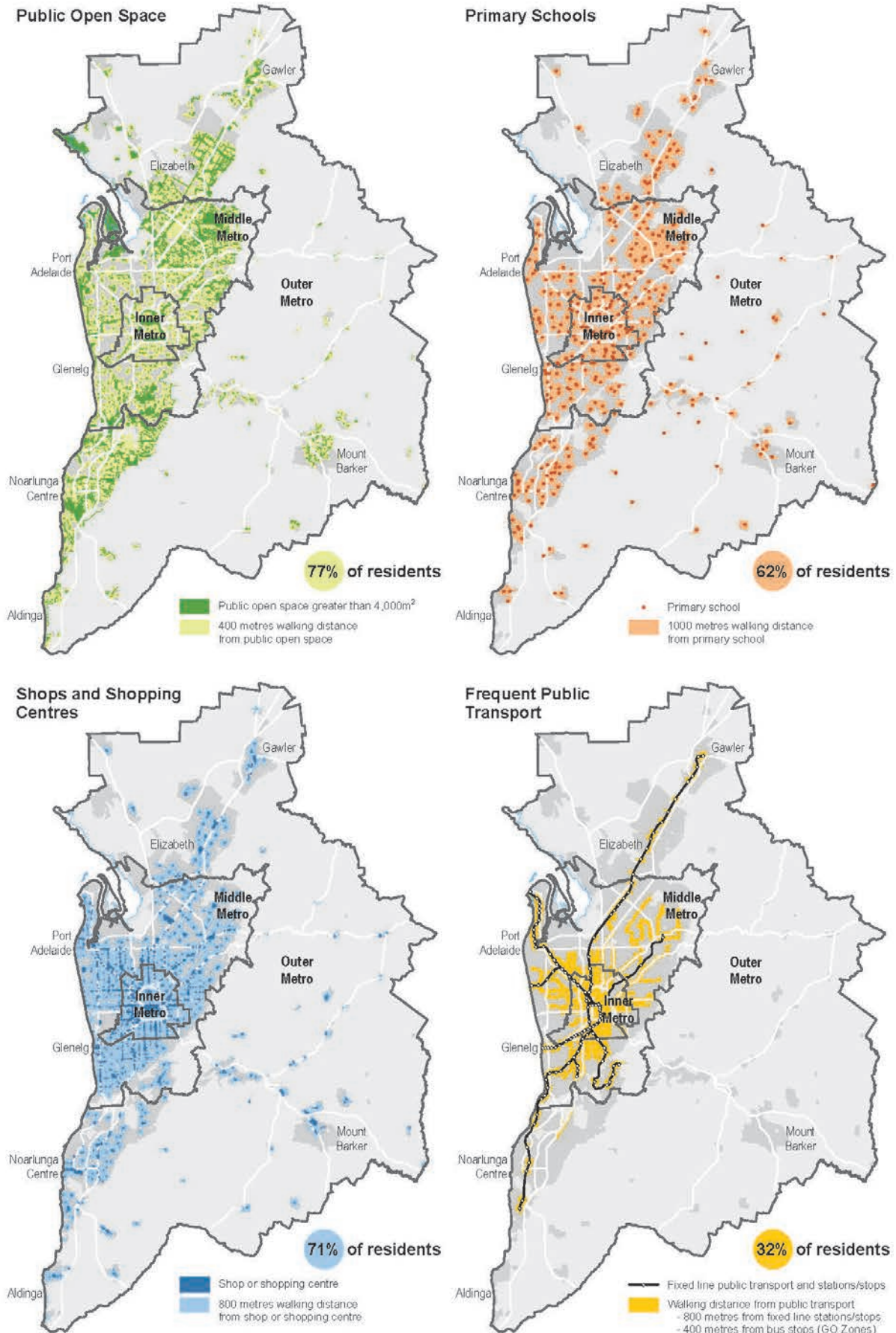
Future investigations

Additional criteria will be investigated such as social infrastructure. Tailored criteria for outer metropolitan Adelaide will also be investigated for possible inclusion.

* Includes playgrounds, parks and shared open spaces.

** Established urban areas, including townships, in Outer Metropolitan Adelaide.

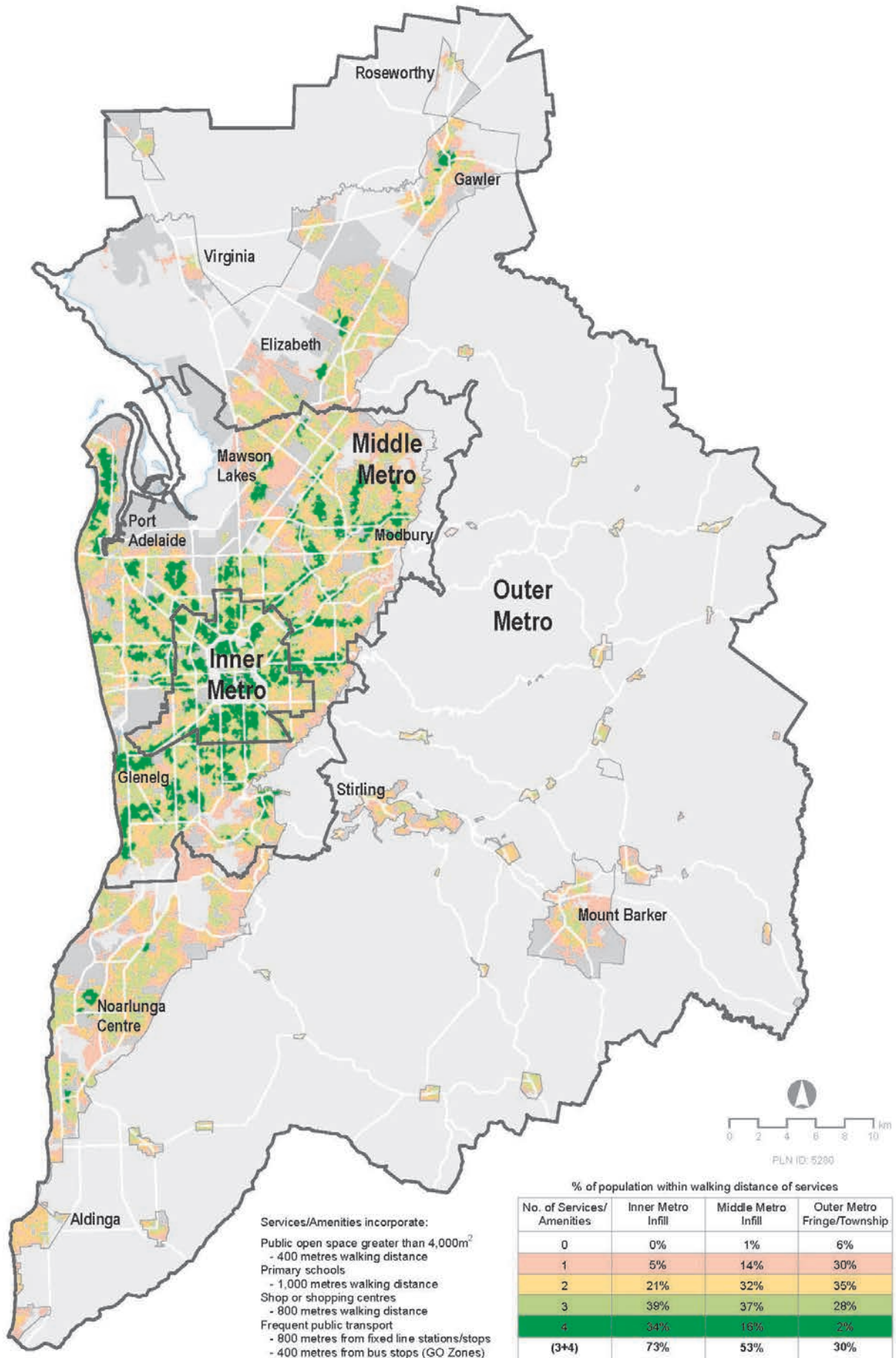
Map 17 — Inner, Middle and Outer Metro areas showing the four walkable neighbourhoods criteria



PLN ID: 5279



Map 18 — Proportion of population within walking distance of services





5 A green liveable city

Urban green cover is increased by 20% in metropolitan Adelaide by 2045

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

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

Particular focus will be placed on ensuring that urban infill areas maintain appropriate levels of urban greenery.

This target will support the work being done by councils through their tree strategies which address biodiversity and quality of vegetation.

How this target will be measured

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

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

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

Current status

An average of 27.28% of tree canopy cover across the local government areas was captured in the research undertaken in the national benchmarking report by the Institute of Sustainable Futures of the University of Technology Sydney in 2014.¹⁷ See Map 19 which illustrates the indicative urban green cover of 19 Greater Adelaide LGAs.

