30-YEAR PLAN FOR GREATER ADELAIDE

Draft for Consultation | **2016 Update**

The Draft 30-Year Plan for Greater Adelaide
2016 Update

A volume of the South Australian Planning Strategy

For further information:

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

Government of South Australia

Department of Planning,
Transport and Infrastructure
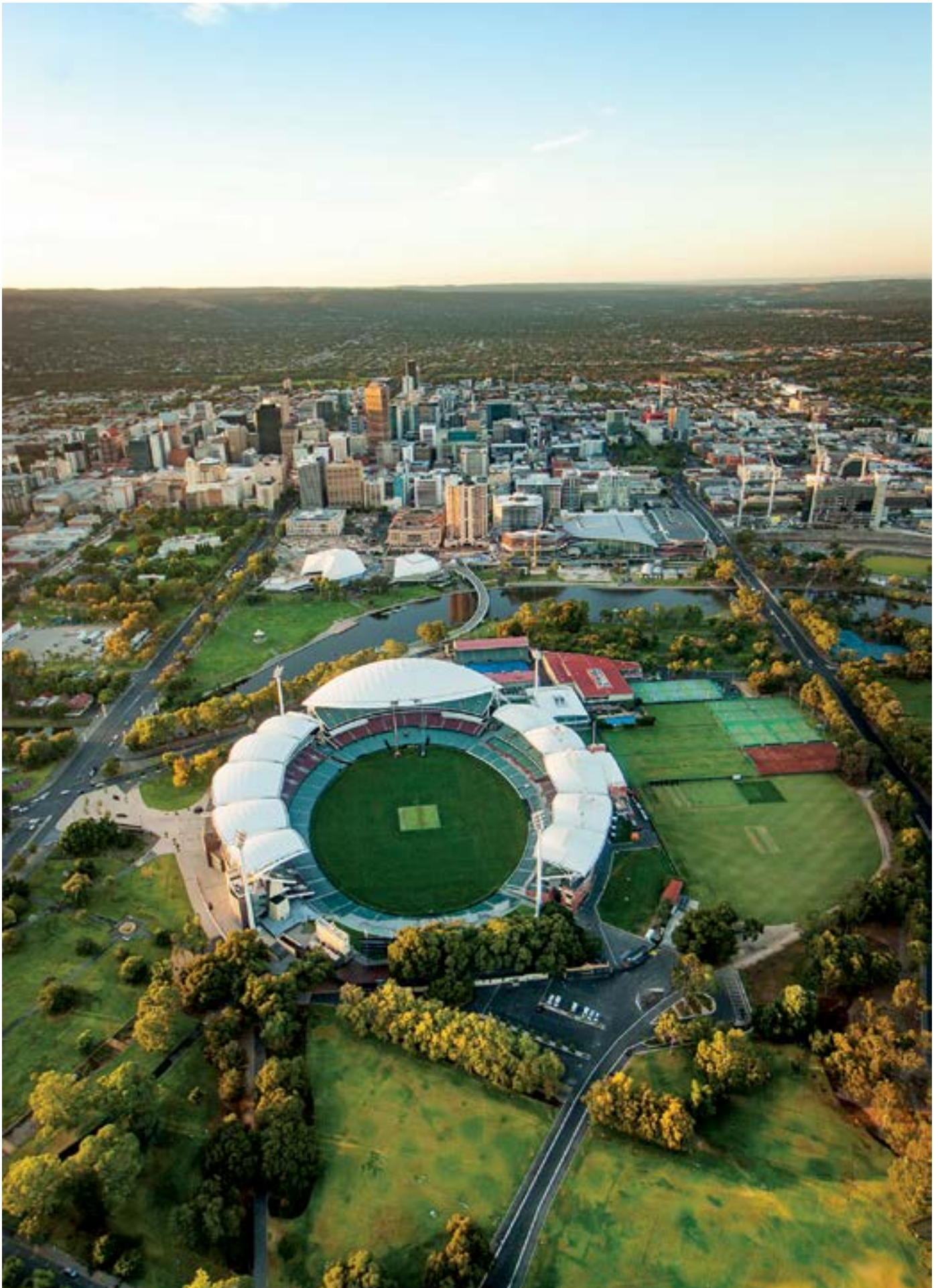
Premier's foreword

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

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

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

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

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

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

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

Jay Weatherill
Premier of South Australia

Minister's foreword

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

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

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

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

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

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

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

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

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

John Rau
Minister for Planning

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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 2010 Plan and updates its vision where needed to ensure that the development of Greater Adelaide continues to respond to emerging challenges and opportunities.

This is your opportunity to help shape this draft Update.

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

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

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

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

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

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

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

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

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

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

Our 30-Year Plan

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

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

- Greater Adelaide's new urban form

- reinforcing and enhancing Adelaide's reputation as a liveable and vibrant place

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

- protecting and recognising our heritage

- providing affordable and diverse housing choices for our different household types and lifestyles

- creating healthy neighbourhoods that promote cycling, walking and public life

- delivering a more connected and accessible Greater Adelaide

- supporting economic development and unlocking investment

- maximising the efficient use of infrastructure

- valuing our natural environment and enhancing biodiversity

- ensuring a diverse range of quality public open space and places

- mitigating against and adapting to our changing climate

- protecting and securing our water resources; and

- building resilience to hazards and disasters.

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

- how can these suburbs grow in a way that is acceptable to communities?

- how do we ensure neighbourhoods contribute positively to our quality of life, with access to quality public transport, community services, public open spaces and employment?

- how can we manage interface issues between higher densities and traditional low density suburbs rich with valued character and heritage?

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

Figure 1.1 Objectives of the Plan
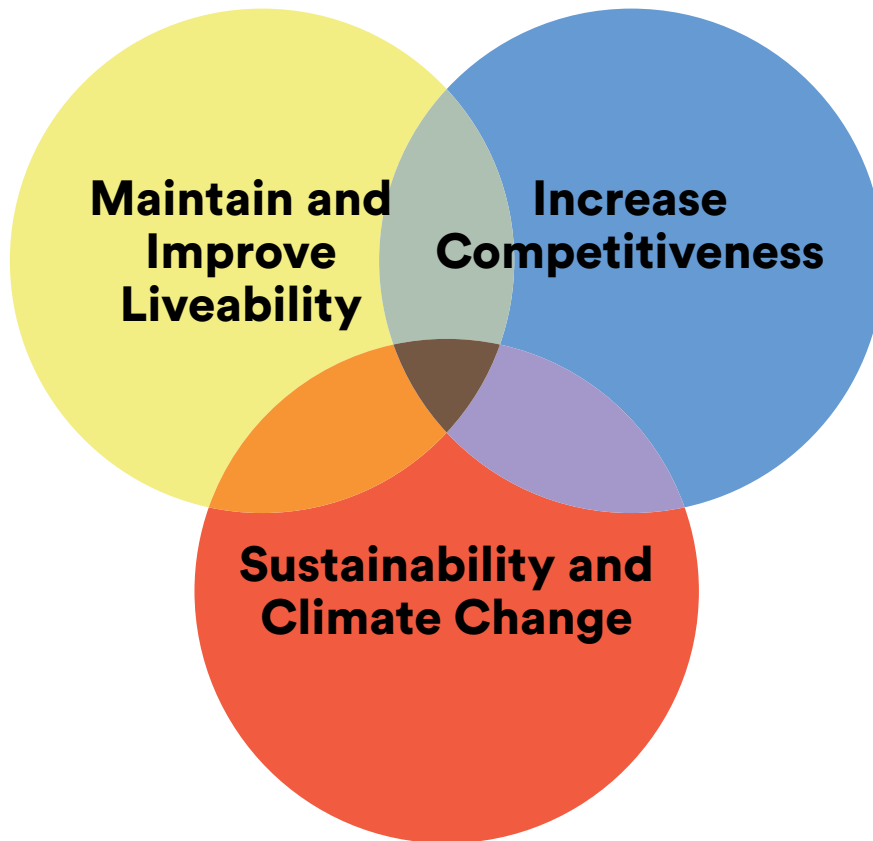
Figure 1.2 Principles of the Plan

◯ The 14 principles of the plan	① A compact and carbon efficient city	② Housing diversity and choice	③ Accessibility
④ A transit-focused and connected city	⑤ World-class design and vibrancy	⑥ Social inclusion and fairness	⑦ Heritage and character protection
⑧ Healthy, safe and connected communities	⑨ Affordable living	⑩ Economic growth and competitiveness	⑪ Climate change resilience
⑫ Environment protection, restoration and enhancement	⑬ Natural resource management	⑭ Community engagement	

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

- Creating a Vibrant City initiative commenced

- Barossa and McLaren Vale Character Protection Districts Addendum

- Launch of pre-lodgement case management service

- Process improvements for Residential Code

- Unlocking investment - Capital City DPA

- Tonsley: Australia's first innovation district begins

- Off-the-plan stamp duty concessions introduced

- Release of *The 30-Year Plan for Greater Adelaide*

2010   2011   2012   2013

- Significant urban renewal projects begin at Lightsview, St. Clair, West Lakes and Bowden

- Extensive broad hectare rezonings in fringe and township locations begin

- Support design excellence - Launch of the Office for Design and Architecture (design review process)

- Liquor licensing reform for Small Bars

- Expert Panel on Planning Reform begins

- Adelaide Parklands revitalisation project fund

- Inner Metro Corridor Infill DPA

- Playford Growth Area Structure Plan - DPA

- Woodville West redevelopment

Our progress so far

- Adelaide ranked 5th in Liveability Rankings (up from 11th)

- Rejuvenated Adelaide Oval and footbridge opens

- Urban Forests Million Trees program

- Coordinator General project call-in reforms

- 55% of Coast Park completed

- SA's renewable energy target of 33% achieved

- Planning Development and Infrastructure Act (including Environment and Food Production Areas)

- Launch of Renewing our Streets and Suburbs Program

- Release of Northern Economic Plan

- Carbon Neutral Adelaide commenced

- More than 60 small bars opened since 2013

- Off-the-plan stamp duty concessions expanded

2014   2015   2016

- Release of the Integrated Land Use and Transport Plan

- Western Parklands upgrade

- Extensive engagement with key stakeholders to develop this Update

City shaping

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Our vision for the new urban form

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

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

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

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

New tram networks will connect the city to the suburbs through corridors that provide new lifestyle options. These main streets will feature three to four storey mixed use buildings, with shops, cafes and restaurants on the ground level. New residential design guidelines will ensure the sensitive transition between the bustling activity of main streets and the rest of the neighbourhood is done in a way that gives back to the existing community.

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

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

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

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

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

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

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

Why the Update?

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

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

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

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

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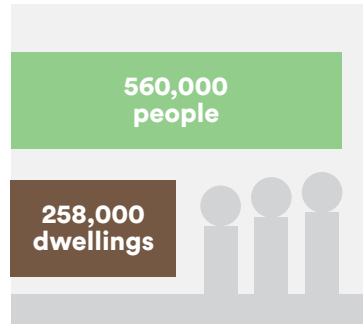
Our population growth

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

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

Figure 1.4 High population growth scenarios

2010 Plan Growth Scenario

560,000 people

258,000 dwellings

1.29 million total population in 2010
1.84 million projected to 2036

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

2016 Update Growth Scenario

545,000 people

248,000 dwellings
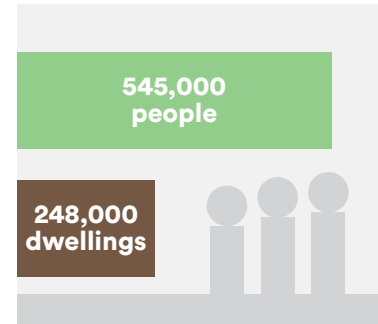
1.42 million total population in 2015
1.97 million projected to 2045

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

Our changing household formation

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

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

The number of people aged 65+ is growing

2011   190,000

2031   190,000   134,000

190,000 in 2011   324,000 in 2031   71%
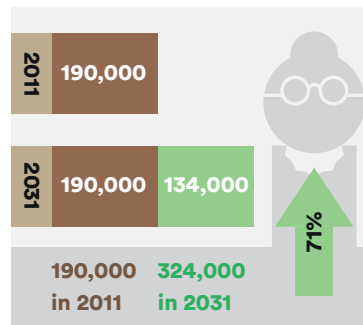
This Update seeks to better enable additional housing types (the 'Missing Middle') beyond our plentiful supply of three or more bedroom detached houses

The number of single person households is growing

2011   131,000

2031   131,000   57,000

131,000 in 2011   188,000 in 2031   44%
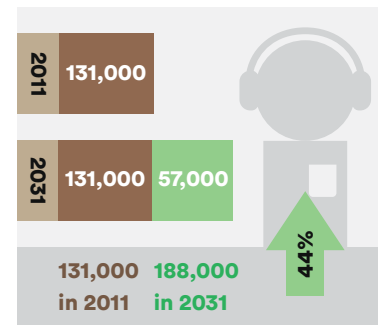
and multi-storey apartments. It is also important to facilitate universally designed buildings and better access to public transport and amenities.

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

Why the Update?

Our housing choices

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

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

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

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

Supporting affordable housing options

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

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

Our land supply in the right locations

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

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

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

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

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

We have more fringe broadhectare land than needed

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

The majority of Greater Adelaide's dwelling growth is within our existing built-up area (2014)

Infill 70%

Other 30%
● Greenfield periphery (fringe)
● Townships   ● Rural areas

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

We are achieving higher dwelling yields

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

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

Update's dwelling growth scenario will be less.

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

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

Why the Update?

Protecting our valuable agricultural, tourism and environmental assets

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

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

and reduce the burden on taxpayers for future infrastructure.

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

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

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

To support public transport investment, such as the AdeLink tram network, it is vital that Greater Adelaide's population growth is concentrated close to key existing and planned public transport routes. Currently metropolitan Adelaide's population density is amongst the lowest in Australia with, on average, fewer than 1,400 people per km^2. Cities around the world with successful public transport networks have an average population density of at least 3,000 people per km^2.

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

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

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

Why the Update?

Growing our economy and competitiveness

Smart City - embracing emerging trends

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

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

Unlocking economic development and jobs

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

Good design - better way to deal with interface issues

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

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

- medium and high rise buildings

- sensitive infill and areas of protection

- where there should be minimum and maximum height levels.

Why the Update?

Developing healthy and walkable neighbourhoods

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

Our streets (which represent about 80 per cent of public space in modern cities) are often changing as well and in many cases becoming destinations in their own right, especially in higher density neighbourhoods. We must recognise streets as hubs for commercial activity and social interaction, not just transportation routes dominated by cars. There will be many opportunities in Adelaide to increase cycling and walking uptake because three-quarters of daily trips are predicted to be short journeys (three to six kilometres).[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 less cardio-metabolic conditions.
> "

[4]

Strengthening our response to climate change

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

This Update further strengthens the delivery of a walkable, compact urban form and supports green industries and green infrastructure (for example water sensitive urban design techniques). This includes the increasingly important need to green our streets and urban environments so that our city is made cooler and we live in a healthier environment. The State Government and Adelaide City Council have also committed to making Adelaide the world's first carbon neutral city.

Cooling our cities
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2016

2070

Adelaide's average number of hot days above 35^C is predicted to dramatically increase by up to 47 days per year by 2070.
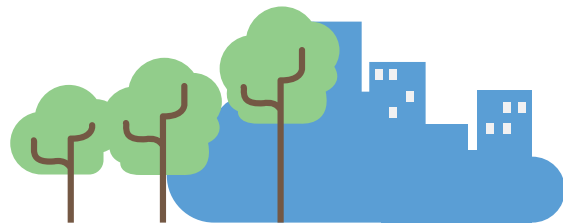
Despite our dry climate, we can mitigate the urban heat island effect by growing our urban tree canopy.

Why the Update?

The transformation of our planning system

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

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

Culture change and improved practice

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

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

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

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

Better Community Engagement

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

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

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Map 1 — Greater Adelaide Region

An area of

9000km²

from Victor Harbour to Kapunda is
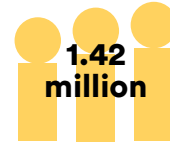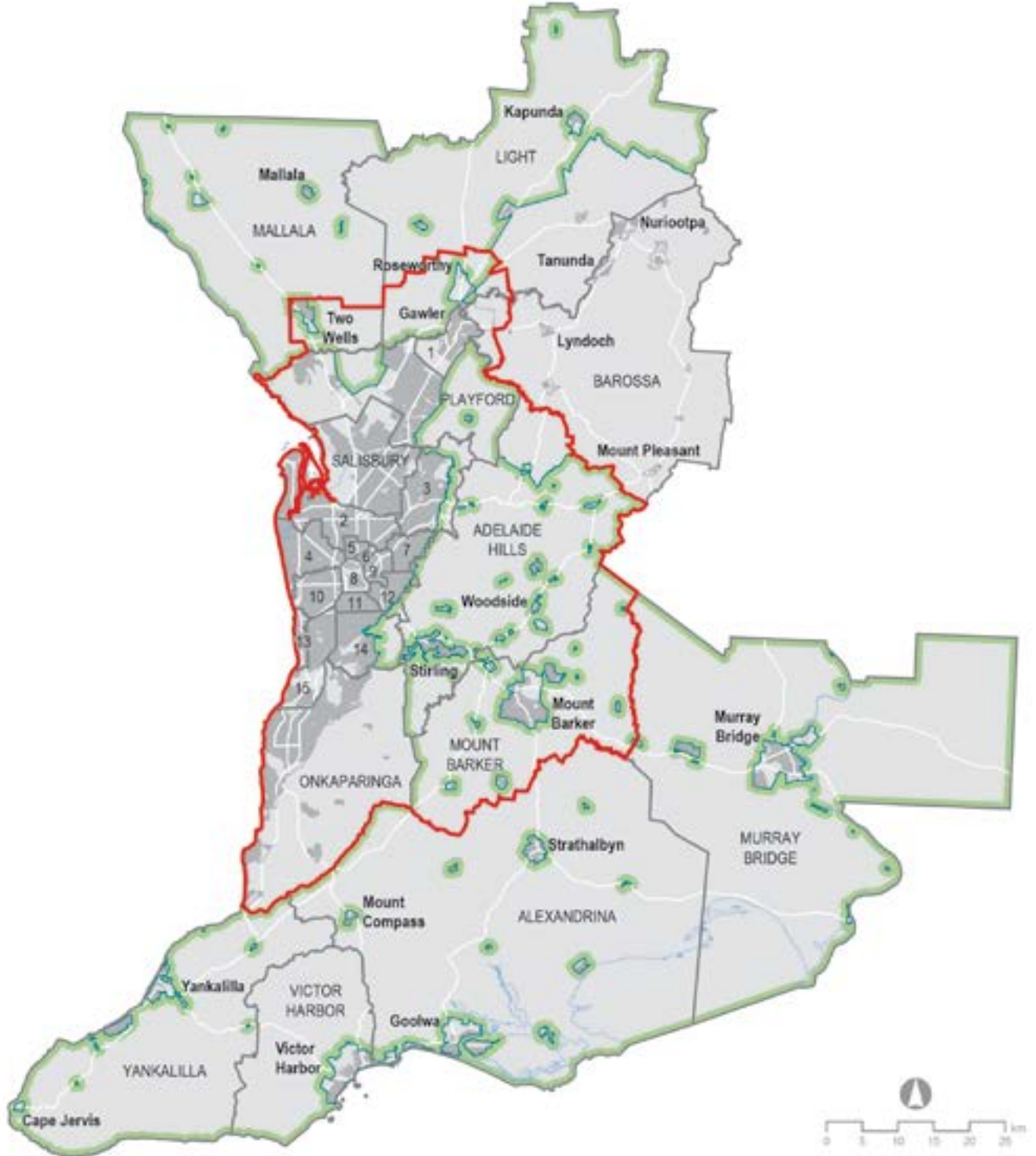
100km

population of

1.42 million

contains

82% of South Australia's population

Kapunda

LIGHT

Mallala

MALLALA

Nuriootpa

Roseworthy

Tanunda

Two Wells

Gawler

Lyndoch

BAROSSA

1

PLAYFORD

SALISBURY

Mount Pleasant

3

ADELAIDE HILLS

2

5 7

4 6
   8 9

Woodside

10
11 12

13

14

Stirling

15

Mount Barker

Murray Bridge

ONKAPARINGA

MOUNT BARKER

MURRAY BRIDGE

Strathalbyn

Mount Compass

ALEXANDRINA

Yankalilla

VICTOR HARBOR

Goolwa

Victor Harbor

YANKALILLA

Cape Jervis

0   5   10   15   20   25 km

Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)

Local government boundary

Environment and Food Production Areas

1	Gawler	9	Norwood Payneham and St Peters
2	Port Adelaide Enfield		
3	Tea Tree Gully	10	West Torrens
4	Charles Sturt	11	Unley
5	Prospect	12	Burnside
6	Walkerville	13	Holdfast Bay
7	Campbelltown	14	Mitcham
8	Adelaide	15	Marion

PLN ID: 5223

livingadelaide.sa.gov.au

How to read this Update

——

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

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

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

Please note:

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

——

Figure 1.5 Comparison between the 2010 Plan and 2016 Update

2010 Plan	2016 Update
3 Objectives	3 Objectives (unchanged)
14 Principles	14 Principles (unchanged)
89 Targets	6 Targets
16 Policy Themes	14 Policy Themes
238 Policies	116 Policies
153 Regional Directions	No Regional Section (this section will be revisited as the new planning system is implemented).

