# 02
Our policies and actions

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

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

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

This section describes the 14 policy themes and their associated initiatives.
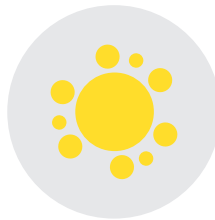
Our policy themes
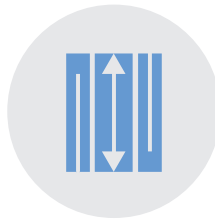
Transit corridors, growth areas and activity centres

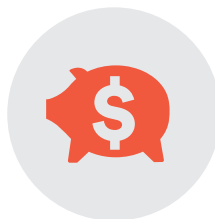**Adelaide City Centre**

Design quality

Heritage

Housing mix, affordability and competitiveness

Health, wellbeing and inclusion

The economy and jobs

Transport
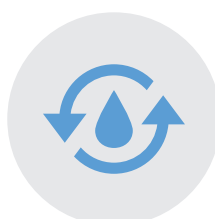
Infrastructure

Biodiversity

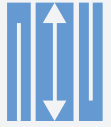**Open space, sport and recreation**

Climate change

Water

Emergency management and hazard avoidance

Transit corridors, growth areas and activity centres

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Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

Deliver a new urban form

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

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

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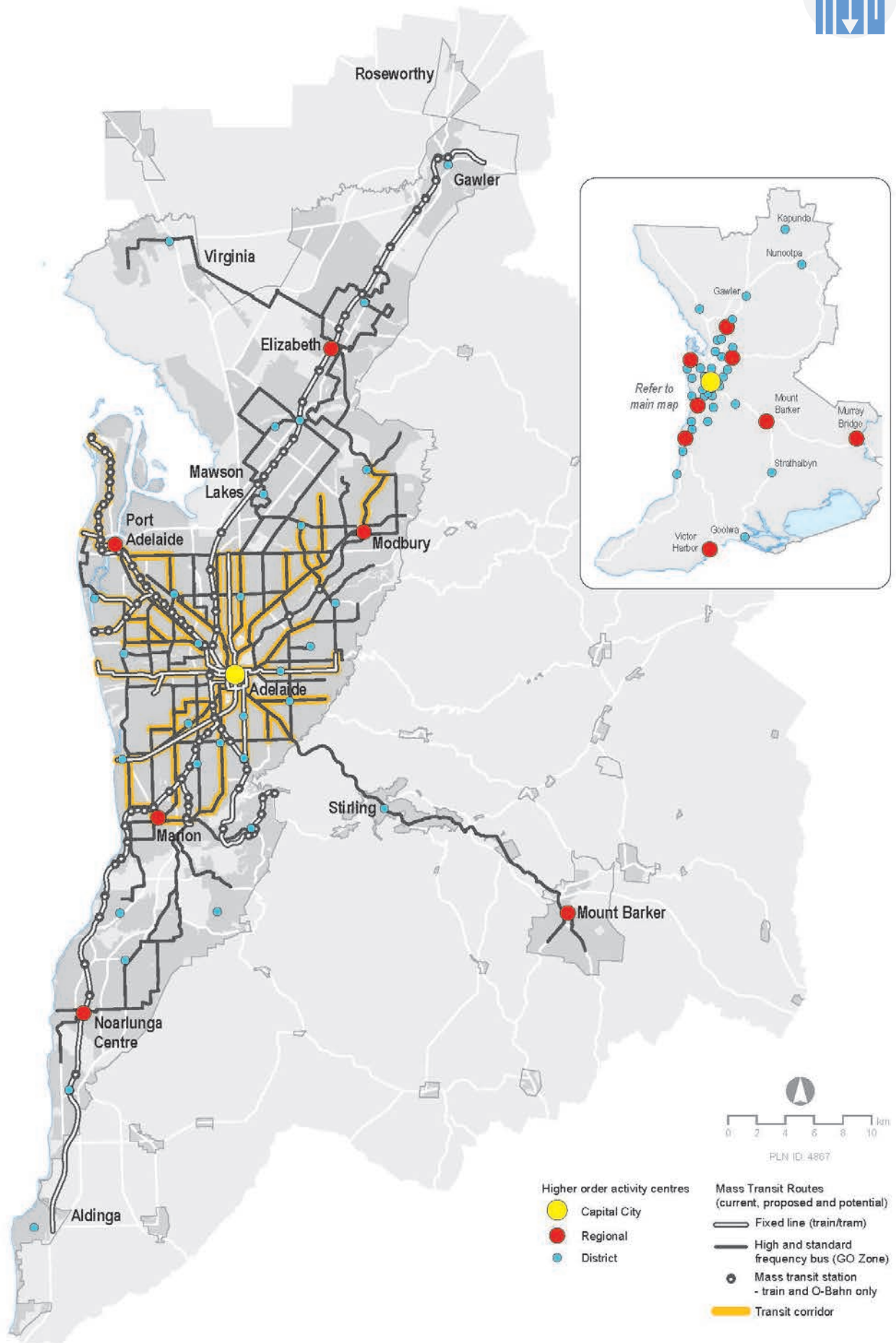
Transit corridors, growth areas and activity centres