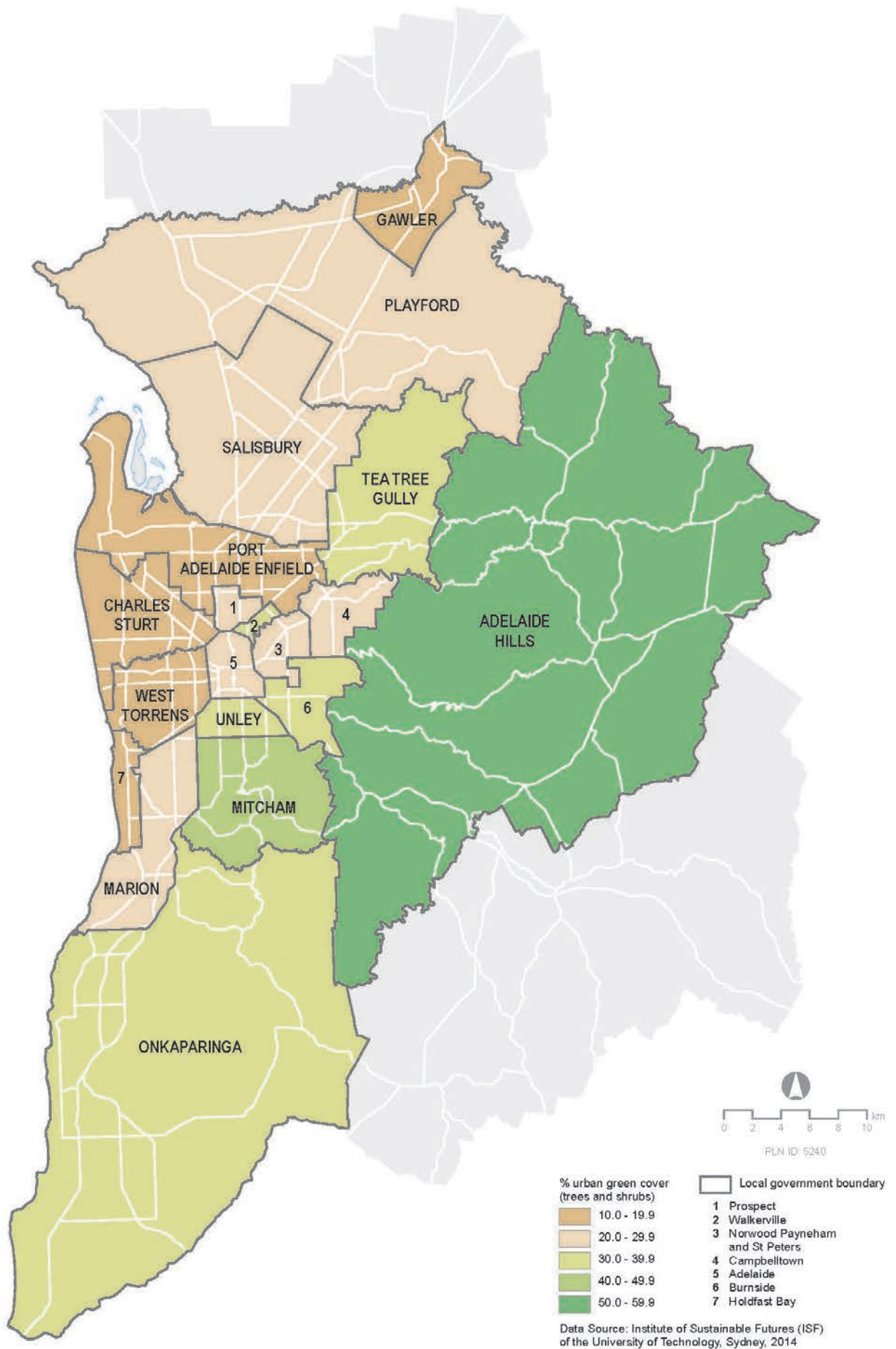
Future investigations

Further work is currently being undertaken to develop a finer grained baseline as well as baseline data for townships and outer metropolitan areas not included in Map 19. Consideration will also be given to expanding the scope of this target to include irrigated grass. This will be available in time for the first report card.

It is acknowledged that some councils are already undertaking further work in this area. Therefore an action has been included in the Plan to ensure consistency in the way that green canopies and other green infrastructure are measured.

Investigating ways to measure additional green infrastructure types (e.g. green walls, rain gardens and green roofs) will also be considered.

Map 19 — Existing urban green cover across metropolitan Adelaide (indicative)¹¹





6 Greater housing choice

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

Historically, the predominant form of housing built in Adelaide has been detached dwellings on large allotments. The Plan seeks to facilitate the supply of a diverse and well-designed range of housing types to cater for all ages and lifestyles and makes the best use of land and infrastructure. South Australia needs growth in more flexible housing options for one or two person households. By 2031, lone person households are predicted to grow by 44% to 188,000, up from 131,000 in 2011. Single person households are the fastest growing household type in the state.

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

How this target will be measured

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

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

Current status:

Metropolitan Adelaide

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

Townships

Over the past five years, 10% of the dwellings built were non-detached dwellings. As a result, the current split between detached and non-detached dwellings is 90:10.

Future investigations

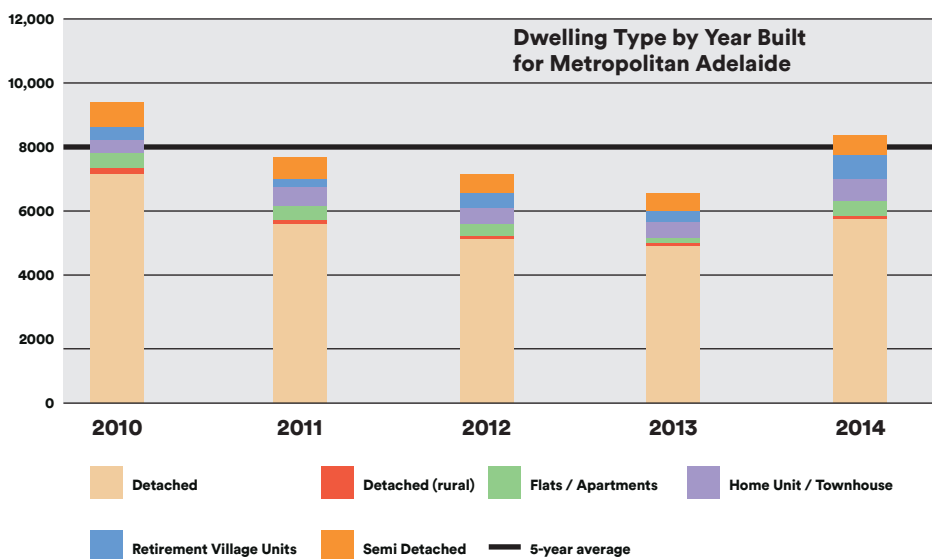
One way of measuring the diversity of housing is to review the percentage of detached housing compared to the other dwelling categories that the Government currently measures. Future work will focus on how other dwelling types (e.g. as illustrated in the Missing Middle graphic in Part 2) can be easily measured.

Affordable Housing Policy

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

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

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



Appendices

Barossa Valley and McLaren Vale Character Preservation

Addendum to The 30-Year Plan for
Greater Adelaide

Released in December 2013



Note: Map details were correct at the time of release and some terminology used may now be out of date.
The maps in the main body of the 2017 Update prevail in the event of a conflict.

Barossa Valley and McLaren Vale Character Preservation Addendum

Introduction

The Character Preservation (Barossa Valley) Act 2012 and the Character Preservation (McLaren Vale) Act 2012 became operational on 18 January 2013.

This legislation provides that the special character of the two districts (see Character Preservation Districts Map) is recognised, protected and enhanced while providing for the economic, physical and social wellbeing of the communities within the districts. It restricts the creation of additional residential development in the rural areas of the districts to halt urban sprawl to the north and south of Adelaide's built-up area, thereby seeking to provide for continued viable farming and primary production activities. It also requires amendments to the South Australian Planning Strategy and Development Plan policy to reinforce character values so that development does not detract from the special character of the districts.

This amendment affects two volumes of the Planning Strategy—The-30 Year Plan for Greater Adelaide and the Murray and Mallee Region Plan—and five Council areas are affected.

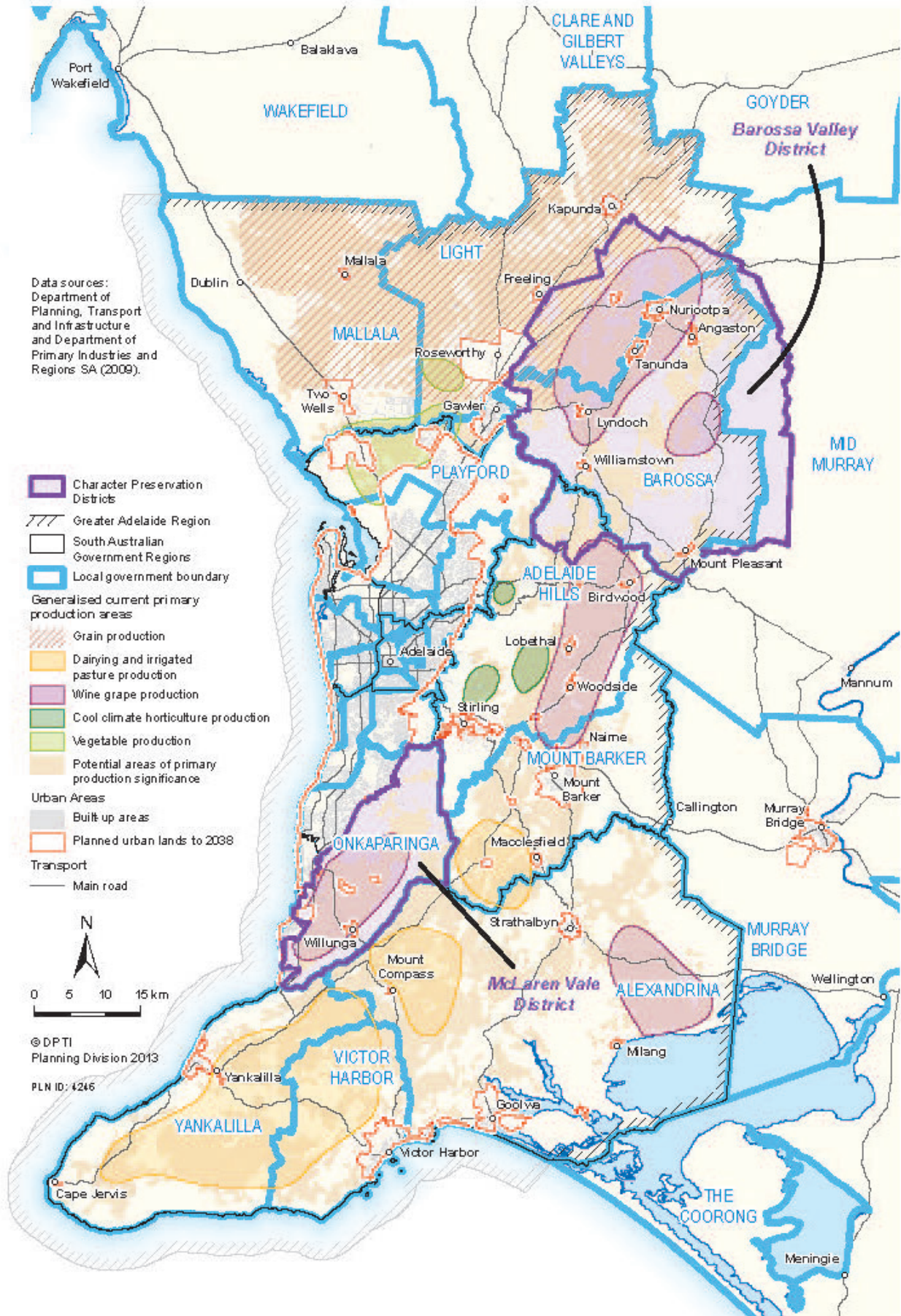
The special character of each district has been considered in terms of the five character values identified in the legislation:

- the rural and natural landscape and visual amenity of the district
- the heritage attributes of the district
- the built form of the townships as they relate to the district
- the viticultural, agricultural and associated industries of the district
- the scenic and tourism attributes of the district.