The targets

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

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

Policy themes

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

The policies

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

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

Our actions

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

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

Other supporting levers

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

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

Measuring our progress

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

Figure 1.6 Our policy themes

Transit corridors, growth
areas and activity centres

Adelaide city
centre

Design quality
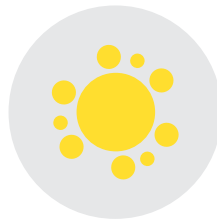
Heritage

Housing mix, affordability
and competitiveness

Health, wellbeing
and inclusion

The economy
and jobs

Transport

Infrastructure

Biodiversity

Open space, sport
and recreation

Climate change
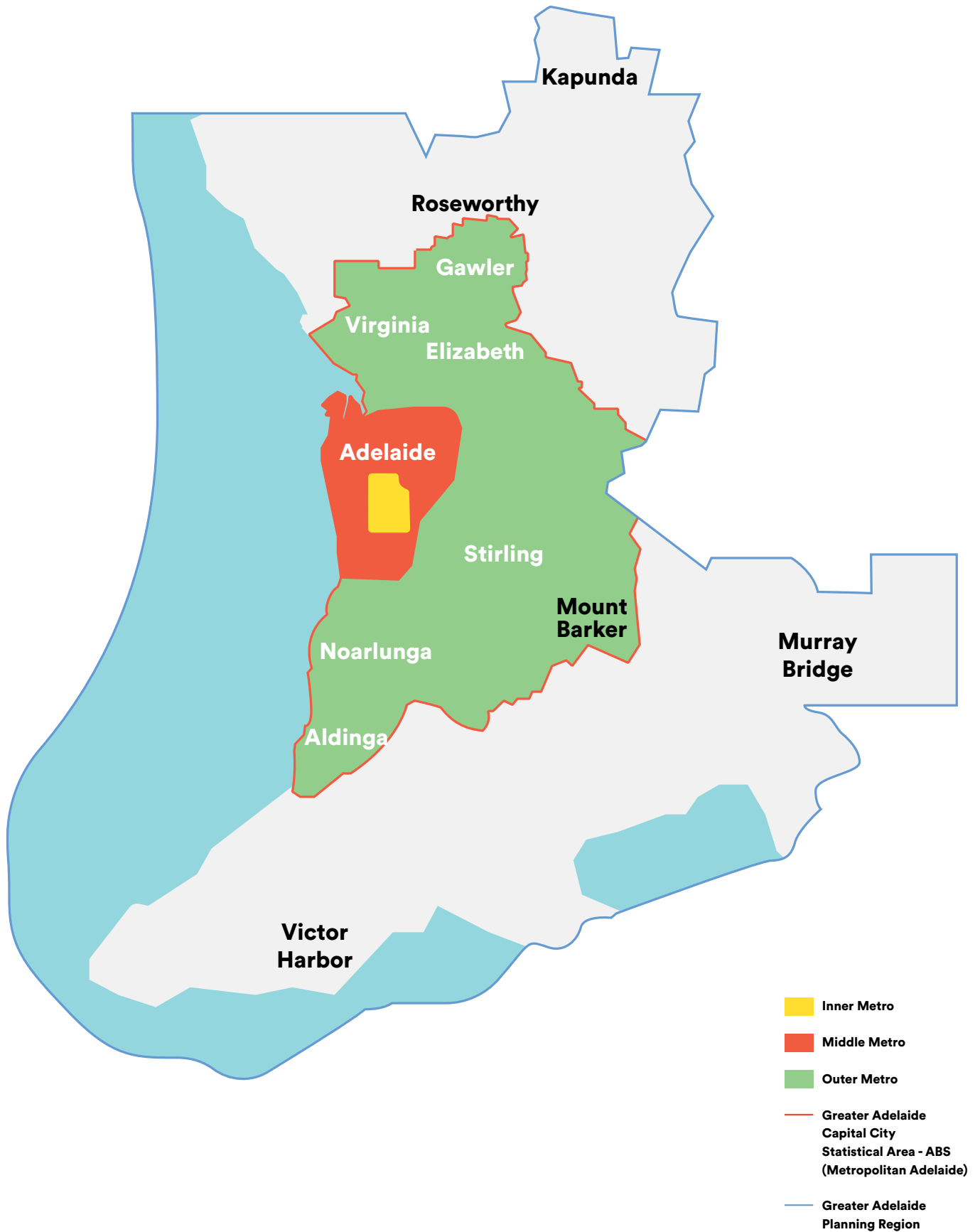
Water

Emergency management
and hazard avoidance

Figure 1.7 Geography used in the targets

Kapunda

Roseworthy

Gawler

Virginia

Elizabeth

Adelaide

Stirling

Noarlunga

Mount
Barker

Murray
Bridge

Aldinga

Victor
Harbor

Inner Metro

Middle Metro

Outer Metro

Greater Adelaide
Capital City
Statistical Area - ABS
(Metropolitan Adelaide)

Greater Adelaide
Planning Region

Our targets

—

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

Part 3 outlines these targets in detail.

1

Protecting our resources

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

Baseline
70%

Method
Annual dwelling count data

Target location/area
Metropolitan Adelaide

4

Walkable neighbourhoods

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

Baseline
Inner: 72%
Middle: 49%

Method
A multi-criteria analysis (through GIS)

Target location/area
Inner and Middle Metro Adelaide

2

Smarter travel

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

Baseline
41%

Method
GIS analysis of dwellings built + proximity to public transit

Target location/area
Metropolitan Adelaide

3

Getting active

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

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

Method
ABS data

Target location/area
Inner, Middle and Outer Metro Adelaide

5

A green liveable city

Tree canopy cover is increased by 20% by 2045

Baseline
21.4%

Method
i-Tree Canopy software (survey/ aerial photography)

Target location/area
Metropolitan Adelaide

6

Greater housing choice

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

Baseline
75% of new dwellings are detached houses

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

Target location/area
Metropolitan Adelaide
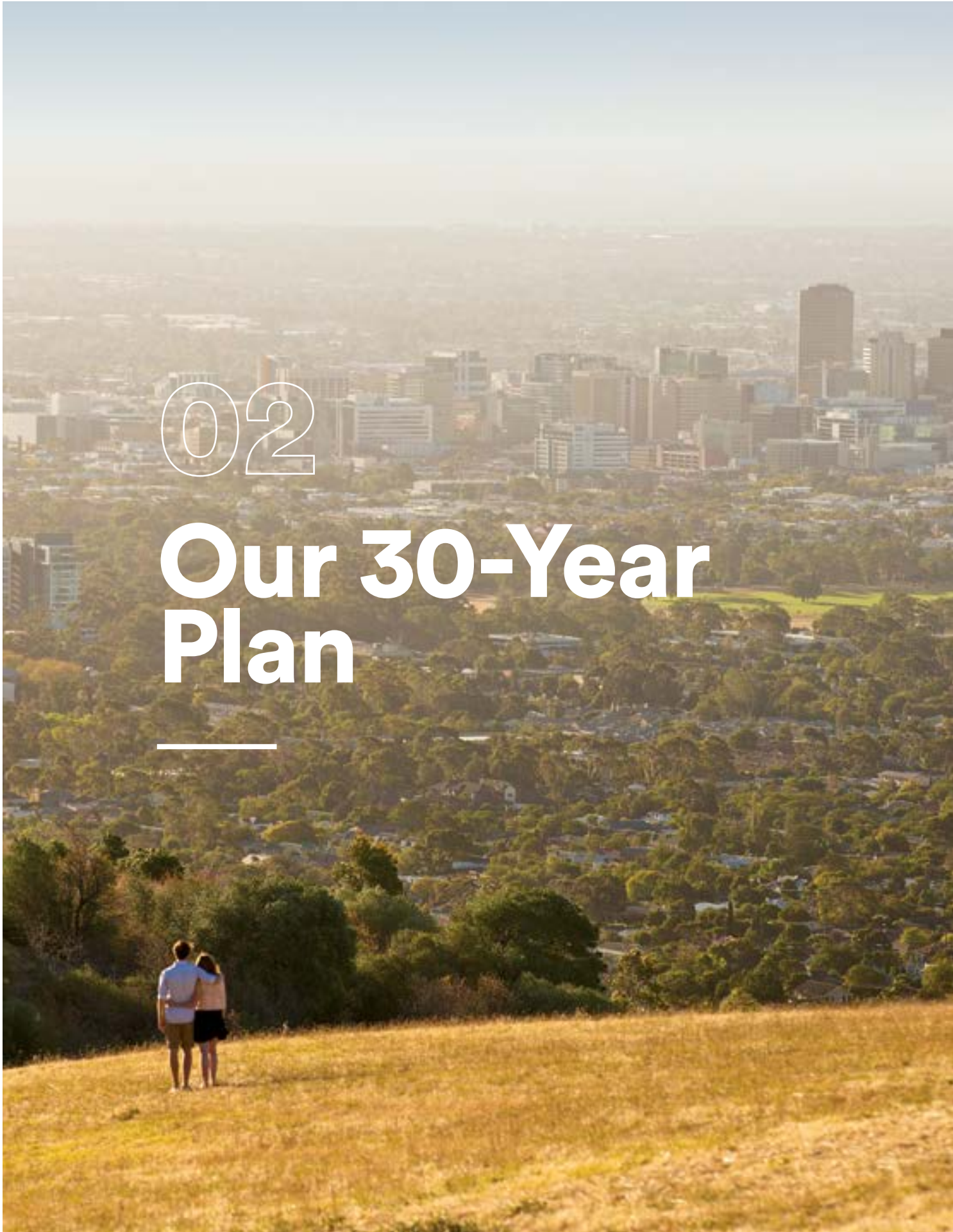
02

Our 30-Year Plan

———

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

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

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

Our policy themes

Transit corridors, growth areas and activity centres

Adelaide city centre

Design quality
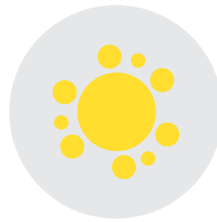
Heritage

Housing mix, affordability and competitiveness

Health, wellbeing and inclusion

The economy and jobs

Transport

Infrastructure

Biodiversity

Open space, sport and recreation

Climate change

Water

Emergency management and hazard avoidance

Transit corridors, growth areas and activity centres

—

Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

Deliver a new urban form

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

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

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

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 through increases in density at strategic locations close to public transport (Map 2).

P2. Increase residential and mixed-use development within activity centre and transit corridor catchments to achieve densities required to support public transport use.

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 development with high-rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards and other strategic locations where the interface with lower rise areas can be managed.

P5. Encourage medium rise development along key transport corridors, within activity centres and 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. Locate government services in the higher-order activity centres to support viable clusters of activities and minimise unnecessary car trips.

P8. Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, economic growth and competitiveness.

P9. Develop activity centres as vibrant places through a focus 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.

P11. Ensure new urban fringe growth occurs only within designated urban areas and township boundaries, outside the Environment and Food Production Areas, as shown on Map 3.

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, discouraging "leapfrog" urban development.

Map 2 — Activity centres and mass transit routes

PLN ID: 4867

Activity Centres
- Capital city
- Regional
- District

Mass Transit Routes
- current, proposed and potential
- Tram
- Train
- High frequency bus
- Mass transit station — train and O-Bahn only
- Transit corridor
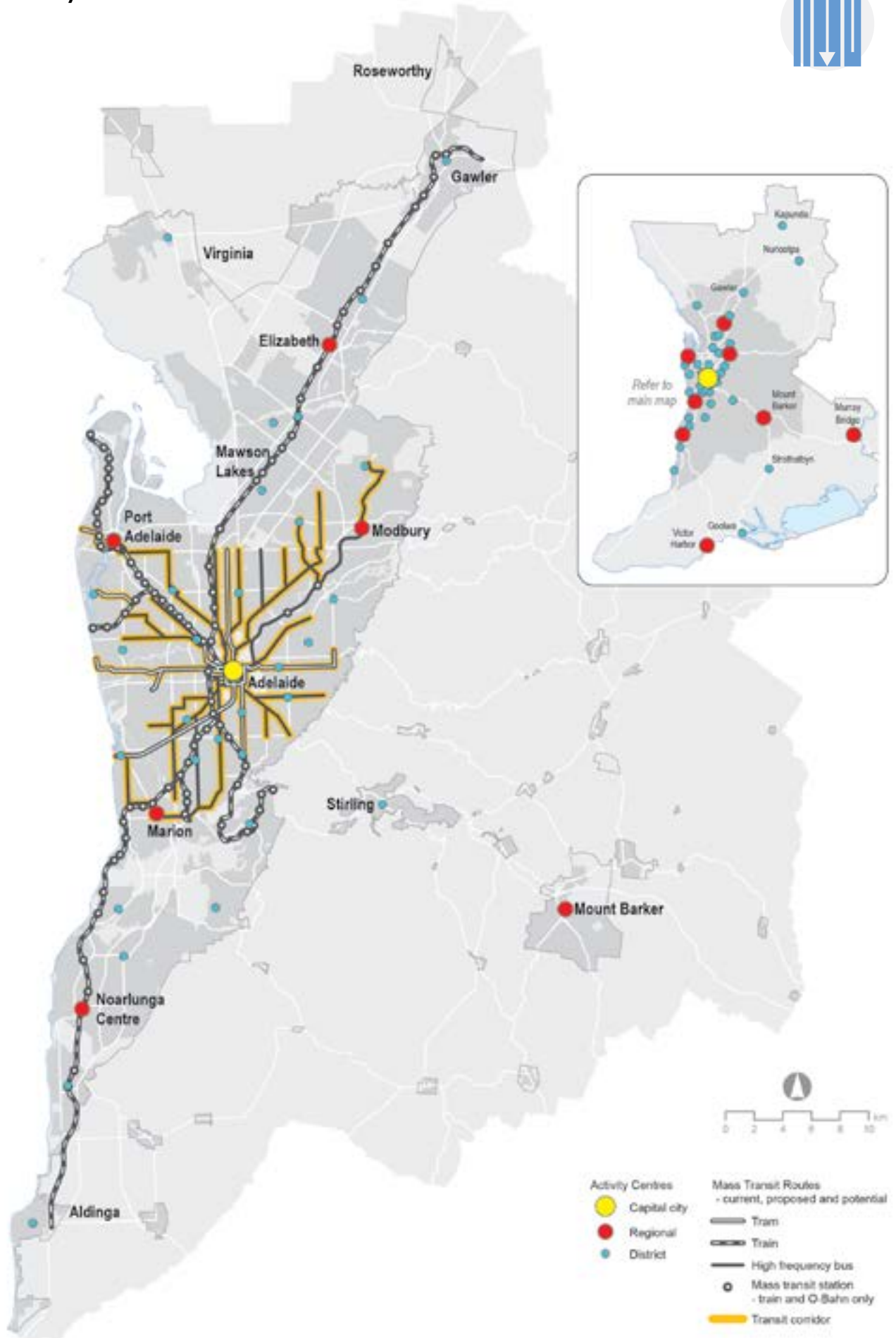
Transit corridors, growth areas and activity centres