Policies

P1. Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)

P2. Increase residential and mixed use development in the walking catchment of:

- strategic activity centres*

- appropriate transit corridors

- strategic railway stations.

P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.

P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.

P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.

P6. Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.

P7. Focus government services in higher-order activity centres that are well-serviced by public transport to support viable clusters of activities and minimise car trips.

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

P9. Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.

P10. Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.

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

P12. Ensure, where possible, that new growth areas on the metropolitan Adelaide fringe and in townships are connected to, and make efficient use of, existing infrastructure, thereby discouraging "leapfrog" urban development.

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

Map 2 — Activity centres and mass transit routes

Roseworthy

Gawler

Virginia

Elizabeth

Mawson
Lakes

Port
Adelaide

Modbury

Adelaide

Stirling

Marion

Mount Barker

Noarlunga
Centre

Aldinga

Kapunda

Nuriootpa

Gawler

Refer to
main map

Mount
Barker

Murray
Bridge

Strathalbyn

Victor
Harbor

Goolwa

PLN ID: 4867

Higher order activity centres
- Capital City
- Regional
- District

**Mass Transit Routes
(current, proposed and potential)**
- Fixed line (train/tram)
- High and standard
  frequency bus (GO Zone)
- Mass transit station
  - train and O-Bahn only
- Transit corridor