It is acknowledged that character is continuous, and the character of each district extends beyond the boundary defined by the character preservation legislation; however the districts – external boundaries, rural living boundaries and township boundaries - have been defined by the legislation for the purposes of the character preservation considerations.

Councils consider this amendment to subsequently review the land use policy in each Development Plan and amend policy and spatial detail where required.

Character Preservation Districts Map



Barossa Valley and McLaren Vale Character Preservation Addendum

Barossa Valley Character Values

The Barossa Valley Character Preservation District is physically diverse, with a range of landscapes from arable open grazing land and broad hectare farming in the west and north of the district, along a striking series of rounded hills and spurs and escarpment that form the Barossa Ranges backdrop for the length of the valley. These contain extensive grasslands mainly used for grazing, in parts extensively scattered with trees - through well vegetated conservation areas, to the undulating plains of the Barossa Valley stretching from the foot of the Barossa Ranges to the North Para River, filled with intensive viticulture and food production activities. The Kersbrook Valley provides open vistas along the Little Para River, and in the east and south of the district heavily undulating land supporting many trees, densely vegetated watercourses and commercial pine plantations. Expansive rural views are important to the character of the district.

The Barossa Directions Inset Map identifies five general geographical areas that broadly encompass differing predominant characters: Barossa Range, Barossa Valley Floor, Eastern Barossa, Western Barossa and Watershed.

The rural and natural landscape and visual amenity of the district

Rationale

The Barossa Valley district has an attractive and harmonious rural character that is distinct from metropolitan Adelaide. Its qualities include the historic pattern of settlement, the open countryside and a rich and diverse palette of fields, vines, orchards and settlements. Many towns have a unique village feel which blends into their rural setting. Visual amenity is derived from natural features such as the expansive rural views, the undeveloped backdrop of the Barossa Range and escarpment, remnant native vegetation, large River Red Gums, open space, rolling hills and watercourses.

The district can be divided into sub-regions, each with distinct landscape elements that contribute to special character.

Policies

Protect, reinforce and complement the balance of natural and cultural elements in the landscape which give the district its special character:

- Preserve the district as a separate entity from suburban Adelaide and promote a clear transition between village style townships and the rural landscape.

- Identify and protect areas with recognised biodiversity and conservation value, including areas of native bushland, remnant vegetation, scattered trees and vegetation and habitats along watercourses and road reserves.
- Identify and protect important views in the district which contribute to the visual amenity and special character.
- Ensure the scale, siting, design and landscaping of built form harmonises with the natural features of the landscape and its historic pattern of settlement.
- Provide for the re-use of rural structures and historic buildings to support their preservation and ongoing contribution to the landscape.
- Reinforce the predominantly rural landscape, allowing a mix of land uses and diverse farming practices which complement the existing pattern of development.
- Provide for development required to maintain the economic viability of primary production which is a key rural attribute of the district.

Heritage attributes

Rationale

Peramangk and Njaduri people were the original custodians of the landscape. The Peramangk name for the Eden Valley was Pat Piari – place of scattered trees.

The recent European history of settlement and range of cultural land use practices have created a diverse legacy of heritage buildings, structures and places. The continued retention and use of the district's heritage is important to the integrity of the district. Each town and settlement contains a blend of heritage or historic elements that reflect economic, social and design changes over time, often being landmark buildings or collective groupings of buildings which form attractive spaces, streetscapes, or vistas that create a sense of unique identity and place.

Important historic rural practices which contributed to the character of the rural landscape include the clearing of land, planting of vines, construction of fencing, stone walls and farm buildings and associated infrastructure using simple building techniques.

Policies

- Identify, maintain and enhance the heritage character and historic fabric of the district.
- Protect and enhance areas of rural and natural landscape heritage including areas that contribute to biodiversity.

- Achieve a balance of heritage and new development having regard to scale, design, layout and siting.
- Facilitate well designed new development that integrates and enhances heritage buildings, places or streetscapes.
- Identify and promote the adaptive and economical re-use of heritage or character buildings.

Built form of townships as they relate to the district

Rationale

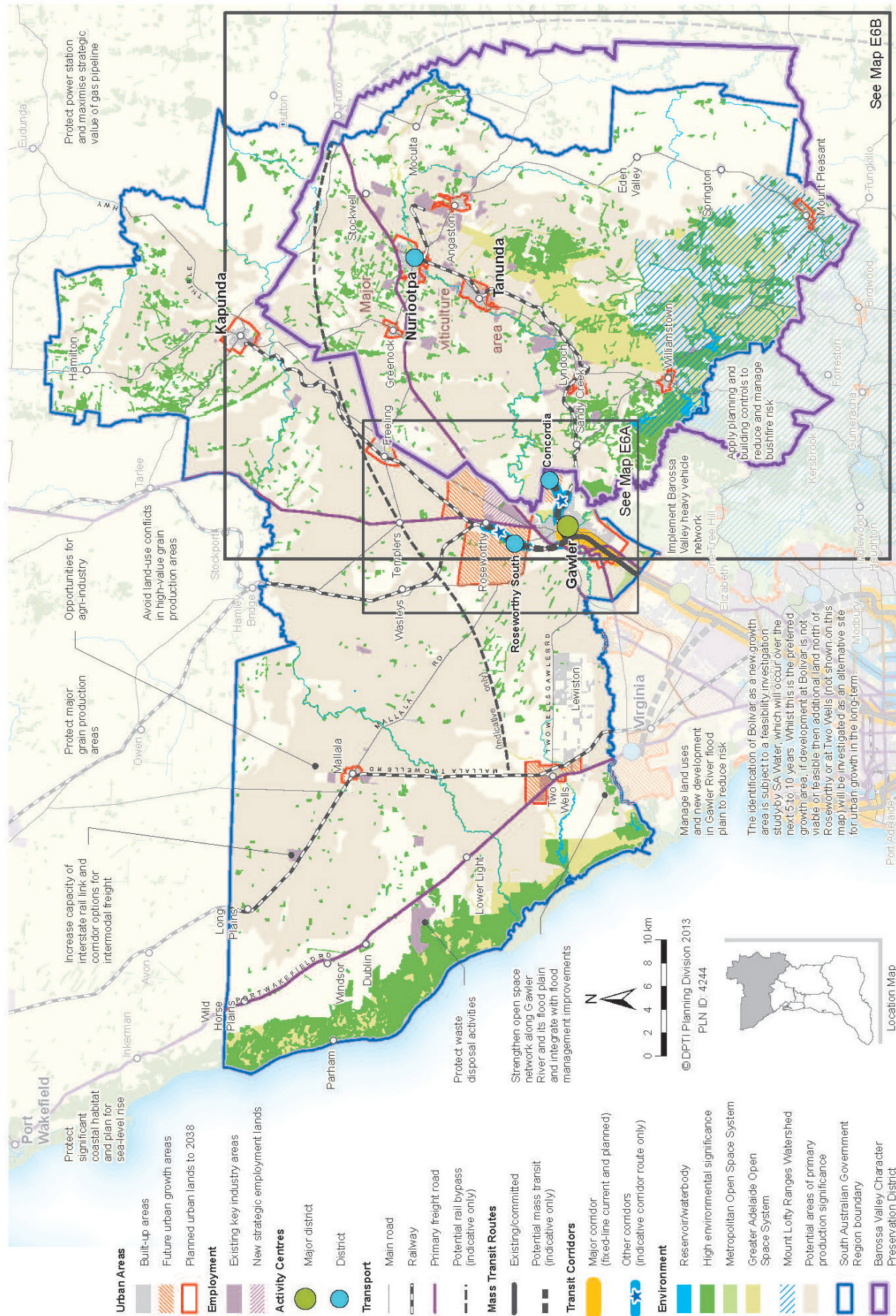
The Barossa Valley district comprises a tapestry of well separated townships, each with their own distinct identity and village feel, primarily set within significant areas of viticulture or agriculture. They are connected by road and an emerging cycling and pedestrian network.

Each township has evolved to reflect the character of its topography, natural features, local economy and the built legacy of successive generations. They are liveable with a mix of uses, diversity of built form and a human scale of development. Township boundaries are generally irregular with a mix of activities that respond to or interact with surrounding lands. The nature of development and layering of historical uses is much valued by the local community and visitors.