Density - people per km²

Tram-based cities have a minimum of around 3000 people per km²

← Extensive Tram Cities
← Cities with an underground

Budapest
Prague
San Francisco
Stockholm
Milan
Rome

Adelaide

St. Petersburg
Paris
Berlin

Manchester
Munich

Warsaw
London
Tokyo
Moscow

People Per Km²   1000   2000   3000   4000   5000   6000
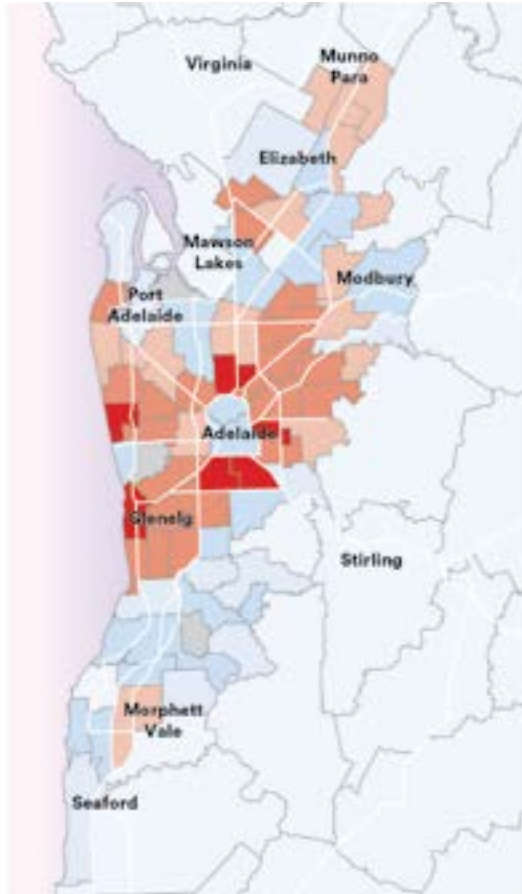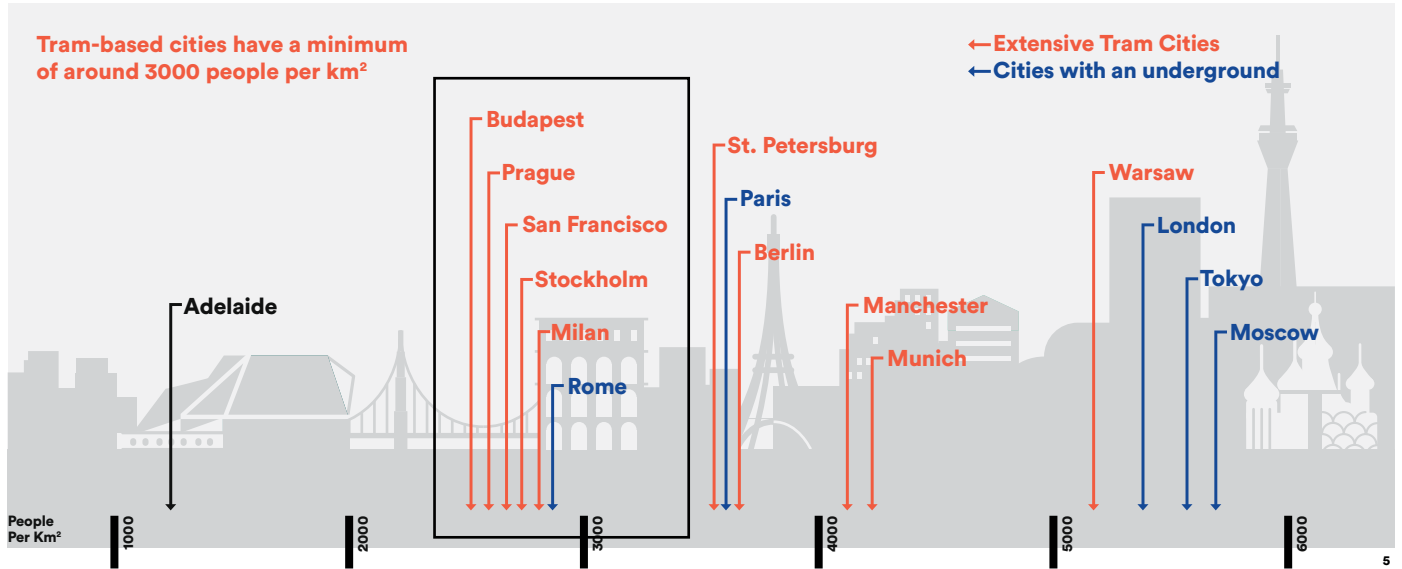
We have abundant opportunities to increase population density to support transit. Our densest suburbs are some of our most desirable, liveable and vibrant.

Population Density per km² (2016)

- 2,500 - 2,999
- 2,000 - 2,499
- 1,500 - 1,999
- 1,000 - 1,499
- 500 - 999
- 1 - 499
- 0

PLN ID: 5052

Map 3 — Designated urban areas and township boundaries

Legend:

Planned urban lands to 2045
Future urban growth areas - zoned
Future urban growth areas - unzoned
Rural Living
Environment and Food Production Areas
Character Preservation Districts

Activity Centres
○ Capital city
● Regional
● District

Mass Transit Routes - current, proposed and potential
▭ Tram
▭ Train
— High frequency bus
— Transit corridor

0 5 10 15 km

PLN ID: 4875

Transit corridors, growth areas and activity centres

Making it happen - the planning system

In the short term

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

- identification of how individual areas can contribute to the overall Greater Adelaide growth scenario

- identification of opportunities to implement the dwelling density guidelines that support economic vitality of public transport and activity centres and walkable neighbourhoods.

- linking development to supporting infrastructure investment and public realm improvements.

- managing interfaces with existing land uses.

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

Other key levers to unlock opportunity

Deliver new public transport infrastructure through:

- $4 million investment into the planning of the future extended AdeLINK tram network.

- $160 million investment into the O-Bahn City Access project which will extend the O-Bahn guided bus way from Hackney Road into the cross-city priority bus lanes on Grenfell Street.

- $55 million investment to extend the tram network along North Terrace to the Old Royal Adelaide site.

Adelaide City centre

—

Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

5 **Target 5**

6 **Target 6**

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

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

Well planned growth will reinforce the unique qualities that make our Capital accessible, liveable and affordable. Trams will loop the CBD and link into inner-city suburbs. Pedestrian friendly streets will support universal access and be walked safely any time, day and night. City squares and laneways will be alive with people of all ages, enjoying public art, live music and diverse opportunities for entertainment.

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

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

Economic priority target 8:

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

—

Adelaide City centre

Policies

P13. Maintain the primacy of the Adelaide City centre as the cultural, entertainment and economic focus of Greater Adelaide, enhancing its role as the centre for peak legal, financial and banking services, specialty health and medical, educational, the arts and high-quality specialty retail.

P14. Strengthen the overall built form of the city characterised by a grid pattern of streets and squares, contrasting with the organic form of the Adelaide Park Lands.

P15. Deliver an overall city form that expresses taller buildings within the centre, lowering towards the southern residential precincts with some additional height along the terraces and around the four city squares.

P16. Reinforce key city boulevards, such as King William, Grote and Wakefield Streets through taller contemporary buildings that create a sense of entry and frame these important streets.

P17. Reinforce the special character of the main streets of Gouger Street, Hindley Street, Rundle Street and Hutt Street through contextual design responses that increase activity and vibrancy while also preserving the elements that make these places special.

P18. Create vibrant and distinctive laneways, each with their own individual character, with small bars, restaurants, shops and cafes that contribute to city vibrancy.

P19. Reinforce the inner and outer frame of the Park Land Terraces by encouraging quality medium to high-rise mixed-use developments that increase the diversity of housing while also contributing to, and activating the public realm.

P20. Continue to develop the Riverbank Precinct as a world-renowned health, educational and biomedical precinct with strong connections to the city centre, while also reinforcing North Terrace as a premier cultural boulevard with a new vibrant public plaza that will be the heart of entertainment and cultural events.

P21. Increase the amount and diversity of residential accommodation in the city to support a variety of household types for a wide range of age and income groups including students, professionals and the aged.

P22. Sustain the heritage, character and scale of the valued residential precincts of North Adelaide and the south-east and south-west corners with contextually appropriate development that contributes to a growing population and provides services to the community.

P23. Reinforce the role of the Park Lands as a major recreational, sporting, tourism, natural and open-space asset destination for the city and metropolitan Adelaide that connects the city to the suburbs.

P24. Enhance the city's street network to support the intensity and complexity of people movement, business and community activity, as to provide great 'people places' befitting Adelaide's heart.
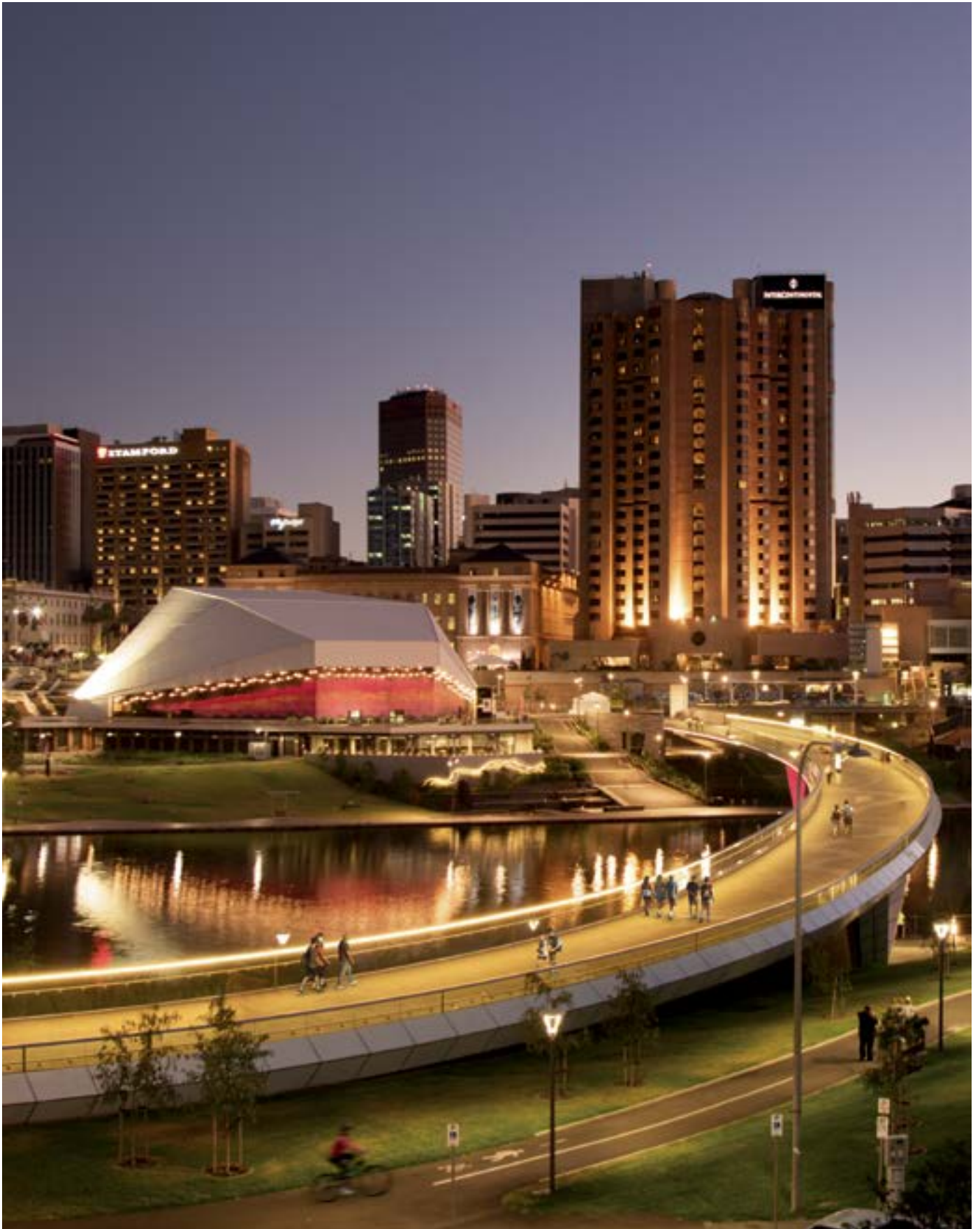
Adelaide City centre

Case Study: Bringing it all together – a Vibrant City

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

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

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

Planning reforms introduced in:

2012 2013

Unlocked more than:

122
Potential projects

To the value of:

$4.08 billion

What's changed?

South Australia's small venue liquor licence has rejuvenated a number of city laneways and a new small bar scene is emerging in the CBD. Since the new licences were introduced in April 2013, 68 new businesses have opened, equating to over $65 million in capital investment and over 800 new jobs. Peel Street has transformed from a primarily vacant through road to Adelaide's hottest new 'eat street', with seven small licensed venues and an eighth to open in the street before the end of 2016. Bank Street has also been transformed, with foot traffic from the redeveloped Adelaide Oval using this laneway on game days averaging 21,000 people.

The redeveloped Adelaide Oval and Riverbank Precinct is encouraging private investment, construction and flow-on hospitality jobs. The Adelaide Oval redevelopment is expected to generate upwards of $111 million in economic activity per year, and create 405 new full-time jobs*. The Blue Hive event space has reinvigorated the previously underutilised Riverbank Promenade, hosting more than 30 events for 20,000 people and giving 124 businesses a chance to showcase their products and services.[7]

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.

* As of June 2016.

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

——

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

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

The upgrade project encompasses Bank Street, Leigh Street, Topham Mall, Bentham Street and Pitt Street and will create an exciting and vibrant pedestrian and cycling connection between the Adelaide Central Market and Adelaide Riverbank for the 15,000 people who pass through these laneways daily.

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

Conceptual illustration only

Adelaide City centre

Making it happen -
the planning system

In the short term

A3. Introduce appropriate zoning for
the old Royal Adelaide Hospital
site that stimulates investment
in the east end of Adelaide, grows
the city population and ensures
an appropriate interface with the
Adelaide Botanic Gardens.

A4. Prepare a master plan/framework
for the remainder of the biomedical
precinct to guide future investment
and ensure legible connections are
identified and maintained, and that a
quality public realm is provided.

A5. State Government to invest $20
million over four years to deliver
demonstration projects in the
Park Lands that support increased
population, provide for a range
of activities and link the city to
the suburbs.

In the medium term

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

Other key levers to unlock opportunity

- **Deliver public realm improvements:**
  – State Government to redevelop
  Festival Plaza to make it an
  engaging and accessible space for
  all to enjoy.
  – Adelaide City Council to
  deliver the southern half of the
  Victoria Square/Tarndanyangga
  redevelopment.

- **Prioritise street improvements** - that
  increase greening, encourage walking
  and cycling to support active travel
  choices and enrich people's city
  experience, in line with Council's
  Smart Move Strategy and the
  Adelaide Design Manual.

- **Deliver streetscape improvements**
  - State Government and Adelaide
  City Council to invest $14.6
  million to create a high quality
  pedestrian link from the Riverbank to
  Adelaide Central Markets (through
  landscaping, more outdoor dining,
  and street furniture).

Design quality

—

Relevant Targets

1 **Target 1**

2 **Target 2**

6 **Target 6**

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

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

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

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

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

Harts Mill Surrounds

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 support the community.

P26. Develop and promote a distinctive and innovative range of building typologies for residential housing, which respond to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.

P27. Provide for transitions between higher density and multi-storey, mixed-use development in activity centres, corridors and existing detached housing precincts.

P28. Promote permeable, safe, attractive, accessible and connected networks of streets in new growth areas and infill redevelopment areas to encourage walking and cycling and green infrastructure.

P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and providing active interfaces with streets and public open spaces.

P30. Support the characteristics and identities of different neighbourhoods, suburbs and precincts by development which adequately considers context, location and place.

P31. Recognise the unique character of areas by identifying the valued physical attributes of particular neighbourhoods.

Woodville West

Design quality

Supporting design excellence

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

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

- proposals over $10 million in Adelaide City

- proposals over 4 storeys in an Urban Corridor Zone in Inner Metropolitan Adelaide

- proposals over $3 million in the Port Adelaide Regional Centre Zone.

Verde Living apartments, Kent Town

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

Case Study: Good design

_____

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

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

In higher density housing, good design relates to:

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

- **Amenity** - how a development contributes to the wellbeing and enjoyment of its users and the wider community;

- **Performance** - how well the development operates and performs environmentally, socially, and economically.

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

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

Bowden development

Design quality

Making it happen - the planning system

In the short term

A7. Release design guidelines that showcase how medium density urban development can help create desirable neighbourhoods and streetscapes, particularly in local heritage and character areas.

A8. Reinforce and expand the role of the design review process for strategic urban infill and other priority developments.

A9. Explore opportunities to review local heritage listing processes within a more integrated strategic framework.

A10. Ensure that local area plans adequately manage interface issues in the local context and identify the appropriate locations for:

- medium and high rise buildings

- sensitive infill and areas of protection

- where there should be minimum and maximum height limits.

In the medium term

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

⚷ Other key levers to unlock opportunity

- Promote the Office for Design and Architecture's 3D Adelaide City Model - as a communications tool for showing how new policies and development will impact the city.

- Use the Streets for People Compendium for South Australian Practice - to make the design and approval of innovative walking and cycling friendly streets easier.

Heritage
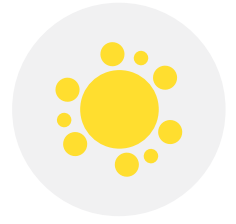
Relevant Targets
6 **Target 6**

Protect and recognise our heritage

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

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

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

Peel Street, Adelaide

Heritage

Policies

P32. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.

P33. Ensure local heritage places and areas of heritage value are appropriately identified and their conservation promoted.

P34. Promote economic development through the provision of quality public spaces and encourage the innovative reuse of heritage places and older building stock that encourages activity and entices people to visit.

Case Study: Wharf 10

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

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

Artistic impression: Wharf 10, Port Adelaide

Heritage

Making it happen - the planning system

In the short term

A12. Explore opportunities to review local heritage listing processes within a more integrated strategic framework.

A13. Work with the traditional owners to identify and protect sites and areas of significance to Aboriginal heritage and culture and where appropriate, incorporate identified sites into Regional and other plans.