Transit corridors, growth areas and activity centres

Figure 2.1 Density - people per km²

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

Public Transport - Cost Recovery Ratios

← Extensive Tram Cities
← Cities with an underground

20%   70%   170%

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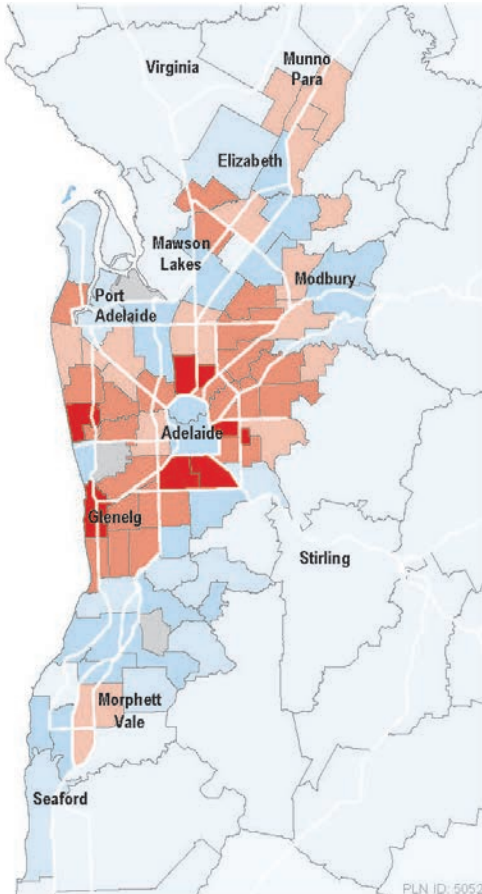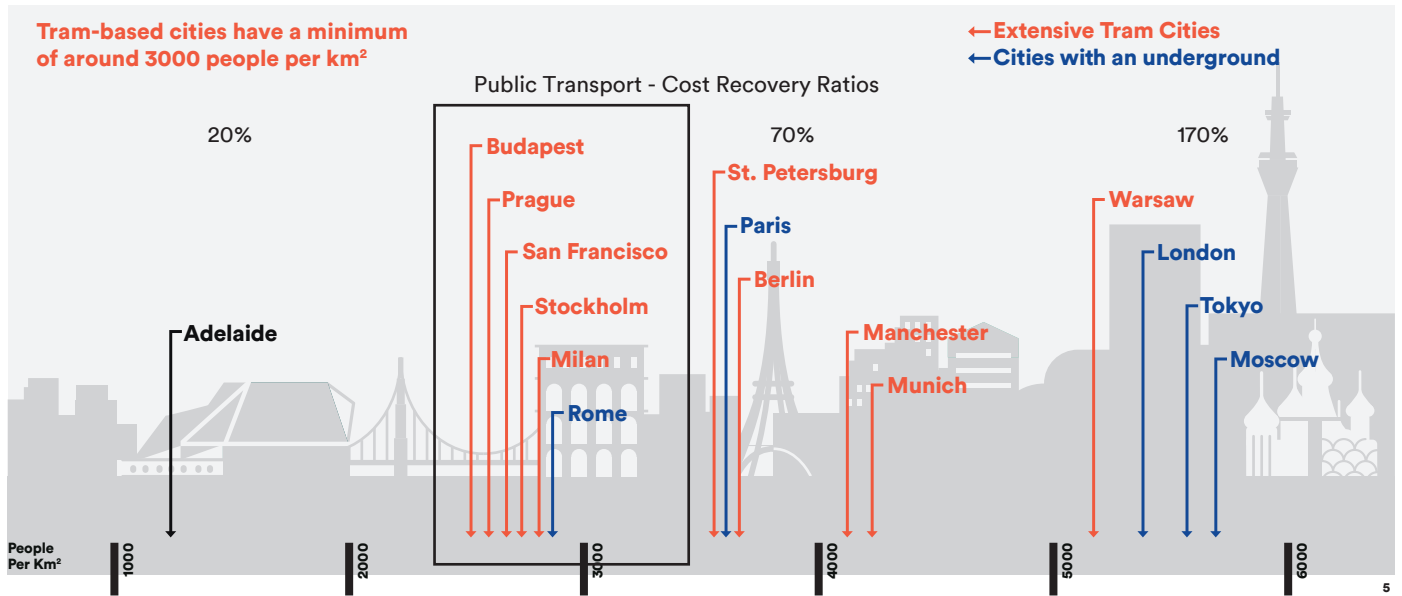
We have abundant opportunities to increase population density to support transit. Our densest suburbs are some of our most desirable, liveable and vibrant.

Population Density per km² (2014)