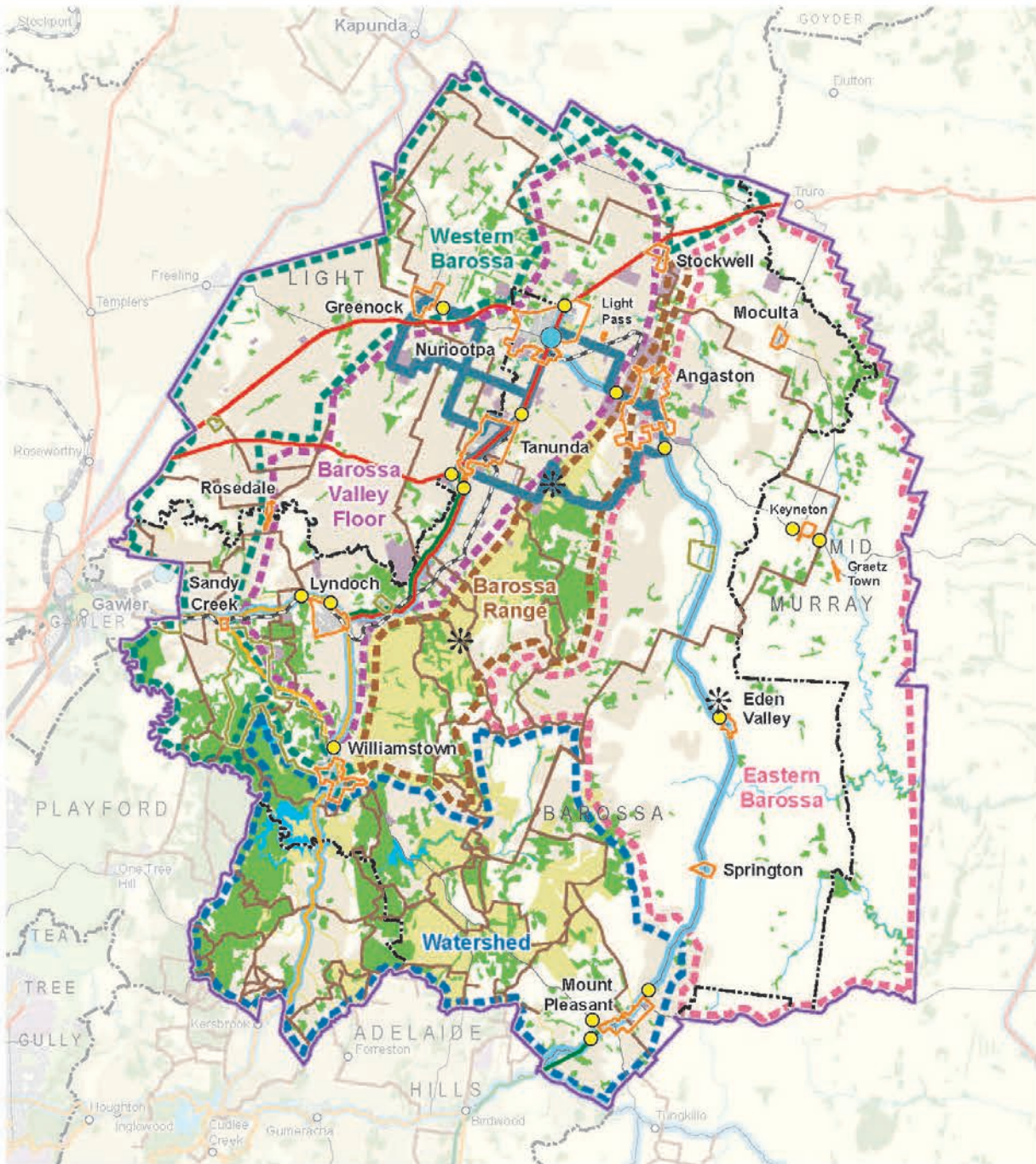
Policies

- Maintain a separation between the towns in the district and surrounding areas.
- Retain and enhance the individual character and identity of each township.
- Maintain and manage the interface between primary production, industrial and residential activities.
- Avoid homogenous suburban style subdivisions or 'codified' developments that detract from the special character of townships.
- Enhance key gateways to towns to provide attractive transitions into each town environment
- Reinforce the predominantly low scale development at the town edges, both inside the town boundary and in the adjoining rural areas.
- Promote higher density housing and mixed-use development located within the centre of selected townships.

Barossa Directions Map



Barossa Directions Inset Map



Urban and Rural Living Areas

- Built-up areas
- Township (Character Preservation)
- Rural Living Area (Character Preservation)

Tourism

- Scenic Tourist Route
- Barossa Scenic Heritage Drive
- Lookout
- Gateway

Employment

- Existing key industry areas

Activity Centres

- District

Transport

- Main road
- Railway
- Major traffic and freight road
- Major Cycling Route
- Off-road path (Greenway)
- Trails

Landscape Units (location indicative)

- Barossa Valley Floor
- Barossa Range
- Western Barossa
- Eastern Barossa
- Watershed

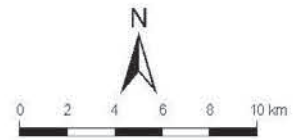
Environment

- Reservoir/waterbody
- High environmental significance
- Greater Adelaide Open Space System
- Potential areas of primary production significance
- Barossa Valley Character Preservation District
- Local government boundary

Data sources: Department of Planning, Transport and Infrastructure, Department of Environment, Water and Natural Resources, Office of Cycling and Walking and Primary Industries and Regions SA

©DPTI Planning Division 2013

PLN ID: 4227



Location Map

Barossa Valley and McLaren Vale Character Preservation Addendum

Viticulture, agriculture and associated industries

Rationale

The Barossa Valley district is a working agrarian landscape. Primary production is a highly valued and integral element of the district and helps define the rural character of the land.

The district is internationally recognised for its wine with a growing food production and culinary focus. It is a unique landscape and complex geology and soil tapestry is reflected in the viticultural industry through the influence of terroir upon wine produced from grapes sourced across the district. Vineyards and wineries predominate in the Barossa Valley Floor area, Gomersal, Greenock and the Eden Valley areas. Broad hectare food and fibre production, livestock and grazing activities and forestry characterise the broad pattern of development elsewhere in the district. Local diversity enriches the district and avoids a monoculture. The evolution of primary production in the future will be influenced by land capability, rainfall and emerging best practice.

Extractive industry also occurs in parts of the district (including west of Angaston) and forms part of its economic base.

Policies

- Protect and maintain the open rural landscape by achieving a balance between visual amenity and productive land use.

- Protect primary production areas to ensure that valuable land is not lost from production.
- Make provision for flexible farming practices and ability to change between farming types eg horticultural, agricultural and viticultural uses to allow producers to respond to changing environmental and market conditions.
- Protect the operation of existing primary production activities from adverse impacts of new primary production.
- Provide opportunities for value adding activities that complement the district's primary production.

The scenic and tourism attributes of the district

Rationale

As a tourism destination the Barossa Valley district will continue to be internationally valued for the quality, diversity and authenticity of experience. The district is internationally recognised through its export to countries around the world of wine produced in the district. The combination of wine and food activities, historic townships, attractive rural landscapes, conservation parks and forest reserves work together to attract visitors to the district. Its scenic attributes arise from the series of 'villages' set within a unique rural landscape that positively blends working and natural environments.

The economic base of the district can be broadened by enabling a range of tourism related activities which will enhance and reinforce the quality and diversity of the landscape and experiences available to visitors. These may include new dining, hospitality, accommodation, arts and crafts establishments, events and festivals and retreats. Scale of these activities may differ subject to local context.

Policies

- Facilitate investment in new tourism initiatives which enhance the scenic and tourism attributes of the district.
- Promote improvements to tourism infrastructure including transport networks, trails, cycle ways, signage, visitor information, and key gateways to towns.
- Promote investment in new tourism initiatives that complement and add value to the special character of the district.
- Prevent loss of agricultural land or heritage elements that would detract from the scenic attributes of the district.
- Identify and protect scenic landscapes and associated vistas incorporating significant elements including large trees and stone walls.

McLaren Vale Character Values

The McLaren Vale Character Preservation District is physically diverse, and is interlinked with areas outside of the defined preservation district, such as the coastal region, townships and regions south of the mapped area. Expansive views are an important feature of the character of the district. Six well separated townships each have individual characters.

The Southern Adelaide Directions Inset Map identifies three geographical areas: rolling hills, escarpment and basin. The rolling hills in the northern part of the district form part of the Adelaide Hills. Substantial parts of the escarpment are Hills Face zoned to protect them from unsuitable development. The Willunga Basin is a significant and distinctive natural landscape feature of the district, giving legibility to the district and defining the connection between the hills and the sea. The three areas each have common characteristics that merge at the margins. These margins have been identified as 'transition' areas.

The rural and natural landscape and visual amenity of the district

Rationale

The scale and spaciousness of the natural environment create a sense of arrival at the key entrance points to the basin. The natural landscape provides views to and from the hills, basin, sea, cliffs, scrub, rivers and creeks. The rivers and creeks are valued as they provide wetlands for native animals and areas for passive recreation. The colour and character change seasonally.

The attraction of the natural landscape that is a focal element of the district is also of great importance to the Kurna people, who tell the story of law, relationships and creation of the natural landscape through the Tjilbruke Dreaming Trail.

While viticulture currently dominates, pockets of roadside and remnant native vegetation are interspersed. While farming patterns may change, an orderly pattern of rural development is still envisaged for the future. Development associated with primary industry in the district includes structures such as sheds and tanks that are important economically and are attributes of the rural scenic character and farm worker accommodation.

The small scale nature of food/wine production is very important to the character of the area, with smaller land holdings and agricultural enterprises combining to shape the special character of the district.

Low level development in the hills face and rolling hills areas has resulted in areas of high scenic value.

Policies

- Protect the rural character of the expansive views to and from the escarpment and rolling hills.
- Limit development in the hills face and rolling hills areas to maintain scenic amenity.
- Maintain the predominantly rural landscape allowing a mix of land uses and diverse farming practices which reinforce the existing pattern of development.
- Protect native vegetation and scattered native trees as they contribute to character, biodiversity and productivity.
- Recognise that while the vineyards currently dominate the plains, changes to the working landscape are envisaged in response to evolving agricultural uses over time.
- Provide for development associated with primary industry in the district that is important economically, and forms a key part of the scenic character.
- Housing should be closely located to associated value adding primary production or related industry activities in the rural areas, or be developed on land that does not contribute to primary production.

Barossa Valley and McLaren Vale Character Preservation Addendum

The heritage attributes of the district

Rationale

Kaurna Aboriginal people have been traditional owners of this land for thousands of years and it is acknowledged that their heritage has an important place in the character of the area as a whole.

Since European settlement, the area has evolved as a working landscape of farms, orchards, vineyards, wineries, townships, tourist activities and bushland. The region encompasses a history of European settlement centred round the development of the original townships and early primary industry.

Agriculture has been dominant, although extractive industry has formed an important part of the historic local economy. Special character encompasses early colonial influences, which are still evident in the rural patterns and buildings remaining from this era.

Much of the district has historically been built upon the local materials, from the slate at Willunga to the coloured sand at Maslin Beach. These materials are still evident in the number of heritage listed buildings found throughout the district.

Looking to the future, it is anticipated that the region will be adaptable to allow for future productive industries whilst retaining and building upon the existing character.

Policies

- Maintain and enhance the predominant historic character attributes identified for each township or area in the district.
- Reinforce the sense of history which includes historic buildings, old walling, farm sheds, avenues of exotic landscaping and areas of native vegetation.
- Respect the use of natural materials sourced in the district eg stone, slate and brick, and the evident tradition of craftsmanship.
- Achieve a balance of heritage and new development that has respect for heritage assets and regard to scale, design and layout.
- Respect elements of the landscape that are of great importance to the Kaurna people, who tell the story of law, relationships and creation of the natural landscape through the Tjilbruke Dreaming Trail and other areas of importance.

The built form of the townships as they relate to the district

Rationale

The township character contrasts with the nearby urbanised areas north of the Onkaparinga River. The townships of the character preservation district - Willunga, Port Willunga, Kangarilla, Clarendon, McLaren Flat and McLaren Vale - each have an individual built form and development pattern, including irregular township edges which are a central part of the district's character. Townships provide important services and facilities for their surrounding regional communities.

The townships are currently physically separated, primarily by significant areas of viticulture and agriculture, but linked by the existing road network and by cycling and walking trails.

McLaren Vale is a vibrant small town providing an important regional service centre for the district, with a combination of new development, built heritage and adaptive reuse.