Housing mix, affordability and competitiveness

Relevant Targets

① **Target 1**

② **Target 2**

⑥ **Target 6**

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

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

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

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

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

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

Lightsview

We need new models of housing

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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
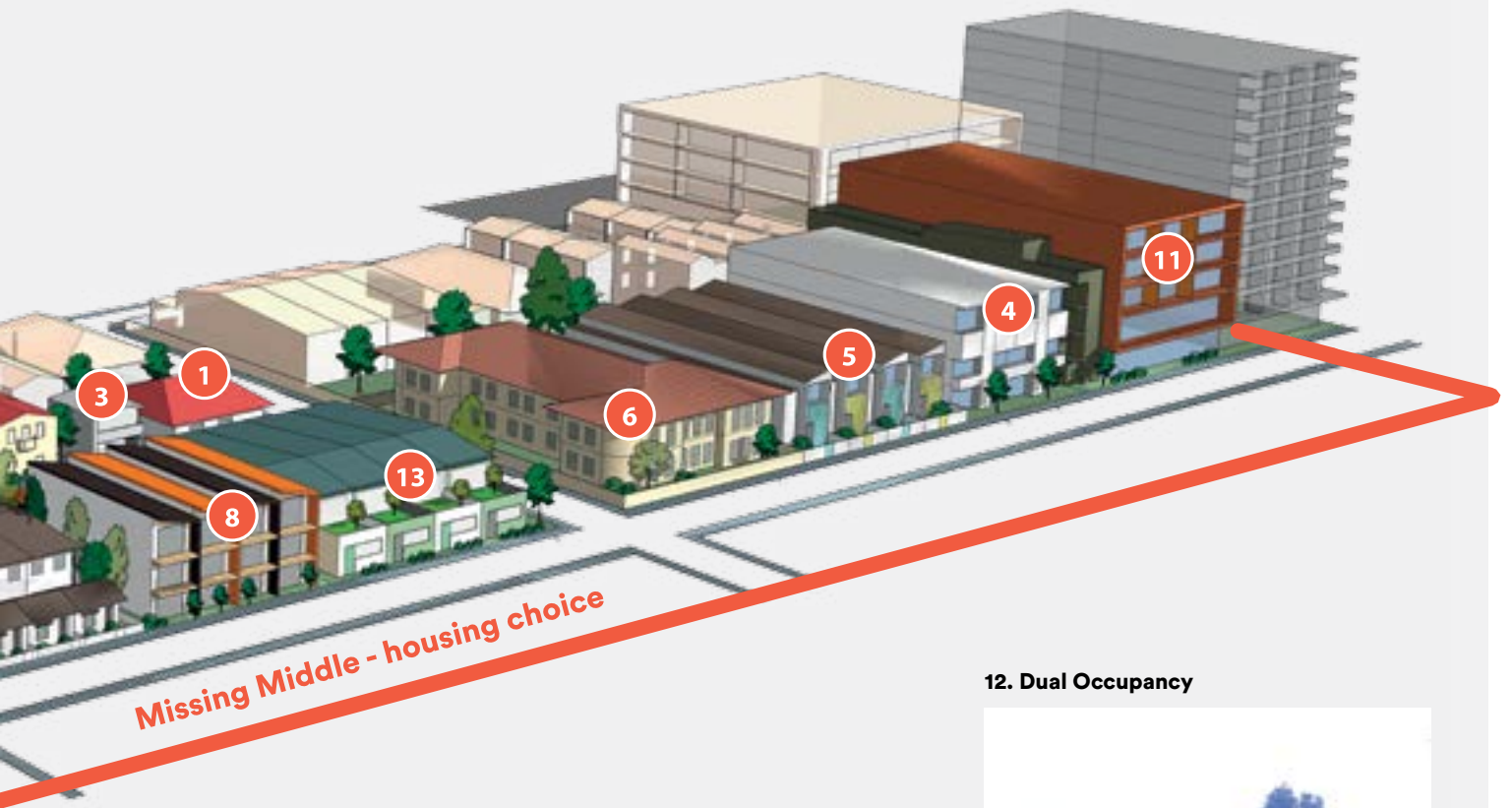
9. Clustered

11. Mixed Use

12. Dual Occupancy

10. Urban Garage

13. Soho

Housing mix, affordability and competitiveness

Policies

P35. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.

P36. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:

- student housing

- 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.

P37. Explore the evolution of existing housing in local heritage areas to provide ancillary residences, encouraging ageing in place and enabling the release of equity to owners whilst protecting heritage values.

P38. Promote universal and adaptable housing principles in new housing stock to support changing needs over a life-time and for those who are less mobile.

P39. Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.

P40. 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.

P41. Provide for the integration of affordable housing with other housing to help build social capital.

P42. Increase the supply of affordable housing through provision of 15 per cent Affordable Housing in all new significant developments.

P43. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (being at least a 15 year period).

Housing mix, affordability and competitiveness

Case Study: Renewing our Streets and Suburbs program

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

- Support housing growth in existing suburbs, close to schools, hospitals and other services to create healthy, affordable and liveable neighbourhoods.

- Provide tenants with more involvement and better, more suitable housing.

- Focus new affordable housing opportunities on areas close to services, facilities and employment.

- Improve processes for supporting the growth of the community housing sector.

- Provide certainty for not-for-profit organisations and local government on opportunities to increase the supply of affordable and diverse housing.

Areas targeted for public housing renewal
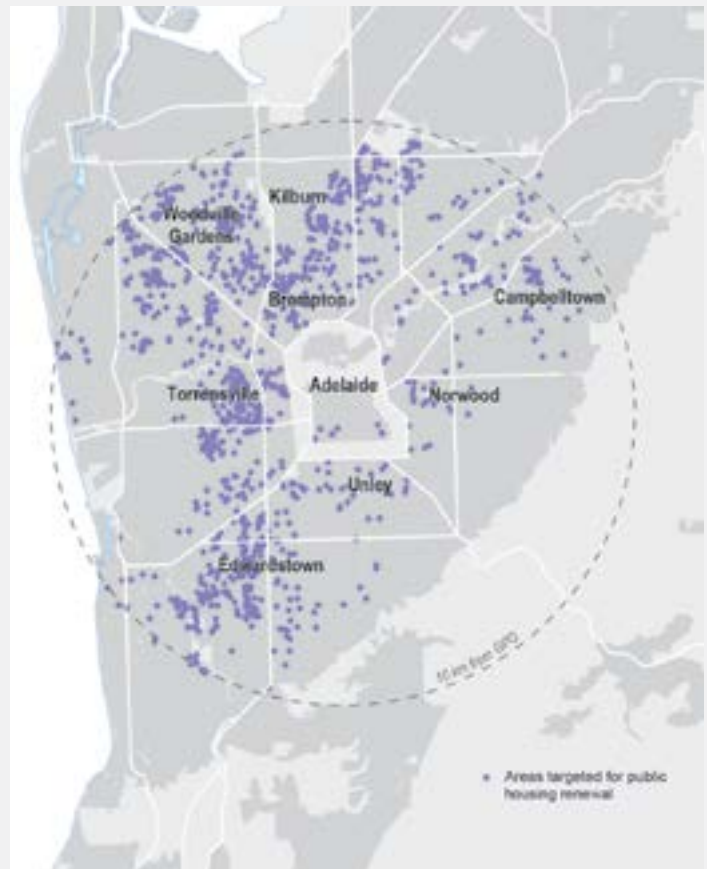
Renewing our Streets and Suburbs program will stimulate significant on-going investment and support hundreds of jobs in the housing and property industries.

"

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

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

"

Case Study: Playford Alive Town Life Living project

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

The Playford Alive Town Life Living project is helping to deliver diverse housing options that meet the needs of the local community. A 2011 ABS census data showed that 25 per cent of Playford households were single person households but that only 12 per cent of available dwellings were 1 to 2 bedrooms.

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

Artistic impression: Playford Alive

Housing mix, affordability and competitiveness

Making it happen - the planning system

In the short term

A14. 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.

A15. Deliver flagship projects where government leads by example in creating world-class liveable places.

A16. Monitor the consumption of residential and employment land use and urban development trends and report yearly.

A17. Explore the evolution of existing housing in local heritage areas to provide ancillary residences, enabling ageing in place and the release of equity to owners whilst protecting heritage values.

A18. Develop Planning and Design Code policies that facilitate opportunities for diverse, well-designed housing and simplify the assessment pathways.

A19. Enable existing mechanisms and facilitate the development of new tools to support the delivery of affordable housing in State Government legislation and regulations, as well as the Planning and Design Code.

Other key levers to unlock opportunity

- Implement the Renewing Our Streets and Suburbs Program - to replace old South Australian Housing Trust homes with up to 4,500 new homes in the next 15 years.

- Investigate better integration of affordable housing levers - including planning, financing, infrastructure, land supply industry capacity and market demonstration.

Health, wellbeing and inclusion

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Relevant Targets

2 Target 2

3 Target 3

4 Target 4

5 Target 5

Create healthy neighbourhoods that promote cycling, walking and public life

Healthy, walkable neighbourhoods are places where people can afford to live, learn, work and play. They offer a wide range of services that can easily be reached on foot or by bicycle, including schools, health care, shops, parks, sports facilities and public transport. They also provide streets and public spaces which support diverse and vibrant public life, biodiversity and physical activity opportunities. They connect people with nature, support social interaction, are multi-functional and will better meet active and healthy lifestyles as Adelaide's new and more compact urban form evolves. Healthy neighbourhoods also have access to affordable and diverse housing options which meet Greater Adelaide's different household and family structures.

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

Bonython Park

Health, wellbeing and inclusion

Policies

P44. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods with:

- 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.

P45. Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.

P46. 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.

P47. 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.

P48. Facilitate and support the value of local ownership by supporting communities and businesses to help shape and look after their local open space and streetscapes.

P49. Support a diverse range of cultural initiatives, such as public art, to stimulate revitalisation of communities and social cohesion.

P50. Encourage the integration of green infrastructure in the public and private realm to support positive physical, mental and social health outcomes.

Healthy neighbourhoods provide

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Easy Access to Frequent Public Transport

Up to 5 minutes walk (400m) to high frequency bus stop or 10 minutes walk (800m) to a train station, tram or O-Bahn stop.

Local Access to Public Open Space

A diverse range of public open spaces with all dwellings having at least one option within 400m

Nearby Access to Schooling and Childcare

Up to 15 minutes walk (1km) to a primary school, childcare centre or kindergarten.

Close Access to Local Shops, Services and Community Centres

Up to 15 minutes walk (1km) to an activity centre which includes local shops, services and community gathering places such as libraries.

Close Access to a Range of Employment Centres

Up to 20 minutes cycle (5km) to employment zoned land.

HEALTHY NEIGHBOURHOODS

Diverse Housing Options

Neighbourhoods offer a variety of housing options to provide choice for our different household types, life stages and lifestyle choices.

Streets for People

Streets will be green and leafy 'places' to spend time as cycling and walking friendly 'links'.

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

A20. State and local government to develop design standards for public realm and infrastructure to support well-designed, liveable neighbourhoods.

A21. Prioritise Planning and Development Fund grants for improved access to quality public realm (such as playgrounds, linear paths and new open space purchases) at strategic locations.

In the medium term

A22. Reform policies for the public realm, in collaboration with local government, including developing a state-wide streetscape framework which outlines the process for identifying and agreeing (using the 'link and place' methodology) on priority projects for streetscape improvements.

A23. Develop guidelines to encourage broad community involvement in the design, maintenance and progressive enhancement of the public realm through engagement and participation.

Other key levers to unlock opportunity

- Deliver the State Public Health Plan - through collaborative action between State and local government to increase opportunities for active living.

- Undertake community programs to encourage sustainable travel behaviour change - for example the Way2Go School Program, TravelSMART Households, Way2Go Bike Ed Program, Living Neighbourhoods Program and Residents to Win Grants Program.

- Support Nature Play SA - to make unstructured outdoor play in nature (in public open space) an everyday part of childhood.

The economy and jobs
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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.[8] The patterns of production and employment are changing, with the services, information and communications technology, and retail and commercial sectors replacing manufacturing as key economic drivers. The structure of our city and its transport system will need to respond to these changes.

Knowledge-intensive activities predominantly agglomerate in the city and to a lesser extent in other employment centres. This means that our employment areas need to be more flexible, we need to locate more housing in close proximity to the city and activity centres, and better utilise public transport connections to link people with jobs. There has been substantial growth in new industries such as renewable energy, education and clean technology. There is also enormous potential for our premium food and wine production to grow. To enable this, we need to create conditions that better support primary production and related agri-business investment and development.

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

Tonsley Innovation District

The economy and jobs

Policies

P51. Promote certainty to undertake development while at the same time providing scope for innovation.

P52. Ensure that there are suitable land supplies for the retail, commercial and industrial sectors.

Primary production

P53. 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).

P54. Ensure that the Environment and Food Production Areas, Character Protection Districts and planning policies work in an integrated way to:

a. protect key primary production assets and opportunities

b. facilitate local operating and investment conditions that support primary production and related agri-business development

c. enable timely farm-business adjustment and climate change adaptation by primary producers.

P55. Enable major new primary production and agri-business development across the Northern Adelaide and Barossa regions and in the Mount Barker-Murray Bridge corridor, and prevent adhoc land use changes that may compromise those investments.

P56. 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.

P57. Increase opportunities for farm-related value-adding development within the Mount Lofty Ranges Watershed where it can be demonstrated that water quality can be maintained or improved, consistent with the EPA water quality risk hierarchy.

P58. Manage the interface between townships and adjacent primary production activities and areas of nature protection.

Tourism

P59. Provide for sustainable tourism development across Greater Adelaide by:

• protecting, enhancing and promoting the qualities that attract tourism and are of value to the whole community

• providing appropriate support infrastructure for tourism

• facilitating sustainably designed tourism accommodation in suitable locations

• facilitating tourism-related developments, such as restaurants, speciality retail accommodation and other value adding activities.

Mining and resources

P60. 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.

P61. Identify and protect the high-pressure gas pipelines and other key infrastructure services.

P62. Define and protect undeveloped strategic mineral resources from urban encroachment and other incompatible development (see Map 6).

Manufacturing / defence

P63. 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).

P64. 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.

P65. 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

P66. Ensure planning controls for employment lands are flexible to allow new green technologies and industries to emerge and grow.

P67. Encourage the establishment and expansion of medium and large scale renewable energy generation within the region.

P68. 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

P69. Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.

The economy and jobs

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

The role of ports in supporting South Australia's economy

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

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

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

Planning for the future of South Australia's ports

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

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

- The naval shipbuilding industry will expand its operations at Techport in Osborne, with the construction of twelve new submarines, along with other naval vessels.

- The South Australian Government, led by the South Australian Tourism Commission, has a plan to grow the number of cruise ships calling in South Australia to 43 by 2020, from 32 in 2014-15.

This issue is of particular importance around Port Adelaide, where the population of the local government area is anticipated to grow by 11 per cent in over the ten years to 2031, and where there are competing residential and industrial land uses.
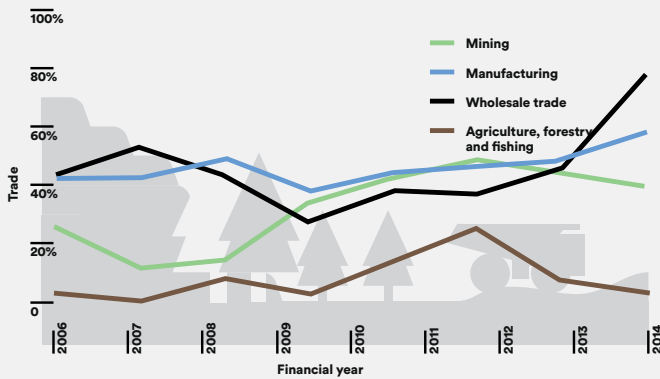
Figure 2.1 Value of exports as a proportion of gross value added in South Australia (2006-2013)
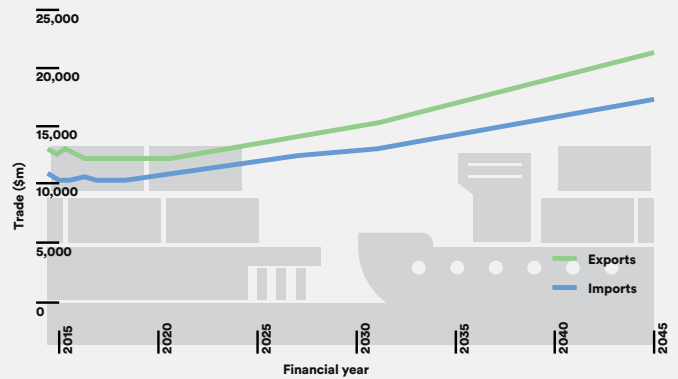
Figure 2.2 Trade flows by year (in millions of dollars, constant prices)

Map 4 — Business and industry clusters

Legend:

- Existing commercial areas
- Existing industry areas
- New strategic employment lands
- Business and industry cluster
- University
- Airport
- North South Corridor
- Priority Network (other)
- Major Traffic and/or Freight Route
- Freight railway

Map locations: Roseworthy, Gawler, Elizabeth, Mawson Lakes, Port Adelaide, Adelaide, Bedford Park, Lonsdale, Seaford, Mount Barker

Inset map locations: Nuriootpa, Gawler, Mount Barker, Murray Bridge, Victor Harbor, Refer to main map

PLN ID: 4866

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The economy and jobs

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

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

The NAIS project has received Commonwealth funding for feasibility studies on: augmenting the Bolivar Wastewater Treatment Plant to supply an additional 20 gigalitres of reclaimed water; increasing water storage capacity across the Northern Adelaide Plains (NAP); and establishing an irrigation distribution network to support the expansion of agriculture production on the NAP.

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

Environment and Food Production Areas (EFPAs)

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

- protect rural, landscape and environmental areas from urban encroachment

- encourage consolidation within the existing urban footprint and renewal of existing urban areas

- ensure that any expansion of the urban footprint is made transparently and based on agreed evidence

- help prevent adhoc land use changes that may compromise investments that investments that reply upon the maintenance of those rural landscape and environmental areas.