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

Map 3 — Designated urban areas and township boundaries

Kapunda

Mallala

Nuriootpa

Roseworthy

Two Wells

Gawler

Mount Pleasant

Stirling

Mount Barker

Murray Bridge

Willunga

Strathalbyn

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

Legend

Planned urban lands to 2045

Future urban growth areas - zoned

Future urban growth areas - unzoned

Rural Living

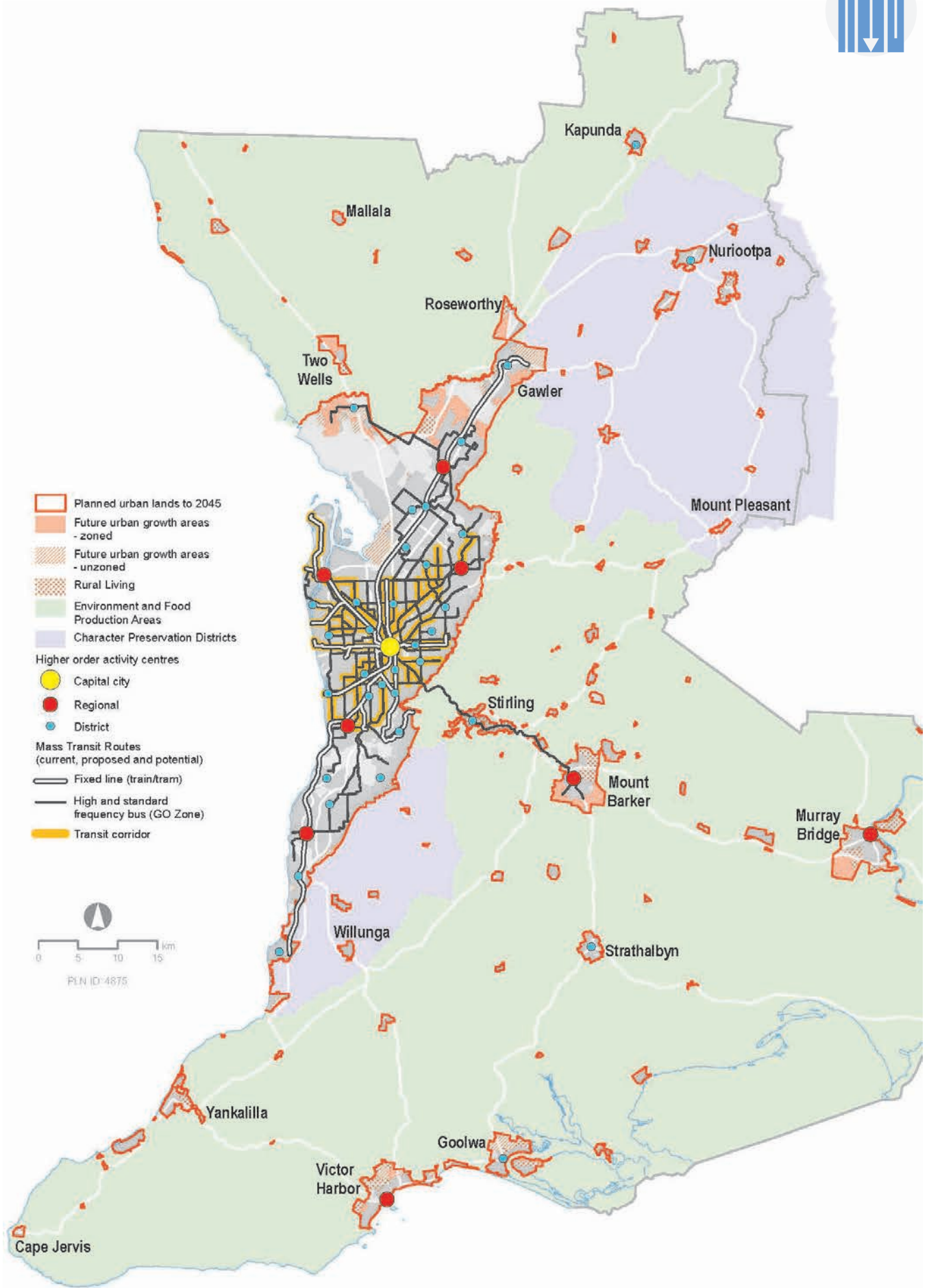Environment and Food Production Areas

Character Preservation Districts

Higher order activity centres

Capital city

Regional

District

Mass Transit Routes (current, proposed and potential)

Fixed line (train/tram)

High and standard frequency bus (GO Zone)

Transit corridor

km
0   5   10   15

PLN ID: 4875

Transit corridors, growth areas and activity centres

Making it happen - the planning system

In the short term

A1. Develop transitional plans to assist in the establishment of the Planning and Design Code.