Policies

- Maintain a separation between the towns in the district and surrounding areas.
- Conserve and enhance the historic character attributes relevant within each township.
- Create a distinct edge between urban and rural settings reflecting the containment of town growth and enhance key gateways to towns to provide attractive transitions.
- Adopt a form, height, scale and appearance that reflects the simple historic character and maintains village character.
- Encourage low scale and low density with simple building forms and significant landscaping in historic village locations.
- Include street plantings with exotic trees in heritage streets, which offer contrasts to vineyard plantings and native vegetation.

The viticultural, agricultural and associated industries of the district

Rationale

The McLaren Vale District contains a unique and ancient geology with a number of distinct terrains evident across the region. This is reflected in the viticultural industry through the influence of terroir upon wine produced from grapes sourced in the district.

Vineyards and wineries currently dominate the landscape of the basin with olive tree plantings also being a common feature. Rural uses will continue in these areas, maintaining the same orderly pattern of rural development. Some change in these uses will reflect changes in product demand, farm viability and climate change adaptation.

Past primary production patterns have evolved around Kangarilla and Clarendon in the rolling hills area, where traditionally wheat production, orchards, market gardens and timber production prevailed.

Some of these more traditional uses have been replaced by farming, vineyards and olive trees. Much of the area remains suitable for a range of agricultural uses, including vines, grazing, cropping, almonds, strawberries and other similar foods including niche market products.

Extractive industry also had an important place in the district. Historically quarries such as Willunga slate quarry were a key source of income for the district; it is acknowledged that extractive industry can continue to play an important role in the future economy of the district.

Policies

- Protect existing primary production land for productive and complementary value adding activities and ensure that valuable land is not lost from production.
- Recognise the landscape as encompassing a range of rural production activities that support the rural and tourism economy.
- Provide opportunities for value-adding activities that complement the district's local agricultural produce.
- Protect and maintain the open rural landscape by achieving a balance between visual amenity and productive land use.
- Make provision for flexible farming practices and ability to change between farming types eg horticultural, agricultural and viticultural uses to allow producers to respond to changing environmental and market conditions.

Barossa Valley and McLaren Vale Character Preservation Addendum

The scenic and tourism attributes of the district

Rationale

Tourism is important to the district, which offers a diversity of experiences and a convenient location close to Adelaide. The district is internationally recognised through its export to countries around the world of wine produced in the district. The townships form key tourist hubs, with diverse local produce on offer. The integration of cellar door wine sales with boutique wineries, restaurants and quality foods is a key drawcard for tourists.

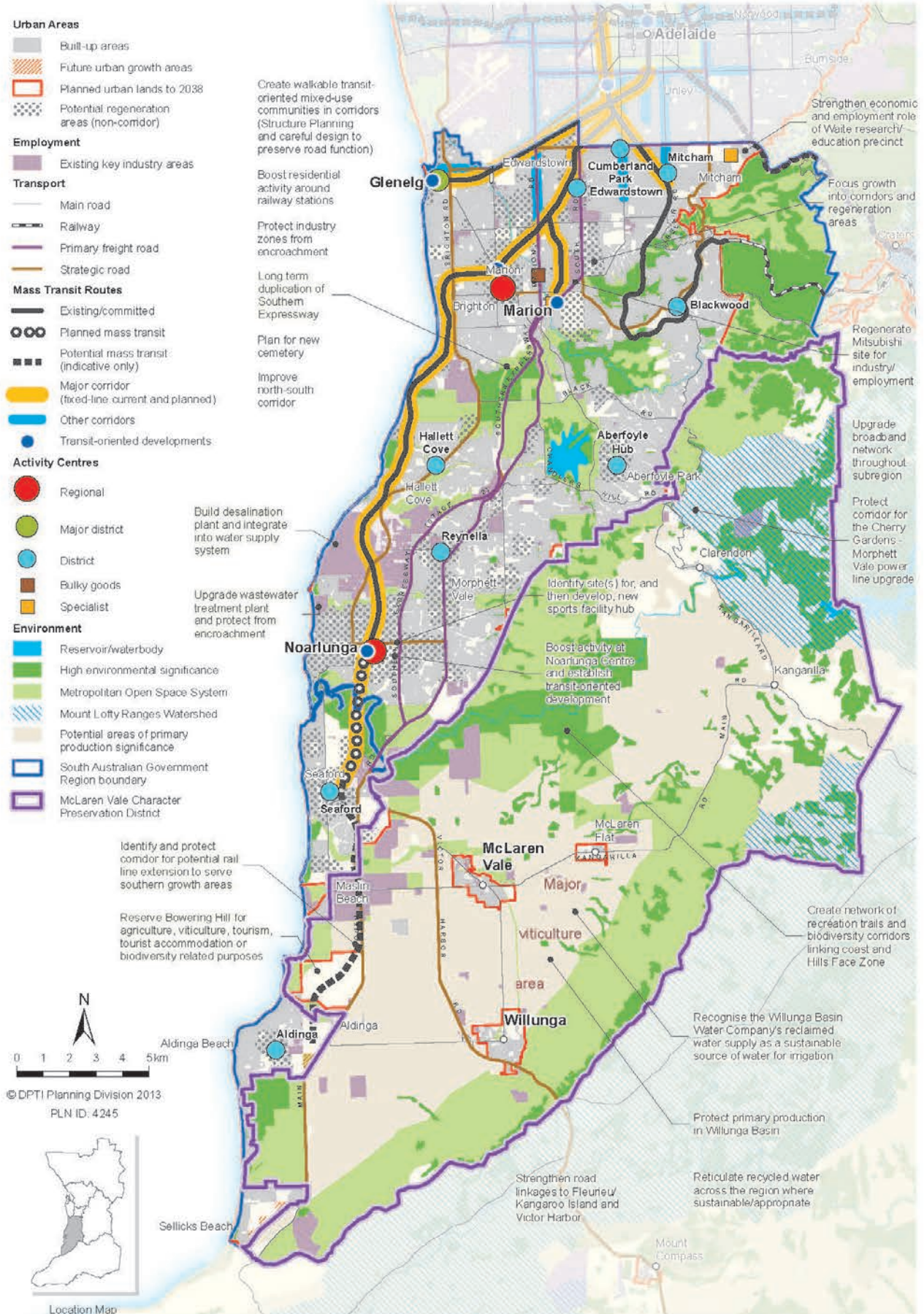
Tourist accommodation, along with winery development, is an important activity within the district. These forms of development have generally been blended into the landscape to the extent that is reasonably possible. The economic base of the district can be broadened by enabling a range of tourism related activities which will enhance and reinforce the quality and diversity of the landscape and experiences available to visitors. Scale will depend on the local context, and development.

The natural and rural landscapes and townships provide a scenic venue which has attracted events and festivals, along with artistic and creative communities.

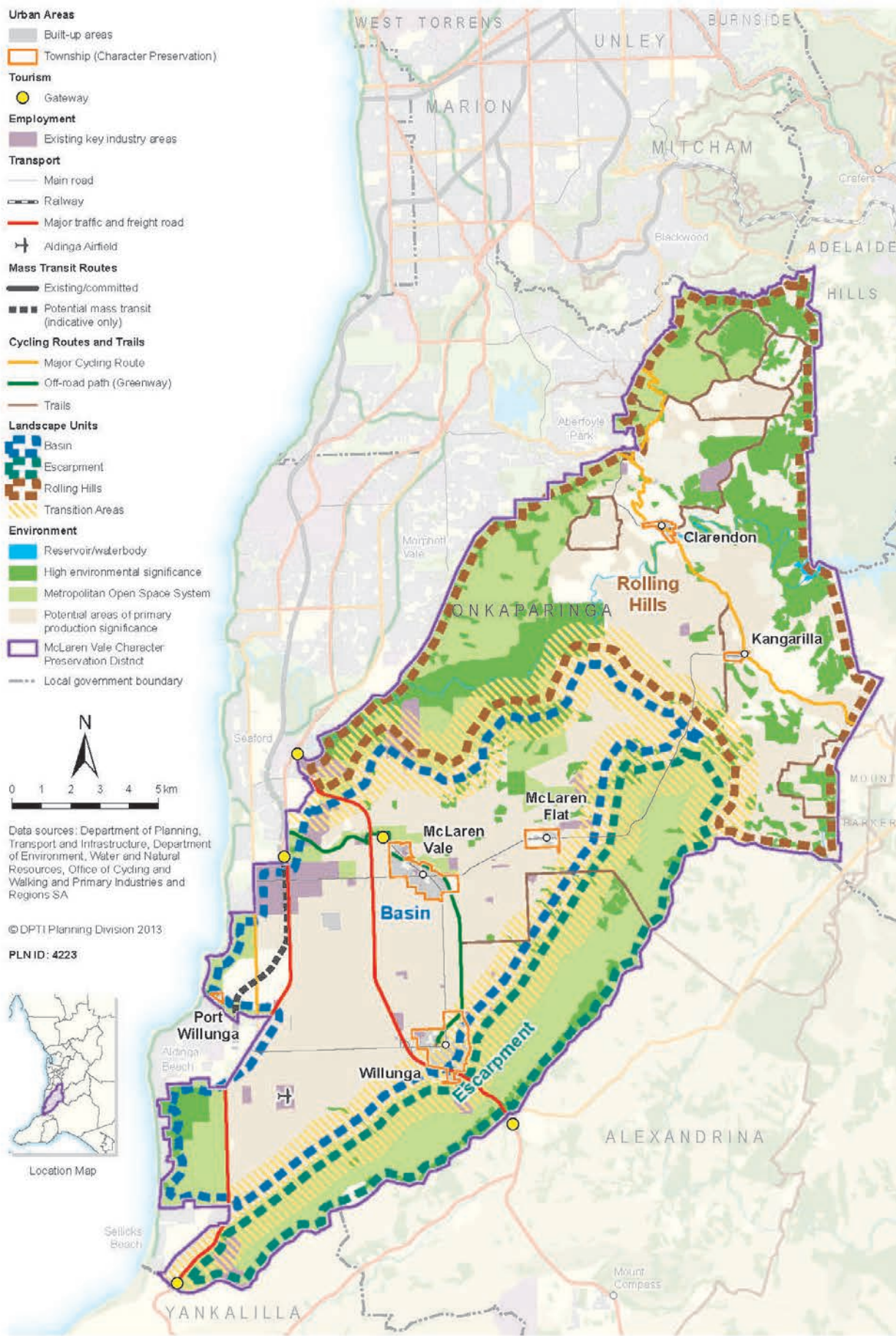
Policies

- Enhance the local rural village character of townships offering predominantly small scale tourist accommodation, browsing, sightseeing and food and wine experiences.
- Provide for a range of tourism accommodation mostly focussed in key tourist hubs which is predominantly small scale but includes the potential for some larger facilities compatibly scaled and appropriately designed for the location.
- Site and design tourist facilities and accommodation to generally blend into the rural and historic landscape especially when viewed from main roads and scenic viewpoints.
- Promote investment in new tourism initiatives and value adding activities which complement the scenic and tourism attributes and add value to the special character of the district.
- Promote improvements to tourism infrastructure including transport networks, trails, cycle ways, signage, visitor information, and key gateways to towns.