Map 5 — Environment and Food Production Areas
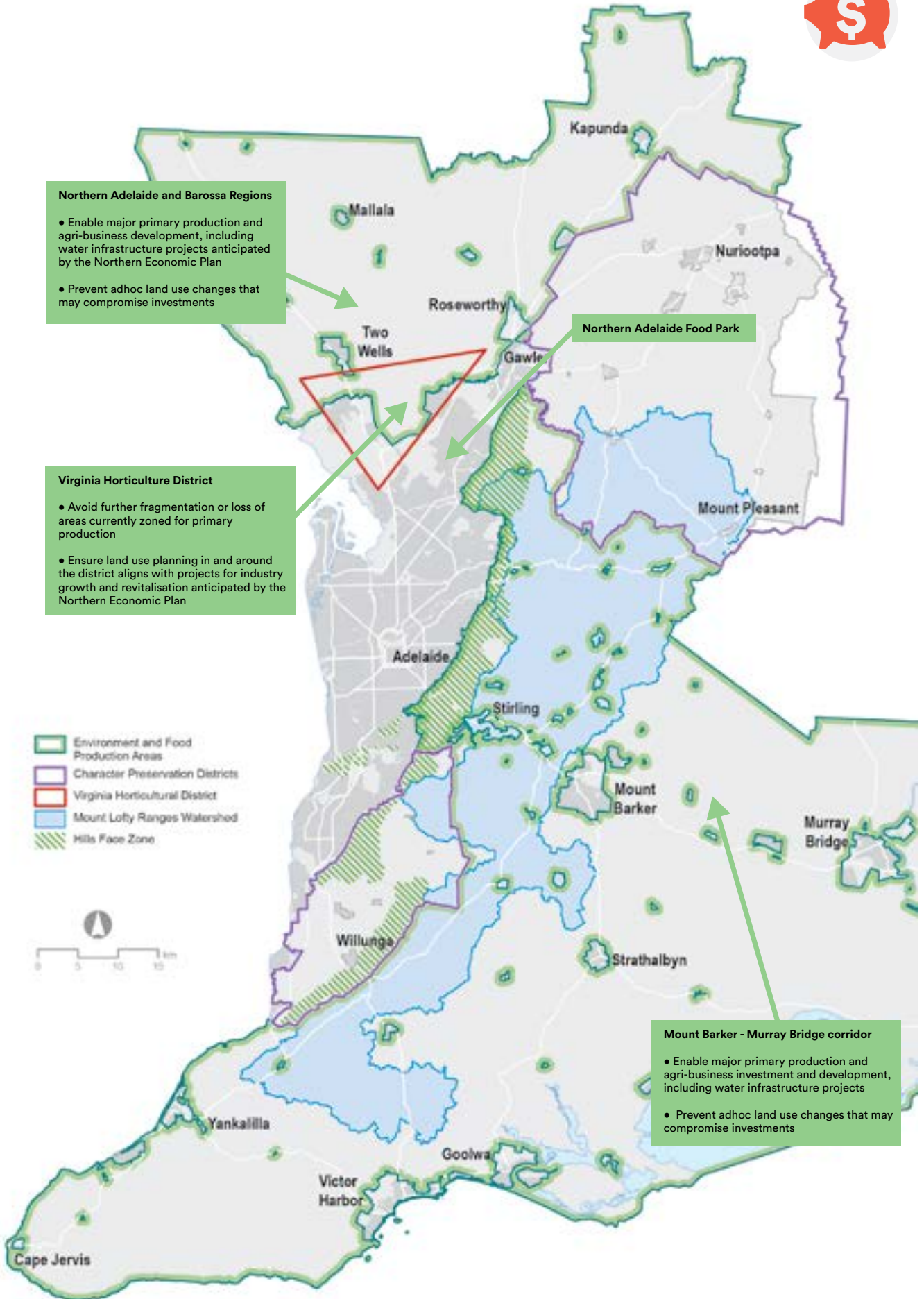
Northern Adelaide and Barossa Regions

● Enable major primary production and agri-business development, including water infrastructure projects anticipated by the Northern Economic Plan

● Prevent adhoc land use changes that may compromise investments

Northern Adelaide Food Park

Virginia Horticulture District

● Avoid further fragmentation or loss of areas currently zoned for primary production

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

Mount Barker - Murray Bridge corridor

● Enable major primary production and agri-business investment and development, including water infrastructure projects

● Prevent adhoc land use changes that may compromise investments

Legend:
- Environment and Food Production Areas
- Character Preservation Districts
- Virginia Horticultural District
- Mount Lofty Ranges Watershed
- Hills Face Zone

Kapunda
Mallala
Nuriootpa
Roseworthy
Two Wells
Gawler
Mount Pleasant
Adelaide
Stirling
Mount Barker
Murray Bridge
Willunga
Strathalbyn
Yankalilla
Goolwa
Victor Harbor
Cape Jervis

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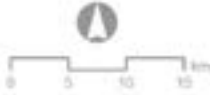
The economy and jobs

Economic impact of Adelaide Airport:

Contributes $1.944m to Gross State Product

Supports 17,759 Full Time Equivalent jobs

Represents 2.1% of the State's economic activity
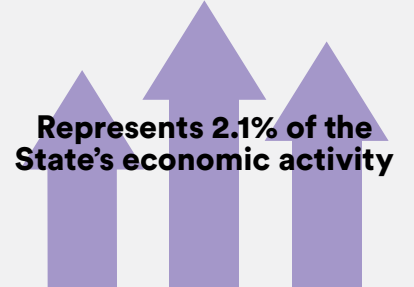
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Map 6 — Strategic mineral resources

Legend:
- High mineral potential
- Medium mineral potential
- Buckland Dry Creek Pty Ltd - current and expired mining production leases
- Mineral production tenements
- Active mines and mineral deposits
- Operating renewable projects
  - Landfill/Methane
  - Solar
  - Wind

Locations shown: Kapunda, Nuriootpa, Roseworthy, Two Wells, Gawler, Mount Pleasant, Adelaide, Stirling, Mount Barker, Murray Bridge, Strathalbyn, Yankalilla, Victor Harbor, Goolwa, Cape Jervis

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The economy and jobs

Making it happen - the planning system

In the short term

A24. Prepare guidelines and accompanying planning policies for employment lands (including industrial, defence and agri-business uses) to identify those areas that:

- require protection from incompatible development

- may evolve to more mixed-use employment

- may transition to other land uses, including residential, including management of interface issues with adjacent sensitive land uses and management of any site contamination

- may require expansion.

A25. Develop policies and/or guidelines for inclusion in the Planning and Design Code for the following:

- areas of primary production significance

- value-adding activities in primary production areas

- ancillary dwelling, tourist accommodation and short-term worker accommodation in primary production areas

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

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

A26. Implement the South Australian Multiple Land Use Framework (developed to address challenges arising from competing land use, land access and land use change).

A27. Develop guidelines to ensure that the interfaces between new development in growth areas with surrounding primary production land and/ or areas of high environmental significance are sustainably managed and that buffers are provided and integrated within the growth area.

A28. Undertake a bench-marking process for the analysis of retail and industrial employment land supply.

Other key levers to unlock opportunity

- Support job creation in the northern suburbs – through $24.2 million for initiatives aimed at supporting job creation, innovation, business growth and community programs.

- Deliver major infrastructure projects to help stimulate the economy and create jobs, such as:
  – Bowden, Glenside and West Lakes developments
  – North-South Corridor - Northern Connector, Torrens to Torrens, Darlington upgrades
  – $50bn Future Submarine Project (Federal Government funded).

- Abolish all transactional taxes for business by 2018.

- Use Natural Resource Management Board and DEWNR restoration projects - to generate employment and business opportunities.

Transport
—

Relevant Targets

2 **Target 2**

3 **Target 3**

4 **Target 4**

Deliver a more connected and accessible Greater Adelaide

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

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

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

Transport

Policies

P70. 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).

P71. 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.

P72. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development, encouraging mixed-use development and housing diversity in close proximity.

P73. 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.

P74. 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).

P75. Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through provision of incentives.

P76. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.

P77. 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 investments

Nuriootpa

Roseworthy

Two
Wells

Gawler

Major transport investment
current, proposed and potential

— Road improvement

— Rail freight improvement

▪▪▪▪ Future freight railway

◎ Rail freight improvement

— Major Traffic and/or Freight Route

▪-▪-▪ Freight railway

– – Passenger and freight ferry

✈ International airport

■ Intermodal terminal

□ Potential intermodal terminal

● Key sea port

Adelaide

Mount Barker

Murray
Bridge

Strathalbyn

Victor
Harbor

Cape Jervis

Transport

The changing nature of employment

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

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

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

2011 Employment Density – All Industries[11]

Jobs per km²

- More than 1000
- 500 - 1000
- 250 - 500
- 100 - 250
- Lless than 100
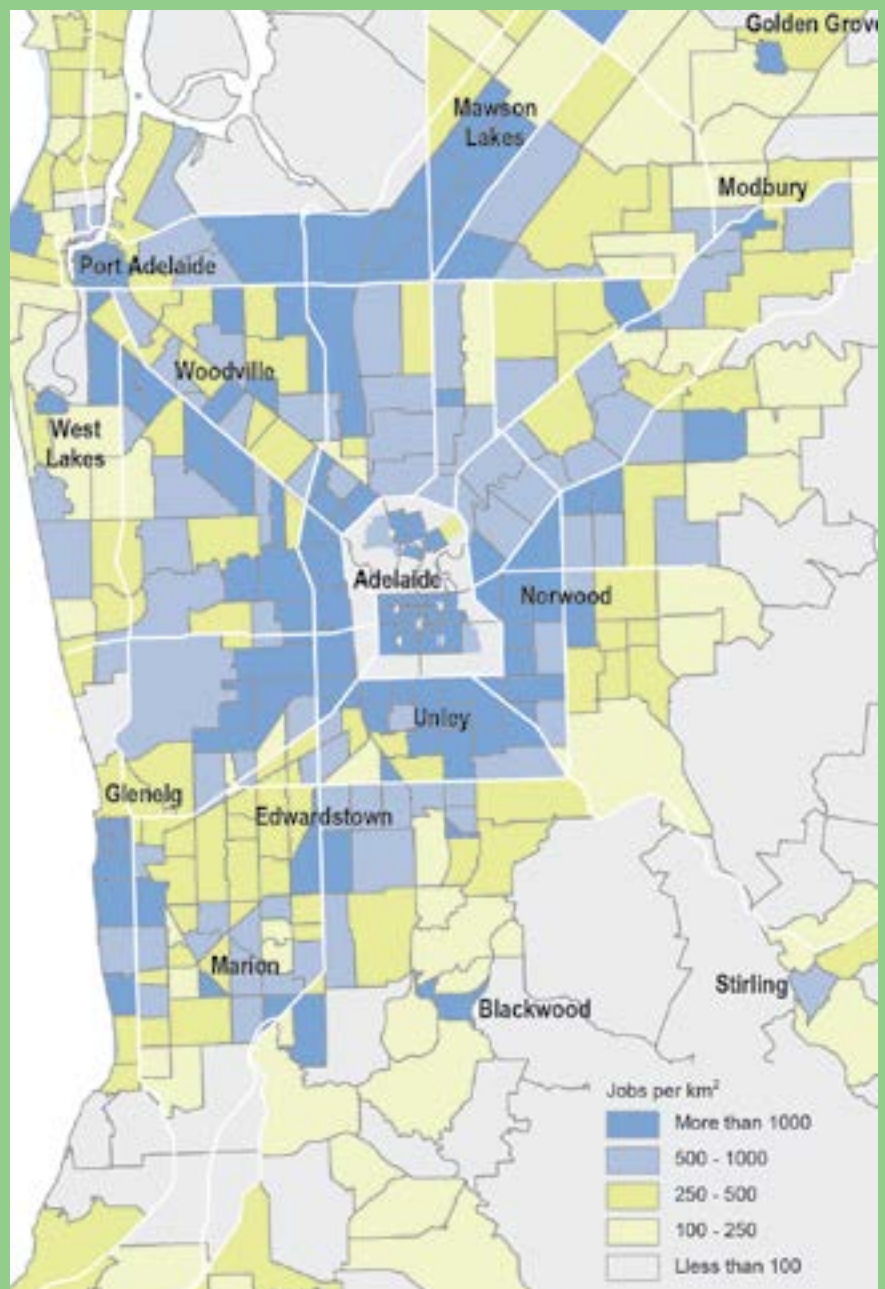
What is Link and Place?

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.[12]

Link

Place

Transport

Benefits per kilometre[13]

$1.43
per km

$2.12
per km

"
Active travel saves the
national economy
$1.43 billion
a year
"

Map 8 — Bike network and pedestrian activity

Gawler

Munno
Para

Elizabeth

Mawson
Lakes

Port
Adelaide

Modbury

Glenelg

Stirling

Marion

Mount Barker

Noarlunga Centre

Seaford

McLaren
Vale

Willunga

Significant pedestrian activity

Bikeways Network

Public transport hub with
existing bike cages

Public transport hub with
future bike cages

Mass Transit Routes
- current, proposed and potential

Tram

Train

High frequency bus

PLN ID: 4872

Transport

Making it happen -
the planning system

In the short term

A29. 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.

A30. Investigate potential funding options (including from the private sector) that can be utilised to fund new mass transit services and enhance the surrounding public realm.

In the medium term

A31. Pilot a new approach to train station upgrade planning and design that extends beyond the 'end of the platform' to drive more integrated outcomes, including opportunities to work with local communities.

⚷ Other key levers to unlock opportunity

- Develop new cycling infrastructure - through the Arterial Road Bicycle Facilities Program, greenways, bicycle boulevards and public bike share schemes to enhance active transport uptake.

- Increase railway station security - through targeted improvements focused on increasing amenity, lighting and the presence/ monitoring of CCTV cameras to increase patronage.

- Plan AdeLink tram network – as a lever to revitalise areas and increase public transport uptake.

- Deliver new road infrastructure including the:
  - Northern Connector (road only) as part of the 78 kilometre North-South Corridor that will improve connectivity to the north.
  - upgrade to the Darlington interchange which will improve connectivity between Tonsley and the Flinders precinct.

Infectructure

Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

Maximising the efficient use of infrastructure

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

Community infrastructure is the network of essential services and facilities that underpin population growth and support productive social and economic capacity in the neighbourhoods and townships of the Greater Adelaide region. It plays an important role in bringing people together, developing social capital and maintaining quality of life.

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

Port Adelaide

Infrastructure

Policies

P78. 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.

P79. Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.

P80. 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).

P81. Provide for adequate buffer zones around water and waste treatment plants and identify complementary activities that generate economic or community benefits that can occur these in areas (See Map 9).

P82. Ensure that new urban infill and fringe and township development is aligned with the provision of appropriate community and green infrastructure, including:

- walking and cycling paths and facilities

- local stormwater and flood management provisions

- public open space

- sports facilities

- street trees

- community facilities, such as child care centres, schools, community hubs and libraries.

P83. Encourage early provision of community infrastructure in fringe and township growth areas to assist in creating a sense of belonging and building community well-being.

P84. Locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.

P85. Integrate and co-locate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility.

New infrastructure schemes

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

Other key benefits of these schemes include:

- more transparent policies and strategies

- a fairer process for funding infrastructure

- a more certain process with a statutory basis

- increased responsiveness to development activity and community needs

- increased ability to facilitate partnerships to unlock development opportunities.

University Oval, Adelaide

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

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

Infrastructure

Case Study: Green infrastructure

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

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

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

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

Map 9 — Major infrastructure

Legend:
- Desalination plant
- Waste water treatment works
- Landfill site
- Major overhead electricity transmission feeder
- Major underground electricity transmission feeder
- Major gas pipeline
- SEAGas and Epic Energy SA pipeline 400m referral buffer
- Water supply — transmission mains and network links
- Reservoir

Nuriootpa
Roseworthy
Two Wells
Gawler
Adelaide
Mount Barker
Murray Bridge
Strathalbyn
Victor Harbor

km
0   5   10   15

PLN ID: 5003

Infrastructure

Making it happen -
the planning system

In the short term

A32. Develop guidelines that identify the appropriate thresholds for community infrastructure for new urban infill and growth area developments.

A33. Implement an infrastructure funding mechanism that supports fair and equitable contributions by developers towards community infrastructure requirements.

A34. Develop Planning and Design Code policies that protect buffer distances, duplication requirements and operational requirements of strategic infrastructure, such as major ports, mining operations, waste water treatment or waste management facilities.

In the medium term

A35. Deliver long-term planning for cemeteries and crematoria infrastructure to identify new locations to meet future demand.

A36. Deliver long-term planning for waste and resource recovery infrastructure to identify locations to meet the future demand and support a resource efficient economy.

Other key levers to unlock opportunity

- Develop action plans to coordinate delivery of green infrastructure – for example investigate the development of a state-wide Green Infrastructure Plan.

- Improve water infrastructure – investment of $1.6 billion, including $95 million to increase the safety of the Kangaroo Creek dam.

- Support the arts – through a major $35.2 million revamp and expansion of Her Majesty's Theatre.

Biodiversity

—

Relevant Targets

5 **Target 5**

Valuing our natural environment and enhancing biodiversity

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

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

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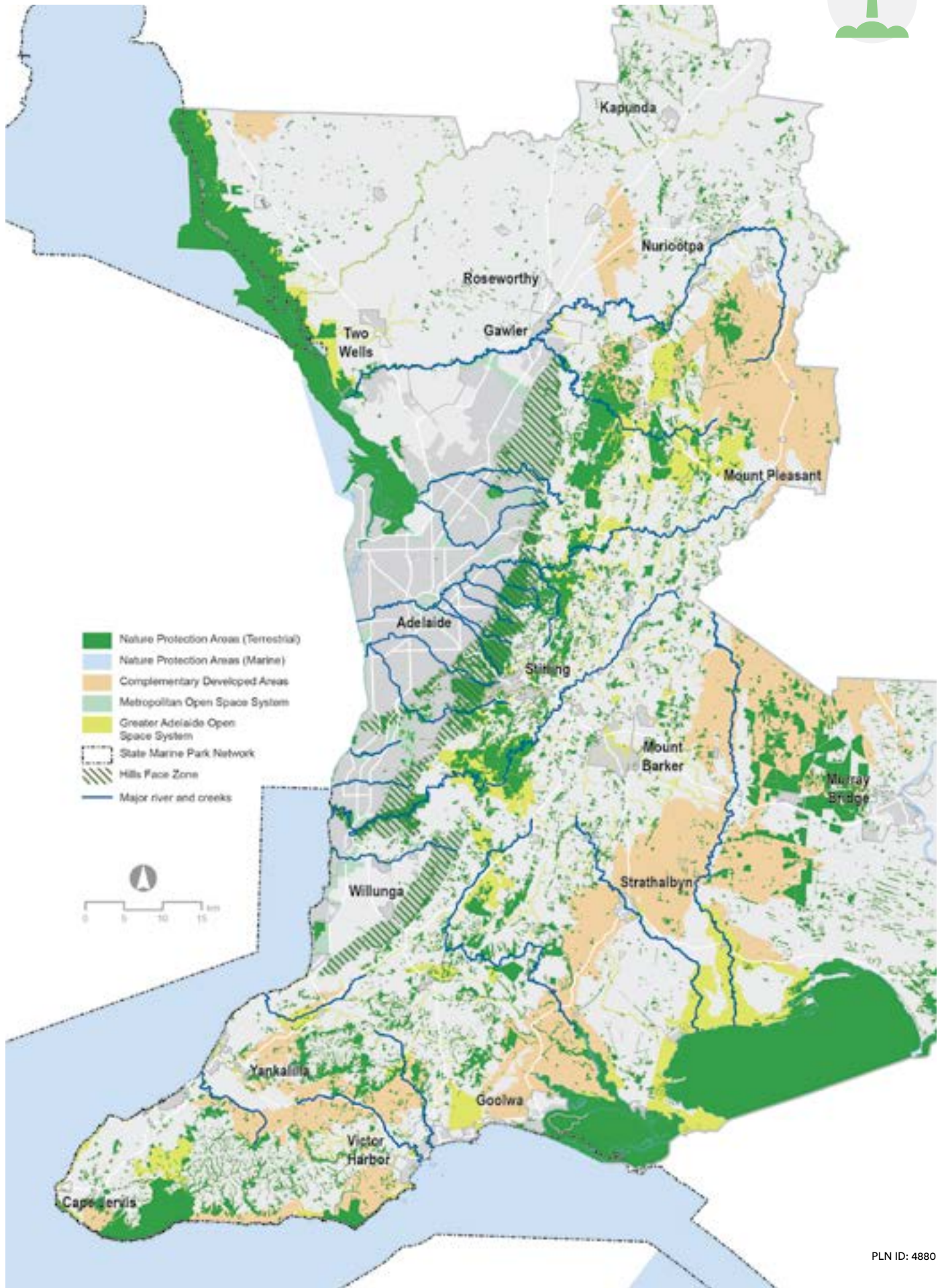
Biodiversity

Policies

P86. Delineate and maintain areas with significant environmental values to protect landscape health, conserve biodiversity and improve development certainty and transparency (represented in Map 10). This includes:

- **Nature Protection Areas:** these are largely undeveloped areas that retain significant environmental values recognised through existing legislation. This includes protected public lands (such as conservation and marine parks), private protected lands (such as Heritage Agreements) and areas of native vegetation. These areas should be protected from development unless specific exemptions apply.