A2. Undertake local area planning for strategic transit corridors, train stations, activity centres and growth areas that implement the strategic directions of this Plan, including:

- identifying how individual areas can contribute to Greater Adelaide's growth scenario

- identifying opportunities to implement the dwelling density guidelines needed to support the economic viability of public transport, activity centres and walkable neighbourhoods

- linking development to support infrastructure investment and public realm improvements

- managing interfaces with existing land uses.

A3. Prepare an urban renewal policy to be delivered through the new planning system - to ensure infill development is sensitively interfaced with existing suburbs.

A4. Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.

A5. Better integrate transport and land-use planning by strategically considering land-use development opportunities from infrastructure investment at the project scoping stage.

A6. Rezone government-owned land where it implements the strategic directions of this Plan, taking account of public value and economic prosperity.

⚷ Other key levers to unlock opportunity

Deliver new public transport infrastructure through:

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

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

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

Dwelling density guidelines

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

Adelaide City centre

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Relevant Targets

1 Target 1

2 Target 2

3 Target 3

4 Target 4

5 Target 5

6 Target 6

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

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

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

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

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

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

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

Adelaide City centre

Policies

P13. Strengthen the primacy of the Adelaide City centre as the cultural, entertainment, tourism and economic focus of Greater Adelaide. Enhance its role as the centre for peak legal, financial and banking services, specialty health and medical services, higher education, the arts, and high-quality specialty retailers.

P14. Strengthen the overall built form of the city, which is characterised by a grid pattern of streets and squares, contrasting with the open space of the Park Lands.

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

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

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

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

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

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

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

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

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

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

Adelaide City centre

Case Study: Bringing it all together – a Vibrant City

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

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

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

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 license has rejuvenated a number of city laneways and a nationally recognised small bar scene has been established in the CBD. Since the new licenses were introduced in April 2013, and with the aid of a case management service, 70 new businesses have opened, equating to over $70 million in capital investment and over 800 new jobs. Peel Street has transformed from a primarily vacant through road to Adelaide's hottest new 'eat street', with twelve small venues and an thirteenth to open in the street before the end of 2017. Bank Street has also been transformed, with foot traffic from the redeveloped Adelaide Oval using this laneway on game days (averaging 21,000 people).

The redeveloped Adelaide Oval and Riverbank Precinct are encouraging private investment, construction and flow-on hospitality jobs. The Adelaide Oval redevelopment is expected to generate upwards of $111 million in economic activity per year and create 405 new full-time jobs*. The Blue Hive event space has reinvigorated the previously underutilised Riverbank Promenade, hosting more than 66 events for approximately 45,000 people and giving 200 businesses a chance to showcase their products and services.**

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

* As of June 2016.

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

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

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

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

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

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

Conceptual illustration only

Adelaide City centre

Making it happen - the planning system

In the short term

A7. Introduce appropriate zoning for the old Royal Adelaide Hospital site that stimulates investment in the east end of Adelaide, grows the city population, and ensures an appropriate interface with the Adelaide Botanic Gardens.

A8. Prepare a master plan/framework for the remainder of the biomedical precinct to guide future investment, ensure legible connections are identified and maintained, and provide a quality public realm.

A9. Deliver demonstration projects in the Park Lands that help create a liveable city, provide for a range of activities and link the city to the suburbs.

In the medium term

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

Other key levers to unlock opportunity

- **Deliver public realm improvements** State Government to redevelop Festival Plaza to make it an engaging and accessible space for all to enjoy.

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

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

- **City of Adelaide Strategic Plan 2016-2020** Support transformation of the city's economy and experience through innovation and smart technology.