Southern Adelaide Directions Map



Southern Adelaide Directions Inset Map



Glossary of terms

Defining Density

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

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

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

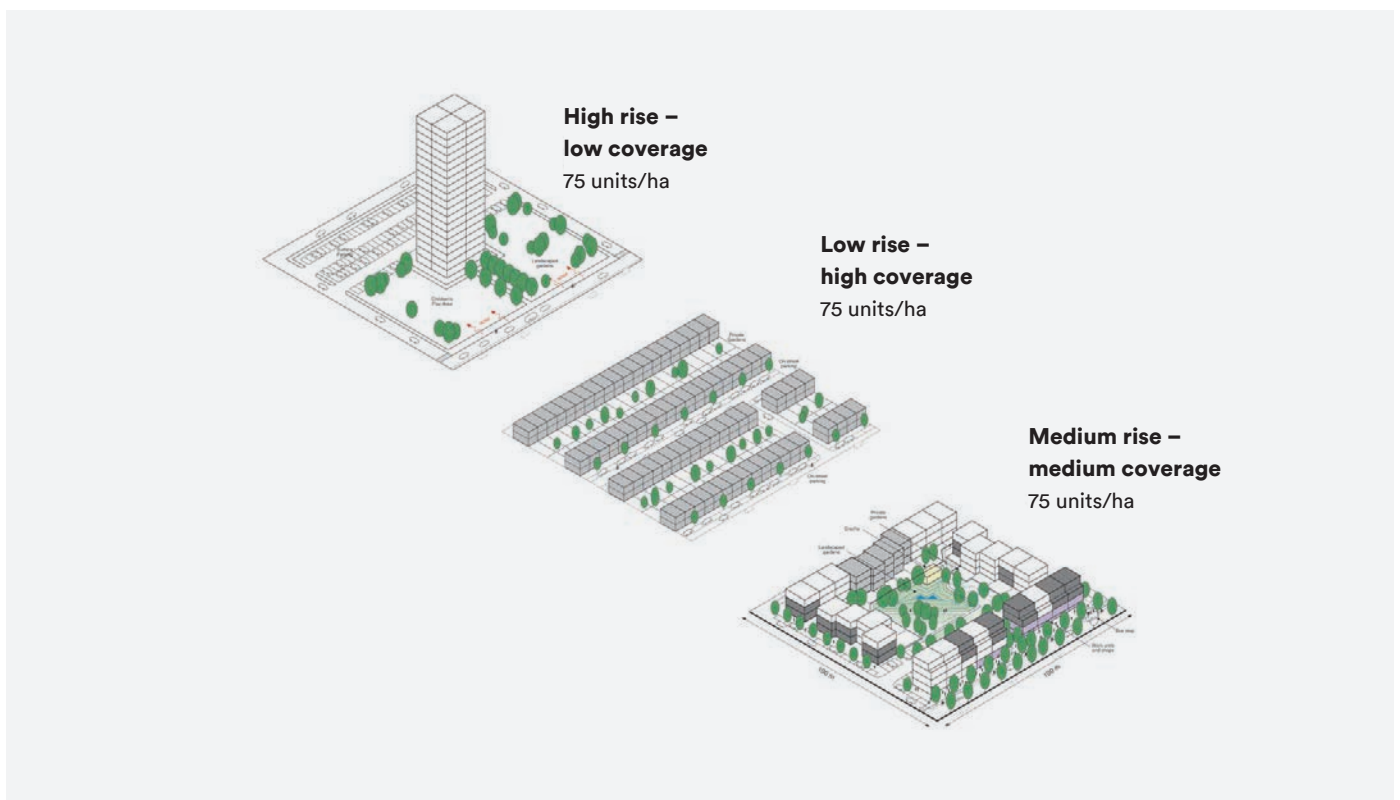
The following density ranges apply to net residential site density and gave definition to the terms low, medium and high density referred to in this Plan:

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

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

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

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



Glossary of terms

Regional Plan definition – Planning, Development and Infrastructure Act, Sec 48:

Regional Plans will include:

- a long-term vision (over a 15 to 30 year period) for the region or area, including provisions about the integration of land use, transport infrastructure and the public realm;
 - maps and plans that relate to the long-term vision;
 - contextual information about the region or area, including forward projections and statistical data and analysis as determined by the Commission or required by a practice direction; and
 - recommendations about zoning and a framework for development or management of infrastructure and the public realm.
- Regional Plans may be divided into parts relating to subregions, and may include structure plans, master plans, concept plans or other similar documents. Regional plans prepared by a joint planning board must comply with any practice direction issued by the Planning Commission.

In effect, regional plans will have a similar role to the spatial volumes of the Planning Strategy that apply for each region under the current Act, with the new option of linking directly through to zoning changes. As with state planning policies, they are not to be taken into account for the purpose of any assessment decision or application, but an environmental impact statement will also be required to evaluate consistency with the relevant regional plan.

Active transport	Active transport can be defined as walking, cycling, skating and skateboarding. Public transport can also be included but only if the initial mode of transport to the bus, train or tram was not a private motor vehicle.
Activity centres	Activity centres are concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses. The purpose of activity centres is to cluster commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure. The Capital City centre, encompassing the central business district, is the pre-eminent activity centre in the Greater Adelaide region. Other more traditional activity centres are located in the metropolitan area and will be instrumental in the inclusion of residential development adjacent transit corridors over the life of the 30-Year Plan.
Affordable housing	Affordable housing are dwellings appropriate to the needs of households with low and moderate incomes (that is, up to 120% of gross annual median income). The criteria for affordable housing (including price points) are published in the Government Gazette and are reviewed annually.
Affordable living	Affordable living expands upon affordable housing to include transportation costs. By taking into account the combined costs of housing and transportation associated with the location of the home, it provides a more complete understanding of affordability. Affordable living also takes into account; indirect costs such as accessing employment areas, services and facilities; household expenditure on electricity, gas and water; and the costs of adaptable housing for older people or people with a disability.
Age dependency ratio	The dependency ratio is the number of those not of working age (0-14 and 65+ years of age, 'the dependents') expressed as a ratio of percentage of those of working age (15-64 years of age).
Areas of high environmental significance	These areas include protected public lands (e.g. national and conservation parks), areas of private/public lands under a heritage agreement, and land containing high value native vegetation. These areas will be protected from development unless a specific regulatory exemption applies.
Biodiversity	This term describes the variety of life in all its forms and at all levels of organisation, as well as the ecological and evolutionary processes through which genes, species and ecosystems interact with one another and with their environment.
Blue carbon	Blue carbon is the carbon stored in coastal and marine ecosystems and is an emerging opportunity that will aid the achievement of greenhouse gas emission reductions. The value in SA specifically relates to its extensive seagrass, saltmarsh and mangrove habitats, particularly in the gulfs, which are very effective carbon sinks and crucial ecological environments. South Australia is well placed to take advantage of blue carbon due to the extent and quality of its coast and marine systems.
Brownfield sites	Brownfields are urban sites for potential building development that have had previous development on them.
Carbon emissions	This term describes the carbon dioxide and carbon monoxide in the atmosphere and is produced by vehicles and industrial processes.
Carbon neutral city	A carbon neutral city or activity emits no net greenhouse gases. This can be achieved by reducing carbon emissions from city-related activities and/or by offsetting emissions with changes to activities unrelated to the city.

Glossary of terms

Case management and pre-lodgement service	<p>This is a collaborative process in which proponents and key decision-makers, including statutory referral agencies work closely to achieve the best design, planning and development outcomes for everyone involved. The process is particularly effective for complex projects where addressing issues early in the design stage can have significant benefits for the applicant and the community. It currently applies to proposed developments in:</p> <ul style="list-style-type: none"> • The City of Adelaide (\$10m or more value) • Inner Metropolitan Adelaide (5 storeys or more) • Port Adelaide Regional Centre Zone (\$3m or more value).
City	<p>For the purposes of this Plan, city is defined as the City of Adelaide.</p>
Climate change	<p>Climate change is a long-term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. Climate change may be limited to a specific region, or may occur across the whole Earth.</p>
Coastal habitats and landforms	<p>These include beaches, coastal dunes and cliffs, coastal wetlands, tidal estuaries, saltmarsh and mangrove areas and coastal geological features.</p>
Community Engagement Charter * New planning system tool	<p>This new initiative was introduced in the <i>Planning, Development and Infrastructure Act 2016</i>. The new charter will include performance and mandatory requirements for engaging community members on changes to planning policies and rules. This will replace the prescriptive statutory requirements in the current Act with a more flexible approach that allows engagement to be tailored to suit the needs of each audience. The charter will be based on principles designed to foster and encourage constructive debate, weighed towards engagement in the early stages of policy-setting, and promote the use of plain language and easy-to-access formats.</p>
Community hubs	<p>A commonly used term in contemporary urban design and community planning. It can be defined as a conveniently located public place that is recognised and valued in the local community as a gathering place for people and an access point for a wide range of community activities, programs, services and events.</p>
Community infrastructure	<p>Includes open space, community sporting facilities/hubs, indoor recreation centres, trails and public realm improvements or installations. (See also Strategic infrastructure)</p>
Concept plan	<p>A Concept Plan is an early spatial expression of the desired land use and design aspirations for a defined project area, and are usually limited in scope to the planning of a discrete development or infrastructure project. Master Plans or Structure Plans may provide guidance and context to the preparation of Concept Plans, which allow for a more detailed analysis of land use, built form, infrastructure and design informed by the broad direction of higher level plans.</p>
Density	<p>Density is a measure of the population (persons) or the number of dwelling units in a given area (see Gross density and Net residential site density, below).</p>
Design Standards * New planning system tool	<p>To increase the emphasis on design in the planning system, the 2016 Act enables the State Planning Commission (see definition below) to prepare design standards relating to the public realm and infrastructure. This is an important innovation and represents the first time a system-wide approach to public realm design has been provided for in planning legislation. Design standards:</p> <ul style="list-style-type: none"> • specify design principles and standards • provide design guidance in relation to infrastructure and public realm.
Development plans	<p>Development plans seek to promote the provisions of the Planning Strategy and include planning or development objectives or principles. They are the principal document in South Australia used to assess development.</p>