- **Complementary Developed Areas:** these are areas where there is a mutually-beneficial co-existence between existing development and significant environmental values. This may include areas used for primary production or recreation, where the specific character of the land use and the environmental values are compatible (and these values are often different to those contained in protection areas). Retaining the character of these areas should be supported by ensuring the compatibility of future development.

P87. 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.

P88. Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses and linear parks, the coast and other strategic locations.

P89. Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.

P90. 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.

P91. Support the enhancement of urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure systems.

P92. Incorporate information on nature protection areas, complementary developed areas and coastal features within the South Australian Multiple Land Use Framework, to support consideration of benefits and consequences for land users and the wider community in land use decision-making.

Map 10 — Biodiversity

Legend:
- Nature Protection Areas (Terrestrial)
- Nature Protection Areas (Marine)
- Complementary Developed Areas
- Metropolitan Open Space System
- Greater Adelaide Open Space System
- State Marine Park Network
- Hills Face Zone
- Major river and creeks

PLN ID: 4880

Biodiversity

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

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

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

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

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

Paddock tree landscapes:
Support a large number of declining birds and provide shade and shelter for livestock.
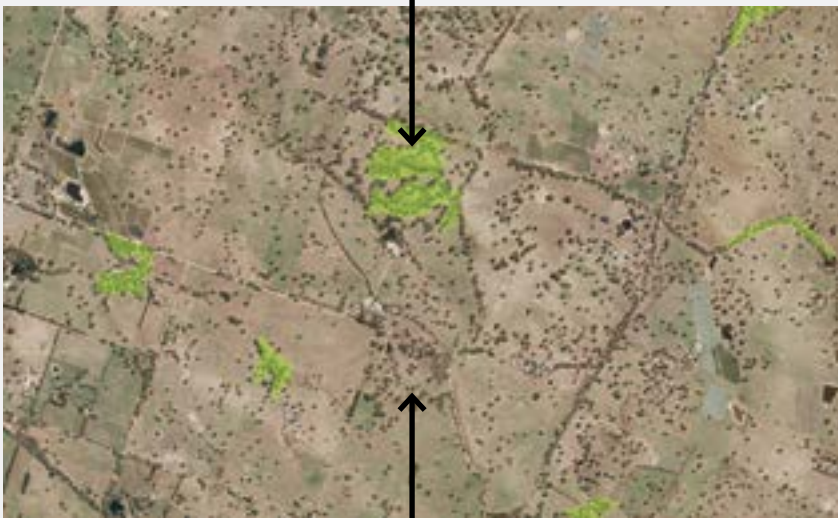
Unmapped areas of paddock tree cover:
An emerging focus for conservation investment

Hooded Robin   Red-capped Robin

EPBC Act

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

Adelaide International Bird Sanctuary

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

Adelaide International Bird Sanctuary

60km²

27,000
Shorebirds

Adelaide Dolphin Sanctuary

118km²

30 or more
Indo-Pacific bottlenose dolphins

Marine Parks

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

The Greater Adelaide area overlays two marine parks and the zoning in these parks may have implications for land use in the areas adjacent to or within them. This may include coastal development stormwater management, desalination plant extraction and discharge, and new recreational or transport facilities, such as marinas or jetties.
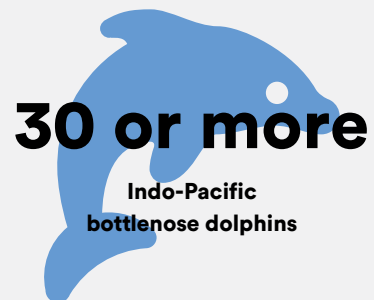
Marine Parks management plans can be viewed at www.environment.sa.gov.au/marineparks/home.

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".

Biodiversity

Making it happen - the planning system

In the short term

A37. Incorporate into Regional Plans and/ or the Planning and Design Code:

- mapping and supporting information on the environmental values associated with specific nature protection and complementary developed areas

- policies to protect and avoid impacts on nature protection areas

- policies to minimise or offset the loss of biodiversity where this is possible and to avoid such impacts where these cannot be mitigated (for areas not covered by the Native Vegetation Act 1991)

- policies to retain the character of complementary developed areas

- policies to protect coastal features and waters.

A38. Support the reconfiguration and transition of the Dry Creek salt fields to new land uses that meet environmental outcomes and are complementary to the preservation of habitat for migratory and resident shorebirds.

🗝 Other key levers to unlock opportunity

- Improve terrestrial, coastal and marine environments – in partnership with the community, industry and government, through an annual $8 million investment.

- Re-establish green corridors and urban forests - to assist in planting 20 million trees by 2020 through the Federal Government's 20 Million Trees Programme.

- Use the network of Terrestrial and Marine Protected Areas - to conserve biodiversity and associated habitats, maintain environmental health and underpin primary production and tourism.

Open space, sport and recreation

Relevant Targets
3 Target 3
4 Target 4
5 Target 5

Ensure a diverse range of quality public open space and places

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

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

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

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

Open space, sport and recreation

Policies

P93. 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).

P94. Ensure quality open space is within walking distance of all neighbourhoods to:

- link, integrate and protect biodiversity assets and natural habitats

- provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres

- be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time

- incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity

- contain appropriate and low-maintenance species and locate trees to maximise access to shade

- encourage passive recreation opportunities such as provision of a variety of paths and children's play equipment

- foster a connection to the natural environment through the provision of nature play opportunities and spaces which contrast with the built environment.

P95. Protect and improve the amenity, accessibility and useability of the Adelaide Park Lands to ensure they function as a highly valued green belt for the City of Adelaide and as a focal point for community activity.

P96. Strategically locate sports and recreational facilities to cater for community needs.

P97. Ensure that public open space is adequately greened to act as a natural cooling system to reduce heat island effects in urban areas.

P98. 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.[14]

Open space, sport and recreation

Case Study: Adelaide Parklands upgrade

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

It involves:

- Shared-use path link (Park Lands Trail)

- Youth space – skateable area

- Nature play area

- Future community gardens

- Kick about area with picnic facilities and shelters

- Petanque piste (bocce)

- Basketball court

- Tennis court with fence & rebound wall

- Retaining the soccer pitches

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

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

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

Premier Jay Weatherill, November 2013

The State Government has commited $20 million over four years for Parklands 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.

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

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

City of Charles Sturt - $2,000,000
Coast Park - Grange to Semaphore Park

City of Holdfast Bay - $1,031,013
Coast Park - Kingston Park

City of Onkaparinga - $2,000,000
Coast Park - Foreshore Access Plan Stage 2
Port Noarlunga to Port Noarlunga South

Coast Park Progress 2016
— Current Coast Park Applications
— Completed Coast Park Path
— Future Coast Park Path

Map 11 — Major parks, sporting facilities and cultural facilities

	National Park
	Conservation Park
	Recreation Park
	Aquatic Reserve
	Adelaide Park Lands

	Major cultural facility
	Major indoor sport facilities
	Major outdoor sport facilities
	Other venues hosting major sporting events
	Major facility hosting cultural and sporting events

| | University |
| | Major cemetery |

Mass Transit Routes
- current, proposed and potential

	Tram
	Train
	High frequency bus

PLN ID: 5004

Open space, sport and recreation

Making it happen - the planning system

In the short term

A39. Reform policies for the provision and quality of public open space in collaboration with local government. Review the current open space requirement for land divisions and consider alternative approaches to better link development density, different types of neighbourhoods, and community health and wellbeing outcomes.

A40. Complete the implementation of Coast Park, as a priority focus of the Planning and Development Fund.

A41. 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.

A42. Partner with local government through the Open Space grant program to plan and implement open space initiatives across the region.

Other key levers to unlock opportunity

- Continue community grant programs - such as the Community Recreation and Sport Facilities Program to help organisations to plan, establish or improve sports and active recreation facilities.

- Enhance recreational cycling infrastructure – through the investment of $1.5 million to establish the Adelaide Mount Lofty Ranges as an international mountain biking destination.

- Improve national parks - through investment of $8.9 million to help people access, enjoy and benefit from the national parks on Adelaide's doorstep.

Climate change

—
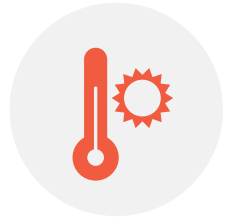
Mitigate against and adapt to our changing climate

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

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

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

Climate change

Policies

P99. Deliver a more compact urban form to:

- protect valuable primary production land

- reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas

- conserve areas of nature protection areas

- safeguard the Mount Lofty Ranges Watershed

- reduce vehicle travel and associated greenhouse gas emissions (See Map 4).

P100. 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.

P101. Increase the proportion of low-rise medium-density apartments and attached dwellings to support carbon-efficient living.

P102. Promote green roofs, water sensitive urban design techniques and other appropriate green infrastructure in higher density and mixed-use development to assist with urban cooling, reduce building energy use and improve biodiversity.

P103. Support a zero waste culture by reducing the waste footprint of new development.

P104. Develop guidelines for carbon-neutral and energy-efficient building design and material use.

P105. Create a more liveable urban environment through the establishment of a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.

P106. 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.

P107. Promote energy efficiency, the use of renewable energy sources and neighbourhood level alternative energy supplies in new developments to reduce energy costs and carbon footprint.

P108. 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[15] vision focuses on the following six areas of implementation:

1. Building partnerships and encouraging community action.

2. Investing in energy efficiency and renewables in the city.

3. Working towards zero emissions transport.

4. Reducing emissions from waste.

5. Achieving 100% renewable energy.

6. Offsetting carbon emissions.

Climate change

Making it happen - the planning system

In the short term

A43. Incorporate policies into the Planning and Design Code to:

- encourage energy and water efficiency

- encourage green infrastructure

- enable supply and use of alternative energy

- promote waste management, reduction, recycling and reuse

- ensure adoption of best practice waste management design and systems in high-density residential and mixed use development.

A44. Develop guidelines for carbon neutral and energy efficient building design and material use.

A45. Support carbon neutral development in Adelaide City Council.

A46. In collaboration with industry and the community, work together to create healthy, resilient and beautiful urban landscapes that sustain and connect people with plants and places using green infrastructure.

A47. Ensure consistency in use of the iTree Canopy software when measuring green canopies and other green infrastructure.

A48. DPTI to pursue opportunities to plant urban green cover along arterial roads, rail corridors and medians where safe to do so.

⚷ Other key levers to unlock opportunity

- Invest in the Carbon Neutral Adelaide Partnership – partner with the City of Adelaide to leverage private sector investment in renewable energy and storage, building energy efficiency and electric vehicle infrastructure.

- Undertake demonstration projects – for example use the Adelaide Living Laboratories in Tonsley, Bowden and Lochiel Park and the Low Carbon Living CRC to demonstrate how to build low impact development and affordable green living.

- State Government to lead by example through:
  – setting a new target of 50 per cent of all the State's power to be generated by renewable sources by 2025. This will also support the Government's commitment to $10 billion investment in "low carbon" generation by 2025.
  – working towards achieving a Low Carbon Economy and achieve a target of net zero emissions by 2050.

Water

—

Protect and secure our water resources

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

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

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

Water

Policies

P109. Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits and to support public stormwater systems.

P110. 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.

P111. Increase the provision of stormwater infrastructure to manage and reduce the impacts of:

- run-off from infill development

- urban flooding from increased short-duration intense rainfall events associated with climate change

- pollution from roads and other developed areas.

Mount Lofty Ranges Watershed

—

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

- Priority Areas 1 – greatest risk

- Priority Areas 2 – intermediate risk

- Priority Areas 3 – least risk.

As such, new developments must demonstrate:

- a beneficial effect on water quality in Priority Areas 1

- a beneficial, or at least neutral impact on water quality in Priority Areas 2

- a negligible adverse, neutral or beneficial impact on water quality in Priority Areas 3.

Water

Water sensitive urban design

—

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

- bio-filtration systems

- permeable paving of footpaths, common areas and parking spaces (which can be used above the open underground water storage activities)

- green roofs and living walls (for example, plantings on roofs and down walls)

- wetlands to capture and treat run-off

- appropriate landscaping (for example, efficient irrigation, mulching, wind and sun protection, minimising lawn area and selecting suitable plants)

- capture and storage of rainwater and stormwater for re-use for residential purposes or to irrigate parks, sporting fields and other open spaces

- capture, treatment and re-use of wastewater

- water efficient fittings and appliances

- maintaining fixtures (for example, fixing leaks and drips from plumbing and taps).

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

Map 12 — Water resources

Prescribed Water Resources Areas
- Barossa Valley
- Eastern Mount Lofty Ranges
- Marne River and Saunders Creek
- Western Mount Lofty Ranges

Prescribed Wells Areas
- Angas-Bremer
- McLaren Vale
- Central Adelaide
- Northern Adelaide Plains

Prescribed Watercourses
- River Murray
- Chapmans Creek intake
- Gawler River
- Little Para
- Middle Beach intake
- Northern intake
- Onkaparinga River
- River Torrens - Karrawirra Parri

- River Murray Water Protection Area
- Mount Lofty Ranges Watershed
- Reservoir
- SA Water reclaimed water network

PLN ID: 4881

Water

Making it happen - the planning system

In the short term

A49. Incorporate into Regional Plans and/ or the Planning and Design Code:

- maps identifying prescribed water resources areas

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

- water efficiency standards

- the aims, objectives, guiding principles, performance principles and targets of water sensitive urban design

- policies that promote the use of alternative water supplies for new development.

🔑 Other key levers to unlock opportunity

- Expand use of recycled water - from the Bolivar Wastewater Treatment Plant to support the intensification of horticultural production in the Northern Adelaide Plains.

- Implement the Water for Good Plan – to ensure our state has a secure water supply system.

- Use water allocation plans – for example, Adelaide Plains, Barossa, McLaren Vale, Western Mount Lofty Ranges, Eastern Mount Lofty Ranges and the Marne Saunders, to ensure sustainable water supplies for the community, industry and the environment for future generations.

- Deliver stormwater harvesting and reuse projects - to date have an investment value of $160 million.

- Implement the Adelaide Coastal Water Quality Improvement Plan - to achieve and sustain water quality improvement for Adelaide's coastal waters and create conditions conducive for the return of seagrass along the Adelaide coastline.

- Consider potential carbon and storage offsets - investigate how to obtain maximum benefit from potential carbon and storage offsets ('Blue Carbon') provided by coast and marine habitats and how to best protect appropriate sites.

Emergency management and hazards

—

Build resilience to hazards and disasters

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

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

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

Emergency management and hazards

Policies

P112. 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.

P113. Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.

P114. 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).

P115. Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.

P116. 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

Legend

Low lying coastal areas

Bushfire Protection Areas

- High Bushfire Risk
- Medium Bushfire Risk
- General Bushfire Risk
- Major hospital

Emergency service sites

- Ambulance
- Country Fire Service
- Metropolitan Fire Service
- Police
- State Emergency Service
- Sea Rescue Squadron

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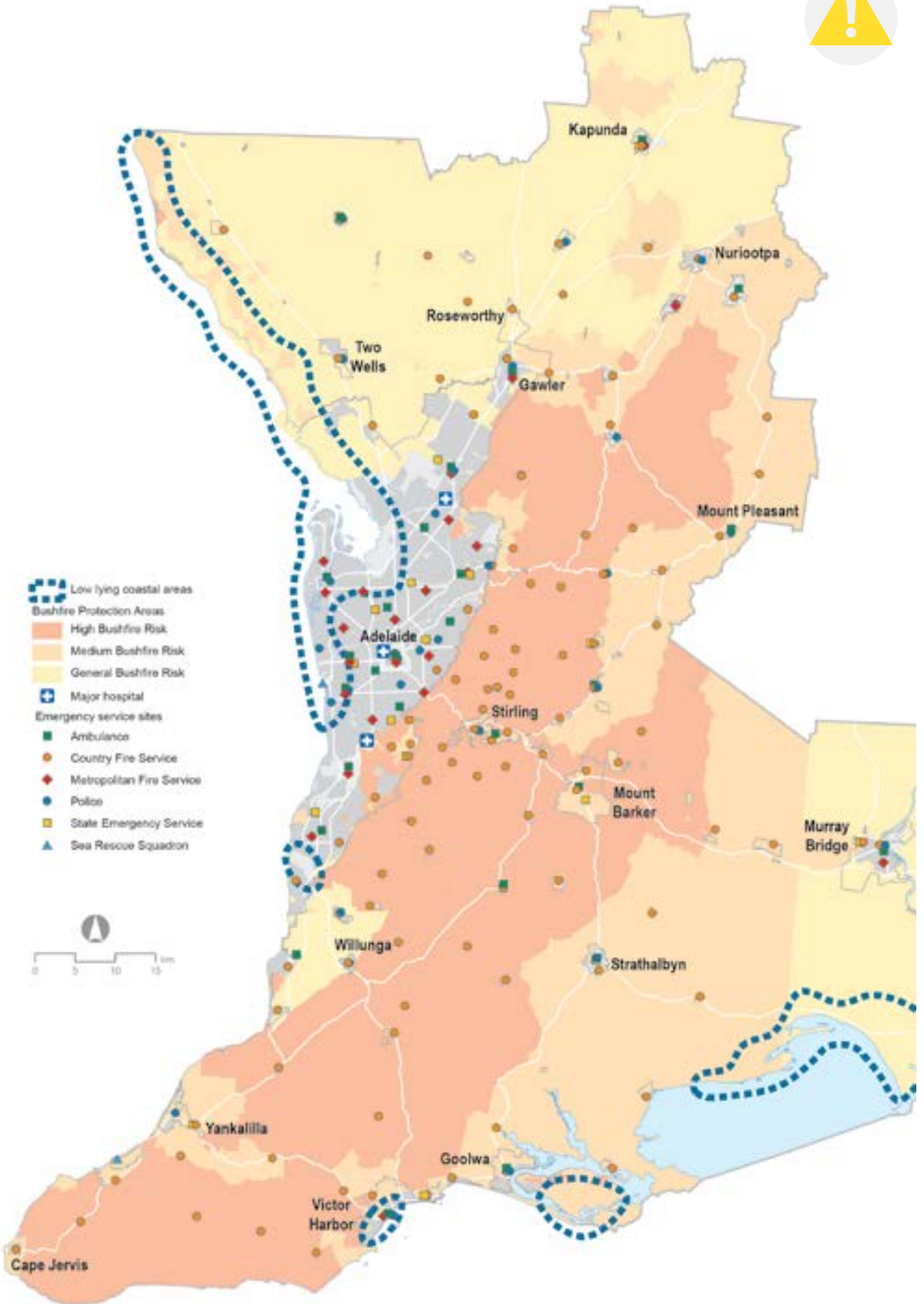
Emergency management and hazards

Making it happen - the planning system

In the short term

A50. State agencies to map hazards to be identified as overlays within the Planning and Design Code, including flood, bushfire and coastal hazards.