Design quality

Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

5 **Target 5**

6 **Target 6**

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

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

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

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

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

Harts Mill Surrounds

Design quality

Policies

P25. Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.

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

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

P28. Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.

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

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

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

P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.

Woodville West

Design quality

Supporting design quality

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

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

- proposals over $10 million in Adelaide City

- proposals over 4 storeys in designated uplift areas in Inner Metropolitan Adelaide

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

Verde Living apartments, Kent Town

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

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

Case Study: Good design

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

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

In higher density housing, good design relates to:

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

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

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

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

Bowden development

Design quality

Making it happen - the planning system

In the short term

A11. Release the Residential Design Guidelines to assist in creating desirable neighbourhoods and streetscapes.

A12. Reinforce and expand the role of the design review process for strategic urban infill and other priority developments.

A13. Investigate opportunities to develop education programs for key stakeholders to help them better understand and implement quality design.

A14. Engage with the Office for Design and Architecture SA in the early phases of all government urban renewal and infrastructure projects to ensure design quality is a key consideration.

A15. Investigate how best to encourage and measure design quality in the new planning system.

A16. Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for:

- medium and high rise buildings

- sensitive infill in areas of protection and areas of heritage value

- where there should be minimum and maximum height limits.

A17. Encourage all significant crown developments to participate in DPTI's pre-lodgement service.

A18. Undertake a typology study which identifies a range of exemplar infill housing types and demonstrate these in Renewing Our Streets and Suburbs sites.

In the medium term

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

⚷ Other key levers to unlock opportunity

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

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

Heritage

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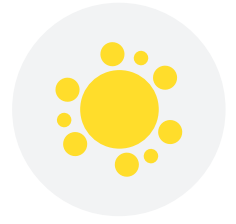
Relevant Targets

6 **Target 6**

Protect and recognise our heritage

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

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

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

Peel Street, Adelaide

Heritage

Policies

P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.

P34. Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted.

P35. Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.

Case Study: Wharf 10

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

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

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

Artistic impression: Wharf 10, Port Adelaide

Heritage

Making it happen - the planning system

In the short term

A20. Explore opportunities to review local heritage listing processes within a more integrated framework.

A21. Work with the traditional owners to identify and protect sites and areas of significance to Aboriginal heritage and culture and, where appropriate, incorporate identified sites into regional and other plans.