District centre	A district centre accommodates a range of retail facilities, offices and consulting rooms, cultural, community and public administration; entertainment, educational, religious and residential facilities; to serve the community and visitors within the surrounding district.
Employment lands	These are the concentrated areas where people are employed on a full or part-time basis in a wide range of employment industries including agriculture, mining, electricity, construction, wholesaling, communication, finance, property and government, cultural and personal services, education, health and community services, manufacturing, retailing, accommodation, cafes and restaurants.
Environment and Food Production Areas	<p>EFPAs are our existing rural lands that surround Greater Adelaide. They surround the built up area of Adelaide from the north along the Gawler River, follow the foothills southwards along the western boundary of the McLaren Vale Preservation District and then back towards the coast south of Sellicks Beach.</p> <p>Introduced in the <i>Planning, Development and Infrastructure Act 2016</i>. EFPAs:</p> <ul style="list-style-type: none"> • protect rural, landscape and environmental areas from urban encroachment • encourage consolidation within the existing urban footprint and renewal of existing urban areas • ensure that any expansion of the urban footprint is made transparently and is based on agreed evidence.
Freight corridors	Road or rail corridors for the movement of freight.
Greater Adelaide region	Greater Adelaide Planning region. This region covers an area of 9000 square kilometres and extends from Victor harbor in the south to Kapunda in the north and as far as Murray Bridge in the east. It includes the following local government areas; Adelaide Plains, Light, Barossa, Gawler, Playford, Salisbury, Tea Tree Gully, Adelaide Hills, Mount Barker, Campbelltown, Port Adelaide Enfield, Charles Sturt, Prospect, West Torrens, Walkerville, Adelaide, Norwood Payneham & St Peters, Unley, Burnside, Holdfast Bay, Mitcham, Marion, Onkaparinga, Yankalilla, Victor Harbor, Alexandrina and Murray Bridge. Refer to map 1 of the Update.
Greater Adelaide Capital City	The Australian Bureau of Statistics has developed these areas to provide a stable and consistent boundary that defines the functional extent of each of Australia's capital cities. The area is designed to include the urban area of the city as well as people who regularly socialise, shop or work within the city, but live in the small towns and rural areas surrounding the city. It is important to note that these areas do not define the built up edge of the city. This area has been used to describe metropolitan Adelaide in the Update.
Greenfield sites	These are typically areas that are zoned for future urban development but are currently still used for agriculture or other low intensity uses.
Greenhouse gas emissions	<p>Greenhouse gases are naturally occurring gases in our atmosphere that trap heat and keep our earth warm enough for life to survive. Carbon dioxide (CO²) is the primary greenhouse gas in our atmosphere and its concentrations are increasing as a result of human activities. The main human activity that emits CO² is the combustion of fossil fuels (coal, natural gas and oil) for energy and transportation, although certain industrial processes and land use changes also emit CO².</p> <p>Continued emissions of greenhouse gases will lead to further climate changes including a warmer atmosphere, a warmer and more acidic ocean, higher sea levels and larger changes in precipitation patterns.</p> <p>The extent of future climate change depends on what we do now to reduce greenhouse gas emissions. The more we emit, the larger future changes will need to be.</p>
Green infrastructure	The network of green spaces and water systems that delivers multiple environmental, social and economic values and services to urban communities.

Glossary of terms

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

Knowledge-intensive services	Knowledge-intensive services are problem-solving activities, usually delivered by professional experts in a particular field. The concept of knowledge-intensive activities is related to, but different from, a range of other terms such as 'innovative', 'creative economy', 'high-skill', 'high value adding' and 'human capital intensive'. Knowledge-intensive services have been defined for the purposes of this Plan as the amalgamation of the following Australian Bureau of Statistics defined services: information, media and telecommunications; financial and insurance services; scientific and technical services; education and training; health care; and social assistance. It is acknowledged that these are broad categories and may include subcategories that are not knowledge-intensive.
Link and Place	This new approach to planning and designing urban streets recognises that they have both 'link' and 'place' functions. As a 'link', a street is used for movement and designed for users to pass through as quickly and conveniently as possible. As a 'place', the street is a destination in its own right where people are encouraged to spend time taking part in activities.
Liveability	This is a measure of city residents' quality of life and is used to benchmark cities around the world. It includes socio-economic, environmental, transport and recreational measures.
Local area planning process	The local area planning process will spatially identify and reflect the Plan's policies and actions at the local level for areas of growth and change; and may use a number of tools including structure plans and other planning tools as required.
Low rise development	Buildings of between one and two storeys in height.
Mass transit	Regular and significant public transport services such as trains, trams and buses.
Master plan	A master plan is a high-level plan that ensures the effective management of a development outcome within an area or precinct. Master plans should have regard to relevant state and local government policies and be strategically aligned with any overarching structure plans and regional plans such as the 30-Year Plan for Greater Adelaide if located within this region. Master plans provide a more detailed road map about how to take a vision for an area and identify the steps necessary to achieve a broad development outcome. This may also include broad level design guidance and built form objectives, which seek to deliver a unique style or outcome to the development area or precinct.
Medium rise development	Buildings of between three to six storeys in height.
Metropolitan Adelaide	See definition of Greater Adelaide Capital City Statistical Area.
Metropolitan infill	The metropolitan infill area captures the current built-up urban area of Adelaide. It excludes the greenfield and township areas within the Greater Adelaide Planning region. Map 14 shows the extent of this area.
'Missing Middle' housing	Increasing housing choice and options to meet the needs of a changing population.
Natural resources	These resources includes soil, water and marine resources; geological features and landscapes; native vegetation; native animals and other native organisms; and ecosystems.

Glossary of terms

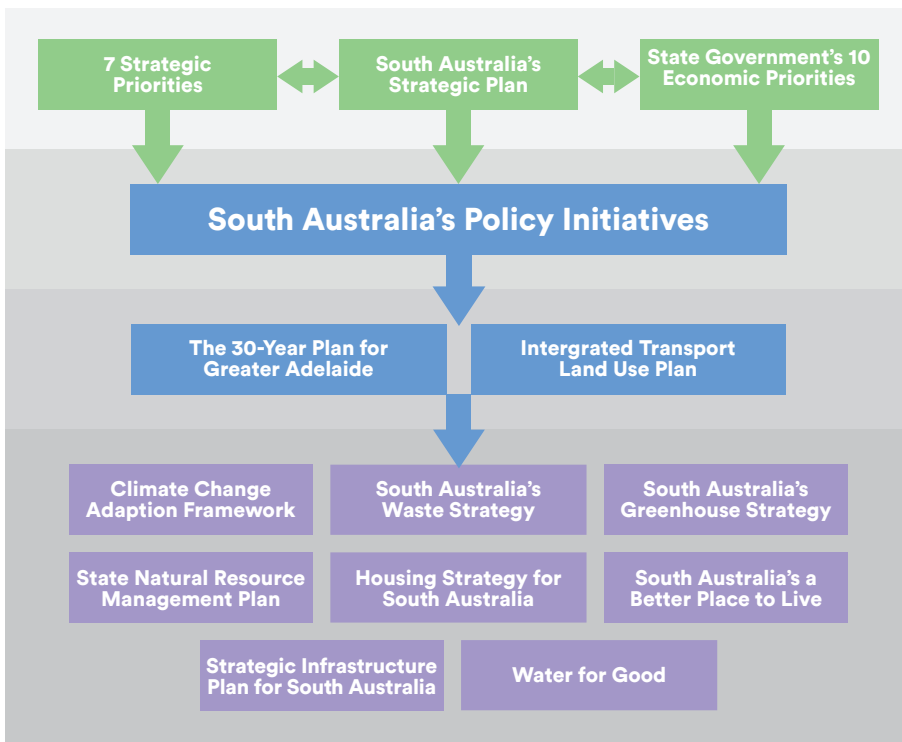
Neighbourhoods	Neighbourhoods are local areas within towns and cities recognised by people who live there as distinct places with their own character and approximate boundaries.
Neighbourhood regeneration	This is a programmed rejuvenation of neighbourhoods achieved through renewal or refreshment of public space, housing stock, community facilities and commercial property within a neighbourhood project area.
Net density	Net residential hectare includes lots, local streets and connector streets but excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space.
Net residential site density	The density of a development site. It is calculated by dividing the total number of dwellings by the area of residential land that they occupy (excludes all other land uses, including roads, open space etc) and is expressed as dwelling units per hectare (du/ha). Low density = fewer than 35 dwelling units per hectare (du/ha) Medium density = 35 to 70 du/ha High density = more than 70 du/ha
Planning and Design Code * New planning system tool	The State Planning Commission (see below) will be responsible for preparing and maintaining a new 'Planning and Design Code', which will require a new approach to the drafting, presentation and interpretation of zoning rules. The new code will be based on a more design-oriented style of zoning that focuses on built form and mixed use development. The code will set out a comprehensive set of planning rules for development assessment purposes, classified into zones, subzones and overlays. These will be applied in each region in a manner consistent with the relevant regional plan. This will make the code the single point of reference for development assessment.
Planning Commission * New planning system tool	The <i>Planning, Development and Infrastructure Act 2016</i> creates a new 'State Planning Commission' reporting to the Minister. Its responsibilities include provision of independent policy advice to government; guidance to councils and professionals; and coordination of planning with infrastructure delivery. The commission will also serve as an assessment authority for prescribed classes of development applications.
Planning Region	The <i>Planning, Development and Infrastructure Act 2016</i> provides for the state to be divided into 'planning regions' by the Governor. One of the regions must be designated as 'Greater Adelaide' (replacing the definition of 'Metropolitan Adelaide' in the current Act).
Planning Strategy	The Planning Strategy outlines the State Government's direction for land use change and development in South Australia. The strategy has various volumes covering different geographic areas of the state: <ul style="list-style-type: none"> • The Draft 30-Year Plan for Greater Adelaide • plans for regional South Australia. Each volume of the strategy is reviewed every five years and can be altered from time to time to align it with legislative requirements or to incorporate policy changes following consultation within government and the community.
Population projection	Population projections are an estimate of a future population in a given area or region.
Practice Directions * New planning system tool	A Practice Direction may specify procedural requirements generally or in connection with any matter under the legislation. Often these will relate to issues that are currently dealt with by regulation under the current <i>Development Act 1993</i> .