A51. 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.

A52. Update procedures used by planning authorities for the rezoning and assessment matters related to site contamination.

🔑 Other key levers to unlock opportunity

- Implement the the State Emergency Management Plan - to prevent, manage and recover from incidents and disasters within South Australia.

- Implement the Water for Good Plan – to ensure our state has a secure water supply system.

- Utilise flood hazard mapping to increase the public's awareness of their exposure to flood risk and assist in risk assessments to identify the priority flood risks in the State.

03
Implementing and monitoring our plan

Our policies, actions and targets

—

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

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

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

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

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

Our targets

1

Protecting our resources

2

Smarter travel

3

Getting active

4

Walkable neighbourhoods

5

A green liveable city

6

Greater housing choice

Figure 3.1 Geography used in the targets

Kapunda

Roseworthy

Gawler

Virginia

Elizabeth

Adelaide

Stirling

Mount Barker

Murray Bridge

Noarlunga

Aldinga

Victor Harbor

Inner Metro

Middle Metro

Outer Metro

Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)

Greater Adelaide Planning Region

1 **Protecting our resources**

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

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

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

How this target will be measured:

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

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

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

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

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

Current status:

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

---

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

Map 14 — Metro infill vs metro fringe/township

Fringe / Infill

- Metro infill
- Metro fringe/township
- Township
- Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)
- Metropolitan sub-regions
- Greater Adelaide Planning Region

Kapunda

Mallala

Nuriootpa

Two Wells

Roseworthy

Gawler

Middle Metro

Inner Metro Adelaide

Outer Metro

Stirling

Mount Barker

Murray Bridge

Strathalbyn

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

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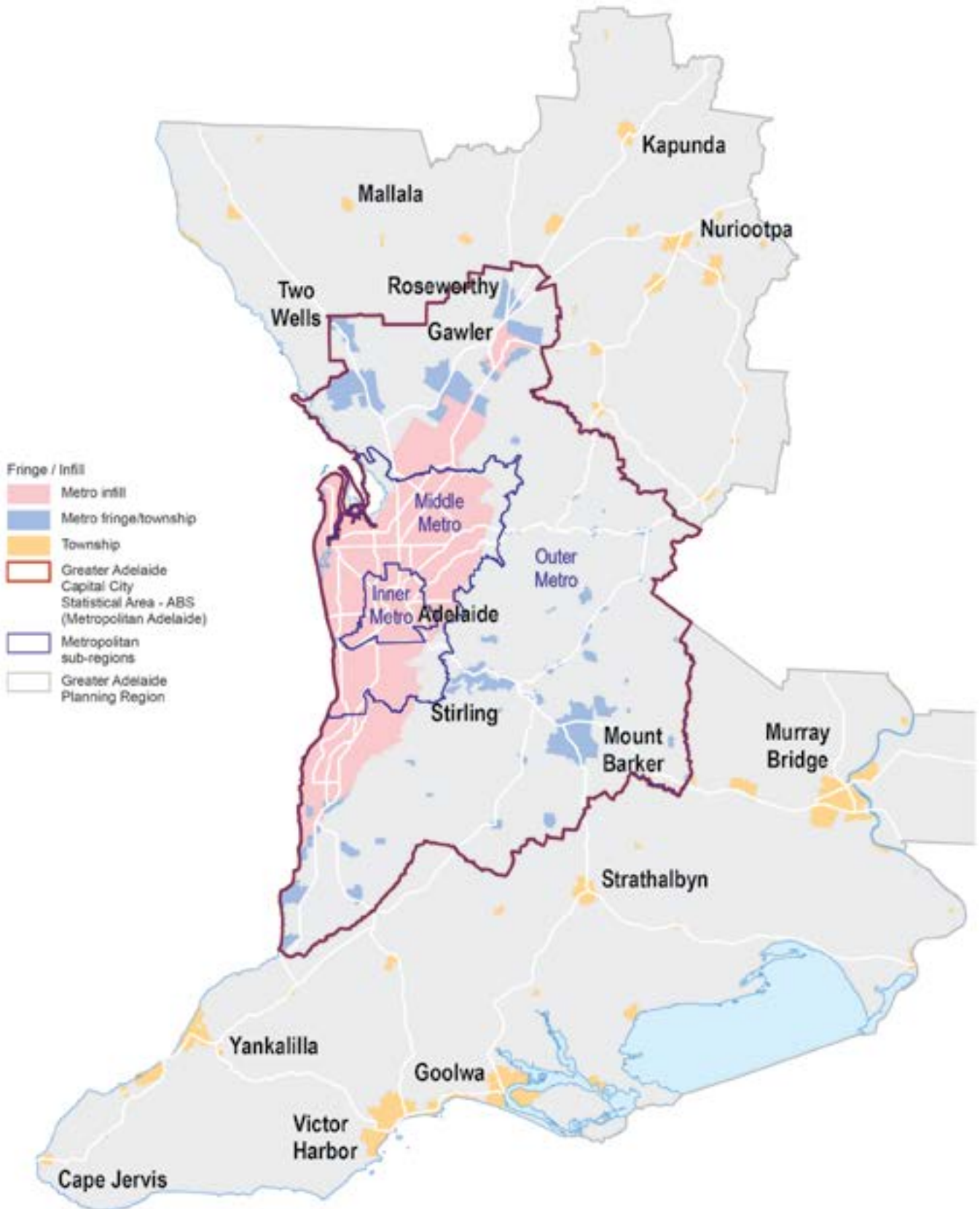
② Smarter travel

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

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

This is supported by the State Government's *Integrated Transport and Land Use Plan* (ITLUP) which proposes a new tram system for Adelaide, along with service and infrastructure improvements for a number of train lines and high frequency bus routes. Cities around the world with high-quality light rail, and higher public transport use have an average population density of at least 3,000 people per km². Adelaide's current average population density is around 1,400 people per km².

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

- 800 metres of tram routes* corridor catchments.

- 800 metres of train stations and O-Bahn interchanges*

- 400 metres of high frequency bus routes (including Go Zones)*.

How will this target be measured:

This target will be measured using annual dwelling counts derived from State Valuer-General data. Each year new dwellings will be attributed to the defined catchments and then calculated as a proportion of the total dwellings built in metropolitan Adelaide (urban area). Any additions to the public transport network that meet the high frequency criteria of this target will added annually and included in the analysis (see the ITLUP Technical Report[17] for projected service patterns and frequency). Refer to Map 15 for details.

Current status:

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

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

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

*Current and planned

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

Roseworthy

Virginia

Gawler

Elizabeth

Mawson
Lakes

Port
Adelaide

Modbury

Adelaide

Stirling

Marion

Mount Barker

Noarlunga
Centre

Aldinga

Walking catchments up to
5 minutes (400 metres
walking distance) for fixed
line public transport stops

Walking catchments up to
10 minutes (800 metres
walking distance) for fixed
line public transport stops

GO Zones (400 metres)

Mass Transit Routes
- current, proposed and potential

Tram

Train

High frequency bus

PLN ID: 5226

③ Getting active

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

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

- increased capacity, and reduced congestion, in the overall transport network

- reduced environmental impacts

- improved public health and reduced healthcare costs

- improved community wellbeing and social cohesion.

This Plan supports the State Government's *Integrated Transport and Land Use Plan* (ITLUP) which outlines a range of active transport network improvements and other solutions. Studies that informed ITLUP found that 72 to 75% of people[18] have a trip destination within the same area from where they start and these trips are on average short, being three to six km in length. Facilitating more housing close to activity centres, jobs and services and public transport will provide more opportunities for people to shift modes for short daily trips (less than two km for walking and five km for cycling).

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

How will this target be measured:

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

Current status:

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

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

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

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

Map 16 — Active transport use for work trips

GAWLER

PLAYFORD

LIGHT

MALLALA

BAROSSA

SALISBURY

TEA TREE
GULLY

ADELAIDE
HILLS

MOUNT
BARKER

MURRAY
BRIDGE

PORT ADELAIDE
ENFIELD

WALKERVILLE

PROSPECT

CAMPBELLTOWN

ALEXANDRINA

CHARLES
STURT

NORWOOD
PAYNEHAM AND
ST PETERS

VICTOR
HARBOR

WEST
TORRENS

ADELAIDE

BURNSIDE

YANKALILLA

UNLEY

HOLDFAST
BAY

MITCHAM

MARION

ONKAPARINGA

Inner Metro - 24.0%

Middle Metro - 14.4%

Outer Metro - 9.1%

Township

Greater Adelaide Capital City
Statistical Area - ABS
(Metropolitan Adelaide)

Local government
boundary

Greater Adelaide
Planning Region

PLN ID: 5206

4 Walkable neighbourhoods

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

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

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

This target will incorporate the following criteria:

1. **Public open space*** (greater than 4,000m^2 in size) (400m / 5 min walk)

2. **Primary schools** (1km / 15 mins walk)

3. **Frequent bus services** (Including Go Zones) (400m / 5 min walk) **OR Train station or tram/o-bahn stop** (800m / 10 min walk)

4. **Shops** (800m / 15 mins walk).

How will this target be measured?

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

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

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

Current status:

This is a new target, determined using a multi-criteria GIS analysis.
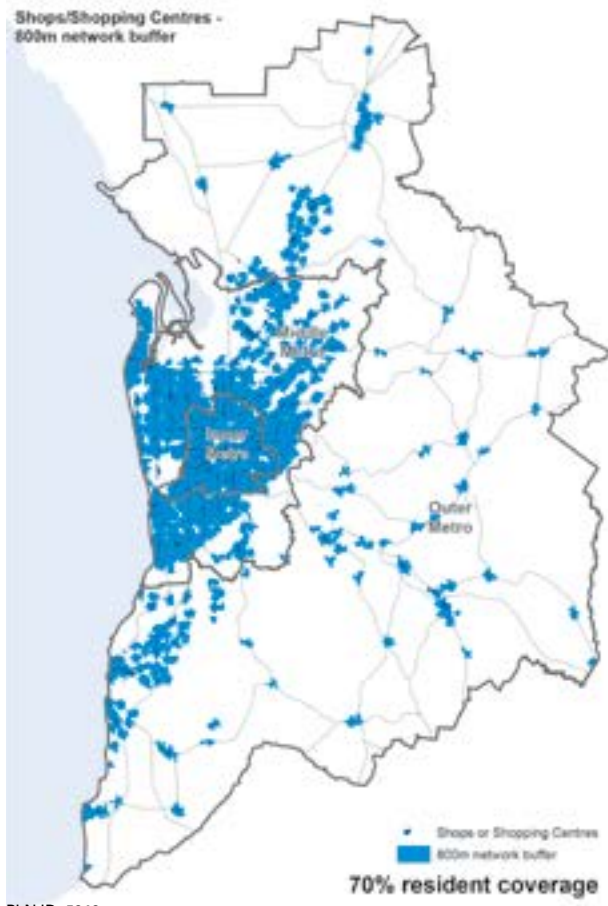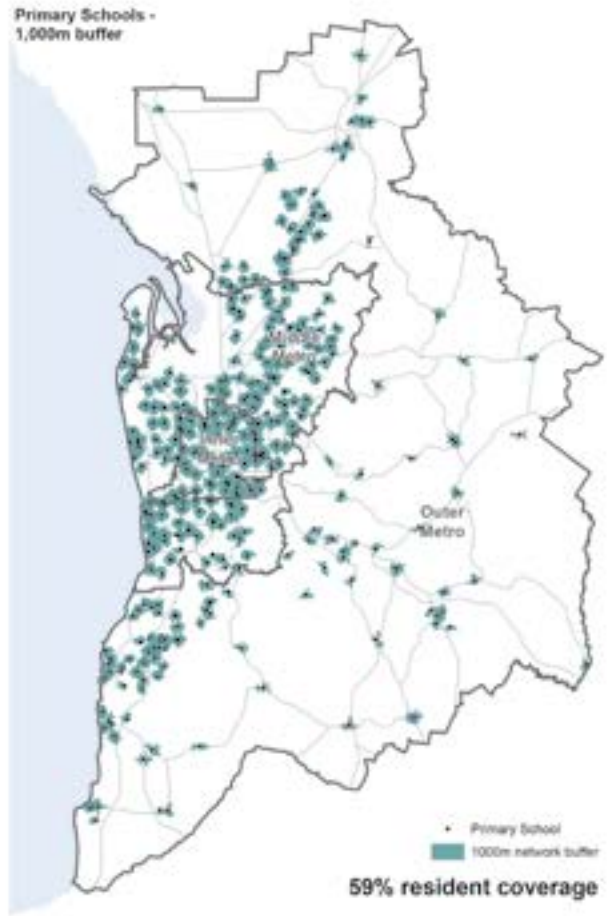
The baseline for 3 and 4 out of 4 for:

*   Inner Metro: 72%

*   Middle Metro: 49%

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

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

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

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

Public Open Space - greater than 4,000sqm
400m buffer

Public Open Space (>4,000sqm)
400m network buffer

78% resident coverage

Primary Schools -
1,000m buffer

Primary School
1000m network buffer

59% resident coverage

Shops/Shopping Centres -
800m network buffer

Shops or Shopping Centres
800m network buffer

70% resident coverage

High Frequency Public Transport -
400/800m network buffer

Fixed Line Routes
400/800m network buffer

31% resident coverage

PLN ID: 5242

Map 18 — Proportion of population within walking distance of services

Services include:
Public Open Space (greater than 4,000sqm) - 400m
Primary or Combined Schools - 1,000m
Shops or Shopping Centres - 800m
High Frequency Public Transport - 400m / 800m

% of population

# of Services	Inner Metro	Middle Metro	Outer Metro	Combined Total
1	5%	17%	37%	21%
2	23%	34%	36%	33%
3	40%	35%	26%	33%

46%

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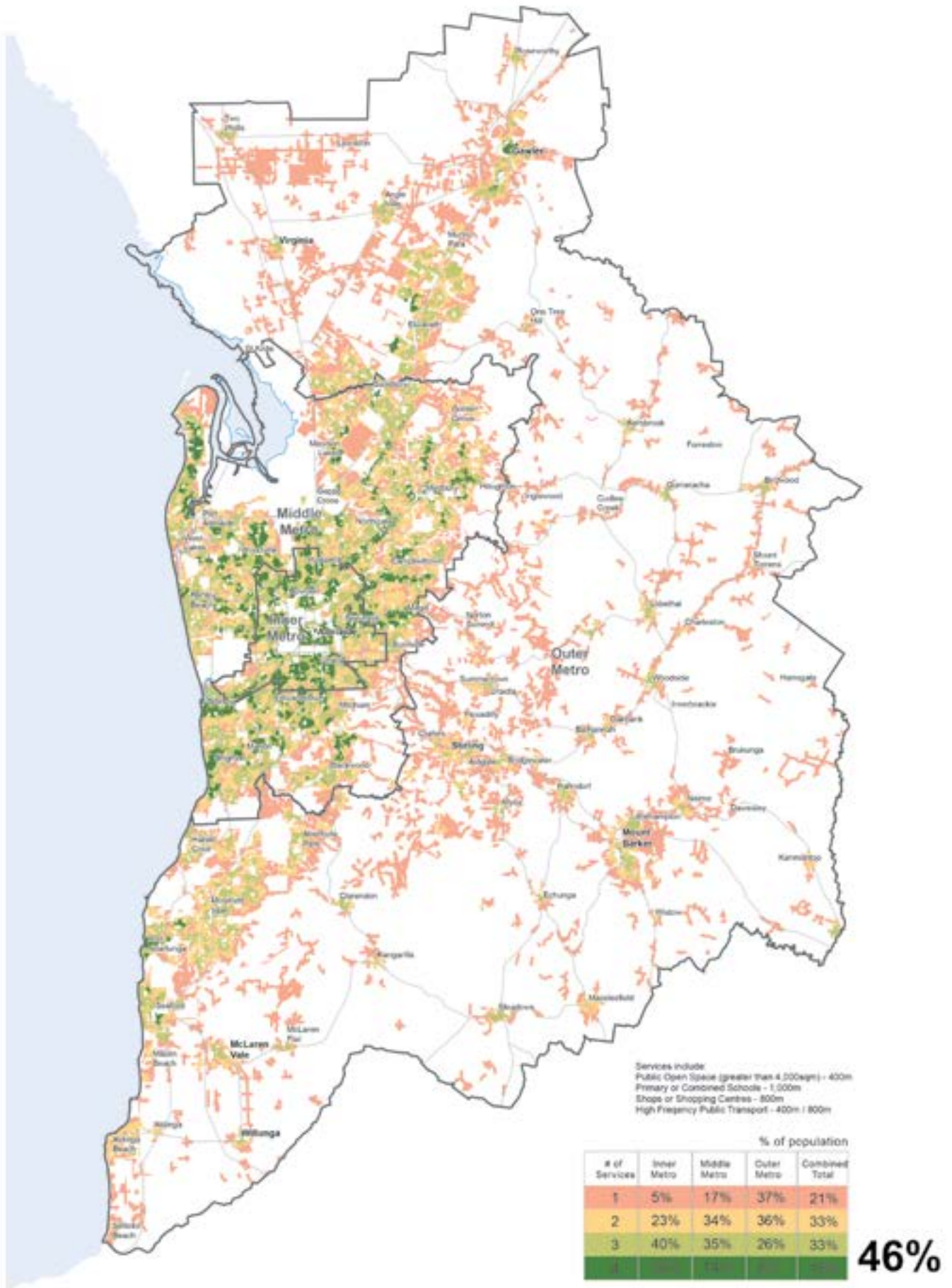
5 A green liveable city

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

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

- maintenance of habitat for native fauna, which can include vulnerable or threatened species in fragmented urban landscapes

- reduction of the urban heat island effect

- air quality improvements

- stormwater management improvements through reductions in the extent of impervious surfaces

- provision of spaces for interaction, amenity and recreation, which improve community health and social well-being

- increase level of neighbourhood safety

- provision of positive visual amenity for urban residents.