Housing mix, affordability and competitiveness

Relevant Targets

1 Target 1

2 Target 2

3 Target 3

6 Target 6

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

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

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

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

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

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

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

Lightsview

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

We need new models of housing

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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
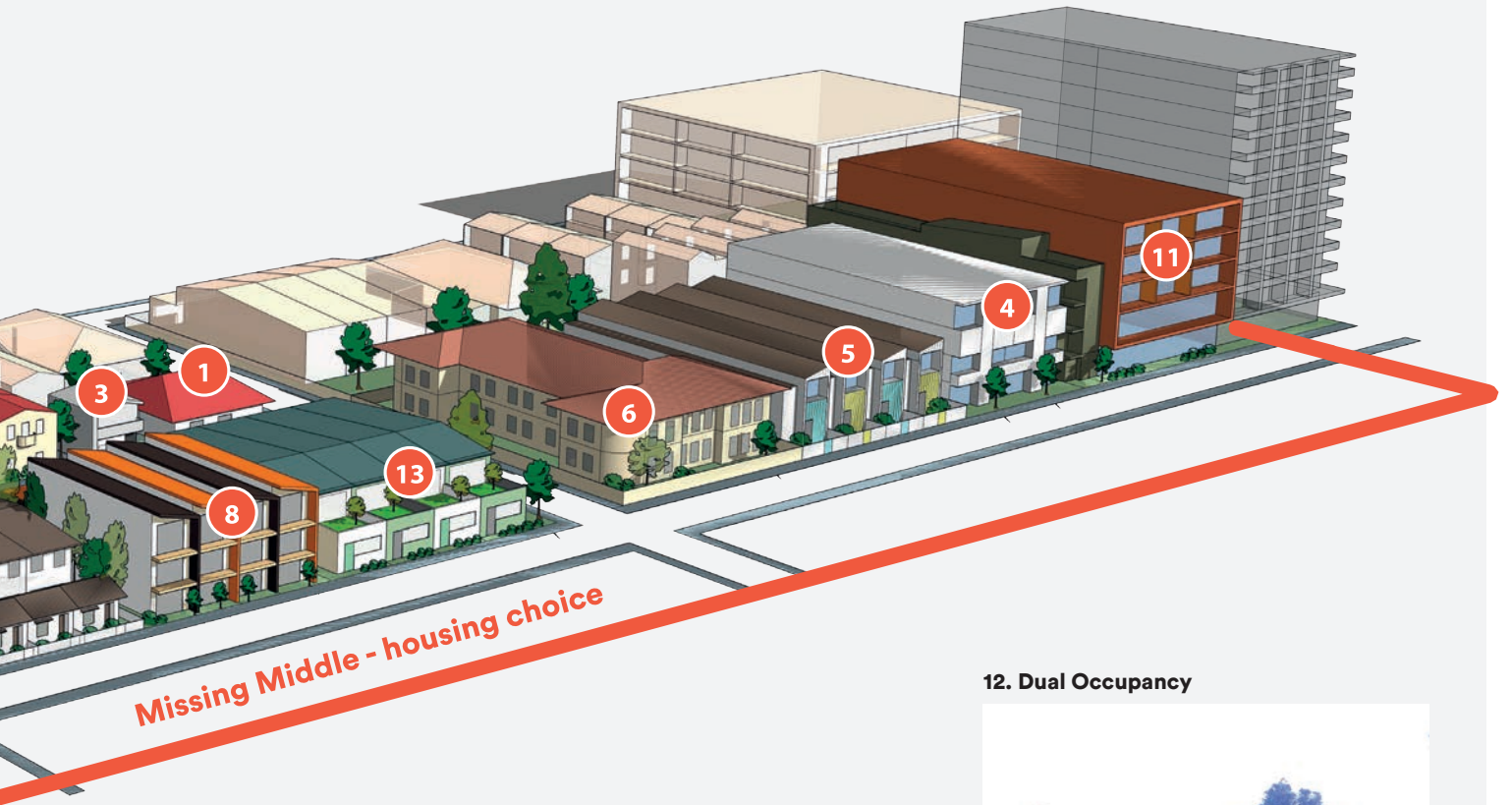

5. Row Terrace

6. 'Big House' Apartments

7. Row

8. Apartment Terrace

Missing Middle - housing choice

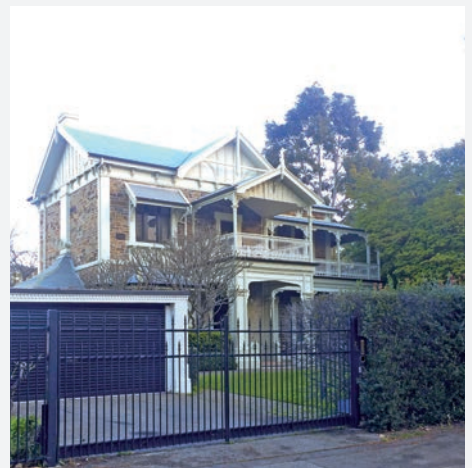### 9. Clustered

11. Mixed Use

12. Dual Occupancy

10. Urban Garage

13. Soho

Housing mix, affordability and competitiveness

Policies

P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.

P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:

- ancillary dwellings such as granny flats, laneway and mews housing

- dependent accommodation such as nursing homes

- assisted living accommodation

- aged-specific accommodation such as retirement villages

- small lot housing types

- in-fill housing and renewal opportunities.