Practice Guidelines <small>* New planning system tool</small>	<p>'Practice guidelines' can provide guidance on the interpretation of the Planning Rules or the Building Rules. This is particularly helpful where there may be ambiguity or differing interpretations.</p>
Priority network	<p>Priority road corridors for the movement of freight and commuters</p>
Public open space	<p>Open space is any open piece of land that is undeveloped and is accessible to the public. Open space usually refers to green space: land that is partly or completely covered with grass, trees, shrubs, or other vegetation.</p>
Public realm	<p>Public realm is defined as any publicly owned street, pathway, right of way, park, publicly accessible open space or any public or civic building and its facilities.</p>
Regional centre	<p>A regional centre is the primary focus for business and commercial services for the region providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, as well as public and private office development.</p>
Regional Plans <small>* New planning system tool</small>	<p>The State Planning Commission (see above) must prepare a regional plan for each planning region. These plan must be consistent with relevant state planning policies and include:</p> <ul style="list-style-type: none"> • a long-term vision (over a 15 to 30 year period) for the region or area, including provisions about the integration of land use, transport infrastructure and the public realm • maps and plans that relate to the long-term vision • contextual information about the region or area, including forward projections and statistical data and analysis as determined by the Commission or required by a practice direction • recommendations about zoning and a framework for development or management of infrastructure and the public realm. <p>Regional plans may be divided into parts relating to sub-regions, and may include structure plans, master plans, concept plans or other similar documents. Regional plans prepared by a joint planning board must comply with any practice direction issued by the Commission.</p>
Social capital	<p>Social capital is a form of economic and cultural capital in which social networks are central; transactions are marked by reciprocity, trust, and cooperation; and market agents produce goods and services not mainly for themselves, but for a common good.</p>
State Planning Policies <small>* New planning system tool</small>	<p>Set out the government's overarching goals or requirements for the planning system. These policies are to be taken into account when preparing other statutory instruments such as regional plans and design standards. They are not to be taken into account for the purposes of any assessment decision or application.</p>
Strategic employment lands	<p>These employment lands have strategic significance due to their size, location and contribution to the state's economy.</p>
Strategic infrastructure	<p>Key economic and social infrastructure that accommodates population growth. (See also Community infrastructure)</p>
Structure plan	<p>A structure plan provides a vision and gives a broad spatial expression of the desired development outcomes for an area of change. This can include areas such as a transit corridor, centre, renewal area or greenfield site. Structure Plans can also be used to identify the regional distribution of targets, policies or actions relevant to an area. Structure Plans may also identifying infrastructure and governance issues that will require resolution to facilitate the desired development outcomes of a broad spatial area.</p>

Glossary of terms

Sustainable development	Forms of development that meet the needs of the present without compromising the ability of future generations to meet their needs.
Townships	Small urban centres separated from the built-up area of Adelaide and distributed throughout the Environment and Food Production Area. Townships often retain a unique history, character and function, with many containing public services, amenities and shops used by the surrounding community and tourists.
Transit corridors	Transit corridors are the walking catchments of light rail mass transit and high frequency bus routes. They are well serviced with infrastructure and when fully developed will contain a mix of housing including medium to high density and mixed use developments.
Urban design	Urban design is the collaborative and multi-disciplinary process of shaping the physical setting for life in cities and towns. It involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.
Urban form	Urban form is: (a) the 'general pattern of building height and development intensity' and (b) the 'structural elements' that define the city physically, such as natural features, transportation corridors (including the fixed rail/tram transit system), open space, public facilities, as well as activity centres and focal elements.
Urban renewal/regeneration	This is the process of improving the economic, social and environmental sustainability of a particular urban area. It typically involves urban redesign, infrastructure renewal and investment, and the creation of more attractive residential environments.
Urban sprawl	Urban sprawl describes the expansion of human populations away from central urban areas into low-density, mono-functional and usually car-dependent communities. In addition to describing a particular form of urbanisation, the term also relates to the social and environmental consequences associated with this type of development.
Water security	Water security means the availability of an appropriate quantity of water at an appropriate quality to meet the needs of the community. This includes the provision of potable and fit-for-purpose water supplies, the collection and treatment of wastewater and the management of stormwater.
Water sensitive urban design (WSUD)	Water sensitive urban design is an urban planning and engineering design approach which integrates the urban water cycle, including stormwater, groundwater and wastewater management and water supply into urban design to minimise environmental degradation and improve aesthetic and recreational appeal.

Links to other key government documents



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

General Plans

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

Adelaide City

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

Healthy Living

Plans

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

Links to other key government documents

Programs

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

Environmental

Plans

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

- Adelaide's Living Beaches Strategy (2005-2025)
- National Strategy for Disaster Resilience
- Water Allocation Plans (Adelaide Plains, Barossa, McLaren Vale, Western Mount Lofty Ranges)
- Regional Demand and Supply Statements
- Stormwater Strategy
- Urban Water Plan for Greater Adelaide

Legislation

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

Programs

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

Other

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

End notes

1. Government of South Australia, (2015) *Premium Food and Wine from our Clean Environment Action Plan - Update 2015*, Primary Industries and Regions SA, Adelaide.
2. Department of Premier and Cabinet (2016), *Premium food and wine exported to the world*, South Australian Government, <http://economic.priorities.sa.gov.au/priorities/premium_food_and_wine.
3. Government of South Australia (2015), *The Integrated Transport and Land Use Plan Technical Document – July 2015*, Department of Planning, Transport and Infrastructure, Adelaide.
4. Kardan, O., Gozdyra, P., Mistic, B., Moola, F., Palmer, L.J., Paus, T. and Berman, M.G., (2015) *Neighborhood greenspace and health in a large urban center*. Scientific reports, 5.
5. Giannakodakis, G. (2014), *Benchmarking Australian Cities* (presentation), Infraplan, Adelaide.
6. Government of South Australia (2015), *The Integrated Transport and Land Use Plan Technical Document – July 2015*, Department of Planning, Transport and Infrastructure, Adelaide.
7. Government of South Australia (2015) *Look North: A shared vision for northern Adelaide*, Department of State Development, Adelaide.
8. Hudson Howells (2014), Adelaide Airport Masterplan (Addendum), *Socio economic impact assessment*.
9. Government of South Australia (2015), *The Integrated Transport and Land Use Plan Technical Document – July 2015*, Department of Planning, Transport and Infrastructure, Adelaide. Original data: ABS (2013) Cat. No. 6291.0.55.003.
10. Government of South Australia, Heart Foundation (2012), *Streets for People Compendium*, SA Active Living Coalition, Adelaide.
11. Australian Government (2013), *Walking, Riding and Access to Public Transport*, Ministerial Statement, Department of Infrastructure and Transport, Canberra.
12. Data from the Office of Recreation and Sport (South Australia), 2015.
13. Government of South Australia, Adelaide City Council (2015), *Carbon Neutral Adelaide: A shared vision for the world's first carbon neutral city*, Department of Environment, Water and Natural Resources, Adelaide.
14. Government of South Australia (2013), *Water Sensitive Urban Design – Creating more liveable and water sensitive cities in South Australia*, Adelaide.
15. Government of South Australia (2015), *The Integrated Transport and Land Use Plan Technical Document – July 2015*, Department of Planning, Transport and Infrastructure, Adelaide.
16. Government of South Australia (2015), *The Integrated Transport and Land Use Plan Technical Document – July 2015*, Department of Planning, Transport and Infrastructure, Adelaide.
17. Jacobs, B., Mikhailovich, N., and Delaney, C. (2014) *Benchmarking Australia's Urban Tree Canopy: An i-Tree Assessment*, prepared for Horticulture Australia Limited by the Institute for Sustainable Futures, University of Technology Sydney.
18. Udell T, Daley M, Johnson B, Tolley, R. (2014) *Does density matter? The role of density in creating walkable neighbourhoods*. National Heart Foundation of Australia, Melbourne.

Photo references

Pg. 1	Renewal SA	Pg. 60	South Australian Tourism Commission	Pg. 105	South Australian Tourism Commission
Pg. 6	South Australian Tourism Commission	Pg. 61	Williams Burton Leopardi	Pg. 107	Department of Planning, Transport and Infrastructure
Pg. 9	South Australian Tourism Commission	Pg. 62	Adelaide City Council	Pg. 108	Renewal SA
Pg. 20	South Australian Tourism Commission	Pg. 63	Renewal SA	Pg. 109	Department of Planning, Transport and Infrastructure
Pg. 21	Department of Planning, Transport and Infrastructure	Pg. 67	Department of Planning, Transport and Infrastructure	Pg. 113	South Australian Tourism Commission
Pg. 22	South Australian Tourism Commission	Pg. 69	Renewal SA	Pg. 114	Department of Environment, Water and Natural Resources
Pg. 23	Sam Noonan	Pg. 71	Sweet Lime Photos	Pg. 115	Department of Environment, Water and Natural Resources
Pg. 24	Renewal SA	Pg. 75	Renewal SA	Pg. 117	South Australian Tourism Commission
Pg. 26	Department of Planning, Transport and Infrastructure	Pg. 80	Department of Planning, Transport and Infrastructure	Pg. 120	Department of Planning, Transport and Infrastructure
Pg. 30	South Australian Tourism Commission	Pg. 82	Adelaide Airport Limited	Pg. 123	South Australian Country Fire Service (CFS)
Pg. 38	South Australian Tourism Commission	Pg. 85	Department of Planning, Transport and Infrastructure	Pg. 127	South Australian Tourism Commission
Pg. 41	South Australian Tourism Commission	Pg. 89	Department of Planning, Transport and Infrastructure (link)	Pg. 129	Don Brice
Pg. 47	South Australian Tourism Commission	Pg. 89	Department of Planning, Transport and Infrastructure (place)	Pg. 130	South Australian Tourism Commission
Pg. 49	South Australian Tourism Commission	Pg. 90	Department of Planning, Transport and Infrastructure	Pg. 132	Renewal SA
Pg. 51	Adelaide City Council	Pg. 93	South Australian Tourism Commission	Pg. 148	Department of Planning, Transport and Infrastructure
Pg. 53	Australian Institute of Landscape Architects	Pg. 95	Sam Noonan	Pg. 155	Department of Planning, Transport and Infrastructure
Pg. 55	Renewal SA	Pg. 96	TCL	Pg. 183	South Australian Tourism Commission
Pg. 56	Proske Architects	Pg. 99	Department of Planning, Transport and Infrastructure		
Pg. 57	Renewal SA	Pg. 102	Department of Environment, Water and Natural Resources		
Pg. 59	Sam Noonan				

Notes



Notes