How will this target be measured:

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

It is recognised that councils currently have varying amounts of tree canopy cover. Therefore, the following is proposed:
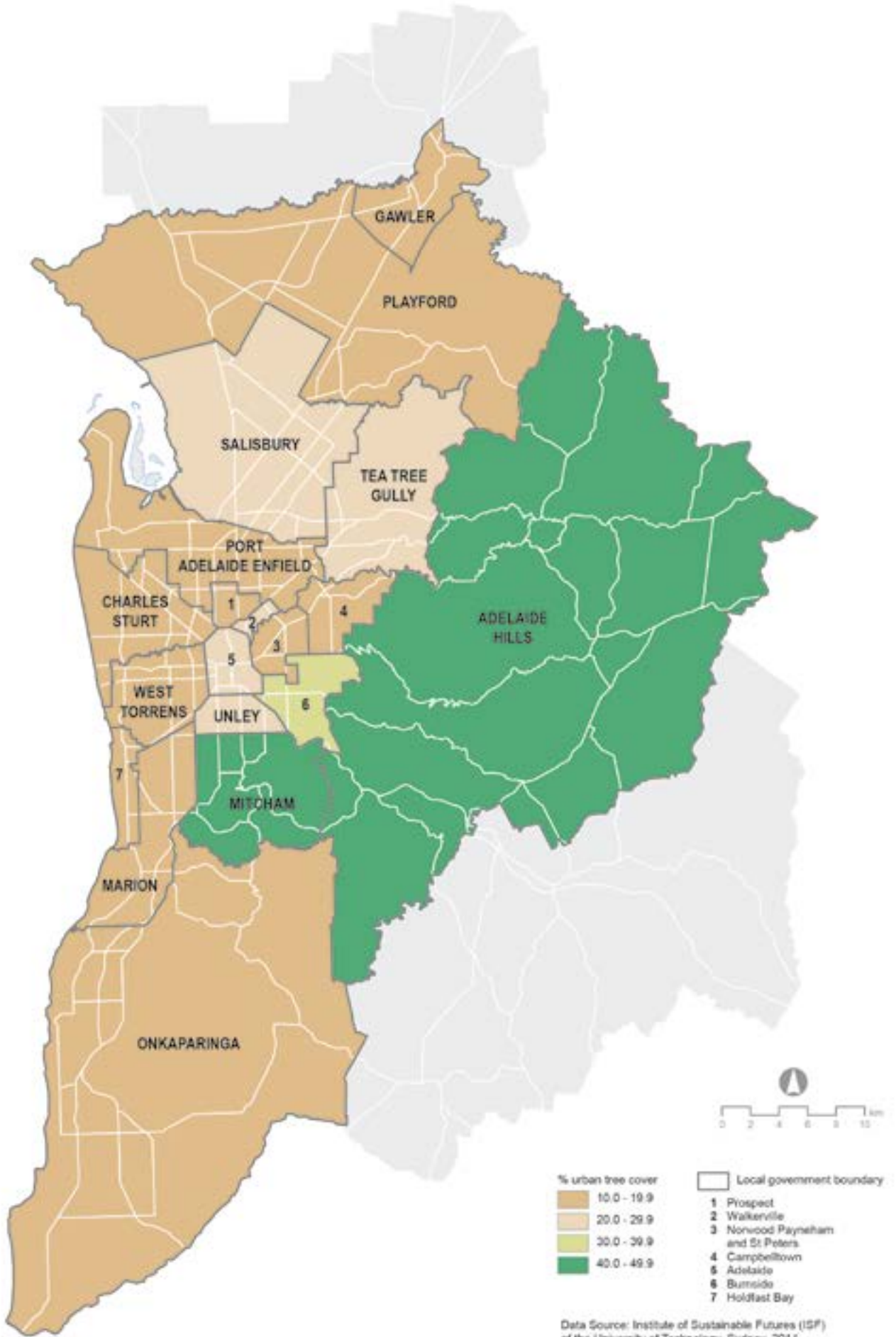
- For council areas currently with less than 30% tree canopy cover, cover should be increased by 20% cover by 2045.

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

Current status:

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

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

Map 19 — Existing tree canopy cover across metropolitan Adelaide (indicative)[11]

% urban tree cover

	10.0 - 19.9
	20.0 - 29.9
	30.0 - 39.9
	40.0 - 49.9

Local government boundary

1 Prospect
2 Walkerville
3 Norwood Payneham and St Peters
4 Campbelltown
5 Adelaide
6 Burnside
7 Holdfast Bay

Data Source: Institute of Sustainable Futures (ISF) of the University of Technology, Sydney, 2014

PLN ID: 5240

6 Greater housing choice

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

Historically, the predominant form of housing built in Adelaide has been detached dwellings on large allotments. The Plan seeks to facilitate the supply of a diverse and well-designed range of housing types to cater for all ages and lifestyles and which make the best use of land and infrastructure. South Australia needs growth in more flexible housing options for one or two person households. By 2031, lone person households are predicted to grow by 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 less than three residents but 72% of dwellings have three or more bedrooms.

How will this target be measured:

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

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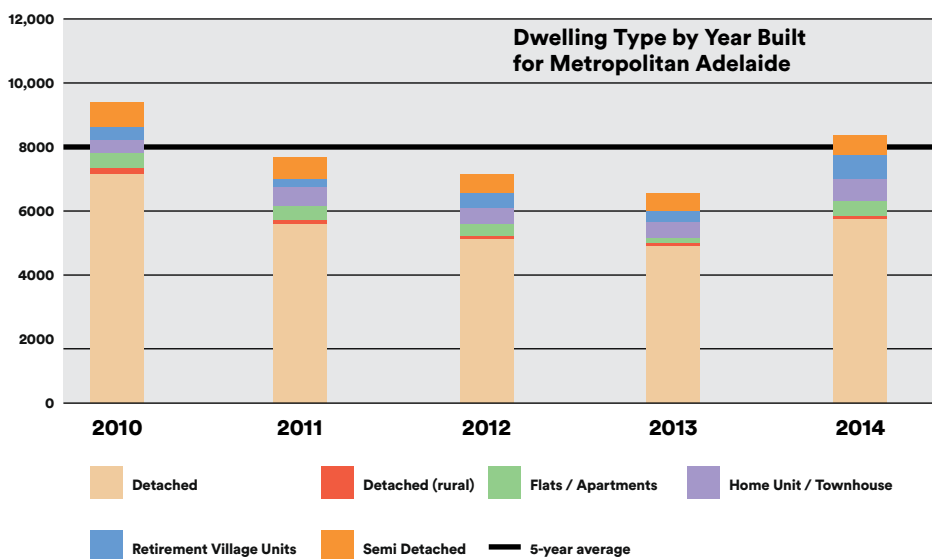
Current status:

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

Affordable Housing Policy

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

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

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

Dwelling Type by Year Built for Metropolitan Adelaide

Legend: Detached, Detached (rural), Flats / Apartments, Home Unit / Townhouse, Retirement Village Units, Semi Detached, 5-year average

Next steps

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

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

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

Find out more

If you would like to know more, you can grab a copy of the draft Update from www.livingadelaide.sa.gov.au.

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

Appendices

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Glossary of terms

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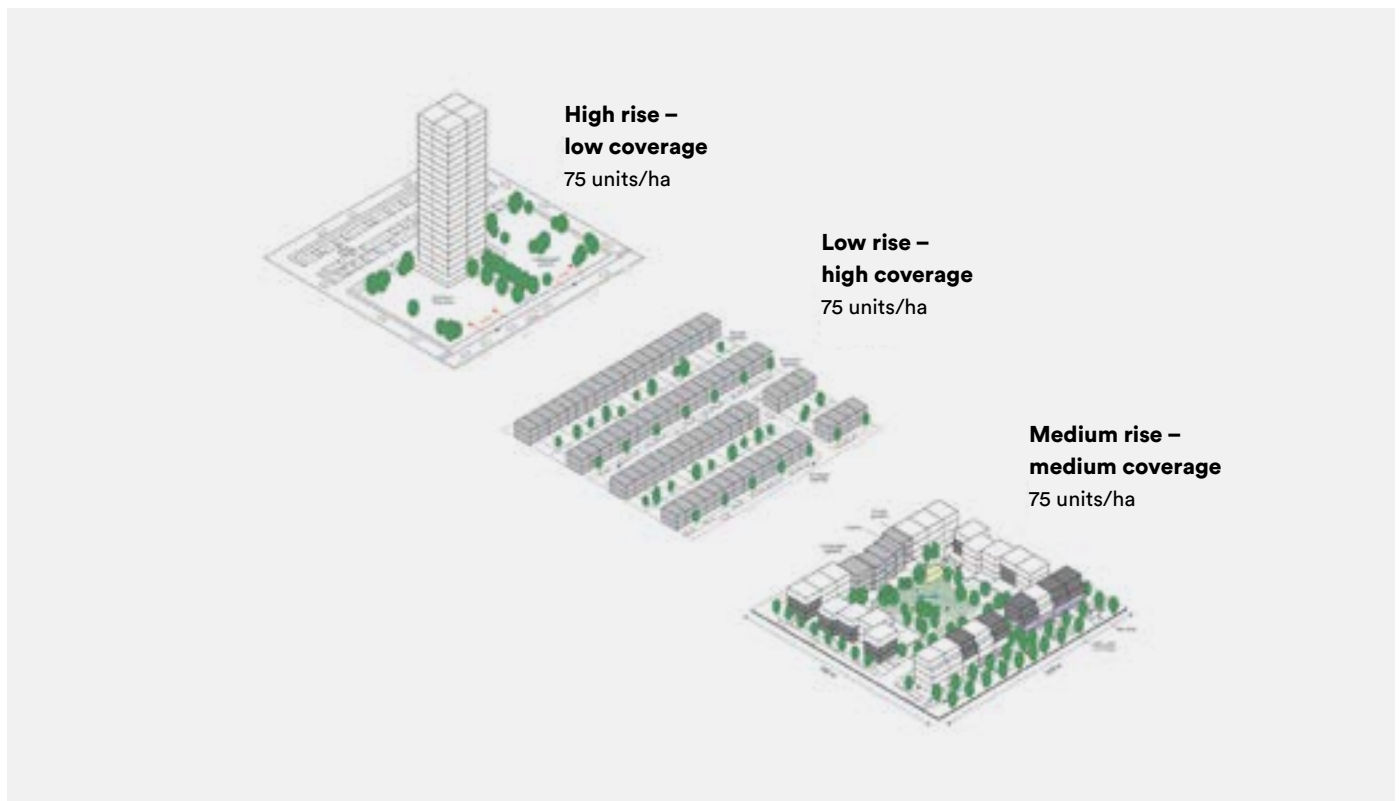
The following density ranges apply to net residential site density and gave definition to the terms low, medium and high density referred to in this Plan:

- 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.

**High rise –
low coverage**
75 units/ha

**Low rise –
high coverage**
75 units/ha

**Medium rise –
medium coverage**
75 units/ha

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.

Glossary of terms

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.
Case Management and Pre-lodgement Service	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: • 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	For the purposes of this Plan, city is defined as the City of Adelaide.
Climate Change	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.
Coastal habitats and landforms	These include beaches, coastal dunes and cliffs, coastal wetlands, tidal estuaries, saltmarsh and mangrove areas and coastal geological features.
Community Engagement Charter * New planning system tool	This new initiative was introduced in the Planning, Development and Infrastructure Bill 2015. The new charter will include performance and mandatory requirements for engaging community members on changes to planning policies and rules. This will replace the prescriptive statutory requirements in the current Act with a more flexible approach that allows engagement to be tailored to suit the needs of each audience. The charter will be based on principles designed to foster and encourage constructive debate, weighed towards engagement in the early stages of policy-setting, and promote the use of plain language and easy-to-access formats.
Community hubs	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.
Community infrastructure	Includes open space, community sporting facilities/hubs, indoor recreation centres, trails and public realm improvements or installations. (See also Strategic infrastructure)
Density	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).

Design Standards * New planning system tool	To increase the emphasis on design in the planning system, the 2016 Act enables the State Planning Commission (see definition below) to prepare design standards relating to the public realm and infrastructure. This is an important innovation and represents the first time a system-wide approach to public realm design has been provided for in planning legislation. Design standards: • specify design principles and standards • provide design guidance in relation to infrastructure and public realm.
Development Plans	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.
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 Protection Areas	EFPAs are our existing rural lands that surround Greater Adelaide. They surround the built up area of Adelaide from the north along the Gawler River, follow the foothills southwards along the western boundary of the McLaren Vale Preservation District and then back towards the coast south of Sellicks Beach. Introduced in the *Planning, Development and Infrastructure Act 2016*. EFPAs: • protect rural, landscape and environmental areas from urban encroachment; • encourage consolidation within the existing urban footprint and renewal of existing urban areas; and, • 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.
Greenfield	Land that has not previously been developed in urban or rural areas.
Greenhouse Gas Emissions	Greenhouse gases are naturally occurring gases in our atmosphere that trap heat and keep our earth warm enough for life to survive. Carbon dioxide (CO_2) is the primary greenhouse gas in our atmosphere and its concentrations are increasing as a result of human activities. The main human activity that emits CO_2 is the combustion of fossil fuels (coal, natural gas and oil) for energy and transportation, although certain industrial processes and land use changes also emit CO_2. Continued emissions of greenhouse gases will lead to further climate changes including a warmer atmosphere, a warmer and more acidic ocean, higher sea levels and larger changes in precipitation patterns. The extent of future climate change depends on what we do now to reduce greenhouse gas emissions. The more we emit, the larger future changes will need to be.
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 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 State 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 Plans	Local Area Plans provide a blueprint for the future development and distribution of land-uses and transport in a particular area, based on an assessment of existing infrastructure and environmental assets against likely population, housing, industry and economic trends.
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.
Medium rise development	Buildings of between three to six storeys in height.
'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.
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.

Glossary of terms

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 *Planning, Development and Infrastructure Act 2016* 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 *Planning, Development and Infrastructure Act 2016* 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: 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 orregion.
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 Development Act 1993.
Practice Guidelines * New planning system tool	'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.
Priority network	Priority road corridors for the movement of freight and commuters

Public open space	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.
Public realm	Public realm is defined as any publicly owned street, pathway, right of way, park, publicly accessible open space or any publicor civic building and its facilities.
Regional Centre	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.
Regional Plans * New planning system tool	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: • 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. 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.
Social capital	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.
State Planning Policies * New planning system tool	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.
Strategic employment lands	These employment lands have strategic significance due to their size, location and contribution to the state's economy.
Strategic infrastructure	Key economic and social infrastructure that accommodates population growth. (See also Community infrastructure)
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.

Glossary of terms

Transit Corridors	Transit corridors can be: major transit corridors characterised by fixed-line mass transit, other transit corridors characterised by main road access and have, or are earmarked for, mass transit.
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 impr ove aesthetic and recreational appeal.

Links to other key government documents

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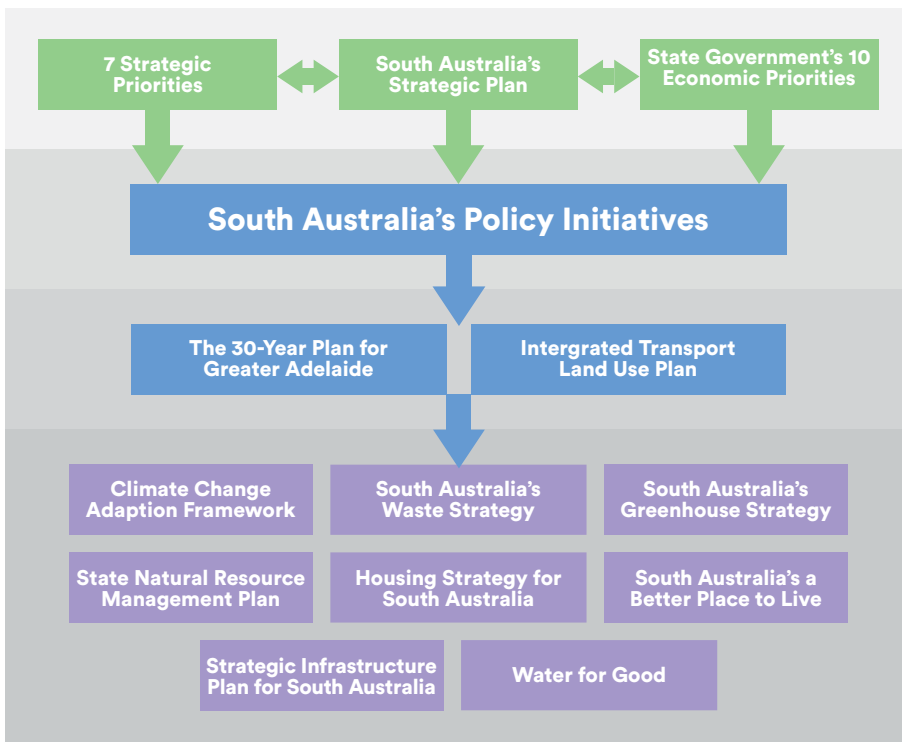
Other plans and programs mentioned in the 30-Year Plan.

- Water sensitive urban design - Creating more liveable and water sensitive cities in South Australia

- South Australia's Climate Change Strategy

- Adelaide Coastal Water Quality Improvement Plan

- State Emergency Management Plan

- State Public Health Plan: South Australia – A Better Place to Live

- Northern Economic Plan

Adelaide City

- Smart Move Strategy - Adelaide City Council

- Adelaide Design Manual

- North Terrace Master Plan

Healthy Living

Plans

- Streets for People Compendium for South Australian Practice

- Federal Government's Creating Places for People - An Urban Design Protocol for Australian Cities

- South Australian Regional Level Recreation and Sports Facilities Framework

Links to other key government documents

Programs

- Way2Go School Program

- TravelSMART Households

- Way2Go Bike Ed Program

- Living Neighbourhoods Program

- Residents to Win Grants Program

- Nature Play SA

- Arterial Road Bicycle Facilities Program

- Healthy Parks Healthy People initiative

Environmental

Plans

- Good for Environment, Good for Business Volume II

- Adelaide and Mount Lofty Ranges Natural Resources Management Plan

- Murray-Darling Basin Regional Natural Resources Management Plan

- No Species Loss Conservation Strategy

- South Australia's Waste Strategy 2015-2020

- National Climate Change Adaptation Framework

- Adelaide Coastal Water Quality Improvement Plan

- Adelaide's Living Beaches Strategy (2005-2020)

- National Strategy for Disaster Resilience

- Water Allocation Plans (Adelaide Plains, Barossa, McLaren Vale, Western Mount Lofty Ranges)

- Regional Demand and Supply Statements

- Stormwater Strategy

- Urban Water Plan for Greater Adelaide

Legislation

- Environment Protection and Biodiversity Conservation Act 1999

- Native Vegetation Act 1991

Programs

- Native Vegetation Incentives Program

- Federal Government's 20 Million Trees Programme

Other

- Australian Infrastructure Audit

- Our Port: Port Adelaide Precinct Plan

- South Australian Multiple Land Use Framework

End notes

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