P38. Explore the evolution of existing housing in local heritage areas to provide ancillary residences that encourage ageing in place and enable the release of equity to owners whilst protecting heritage values.

P39. Promote universal and adaptable housing principles in new housing stock to support changing needs over a lifetime, including the needs of those who are less mobile.

P40. Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.

P41. Renew neighbourhoods that have high concentrations of old public housing to improve housing stock, increase the diversity of housing options and tenures, and catalyse private investment.

P42. Provide for the integration of affordable housing with other housing to help build social capital.

P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).

P44. Enable and encourage the provision of affordable housing through linking incentives, including the benefits of re-zoning such as planning policy bonuses or concessions to new affordable housing supply.

P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.

P46. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).

Housing mix, affordability and competitiveness

Case Study: Renewing our Streets and Suburbs program

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

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

- provide tenants with better, more suitable housing

- focus new affordable housing opportunities in areas close to services, facilities and employment

- improve processes for supporting the growth of the community housing sector

- provide certainty and opportunities for not-for-profit organisations and local government to increase the supply of affordable and diverse housing.
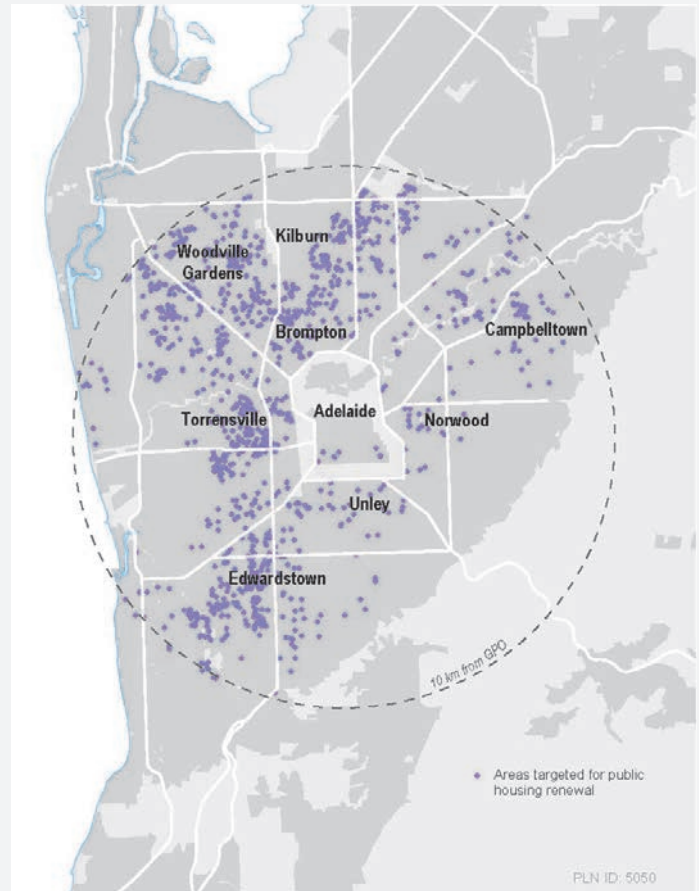
Renewing our Streets and Suburbs program will stimulate significant ongoing investment and support hundreds of jobs in the housing and property industries.

"

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

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

"

Case Study: Playford Alive Town Life Living project

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

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

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

Artistic impression: Playford Alive

Housing mix, affordability and competitiveness

Making it happen - the planning system

In the short term

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

- developing a model (in collaboration with councils and developers) for providing incentives for landowners to amalgamate neighbouring sites

- preparing guidelines on options and incentives for the renewal of larger sites to increase development yield in return for contributions to the local neighbourhood.

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

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

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

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

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

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

Other key levers to unlock opportunity

- Implement the Renewing Our Streets and Suburbs program to replace old South Australian Housing Trust homes with up to 4500 new homes in the next 15 years.

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

Health, wellbeing and inclusion

Relevant Targets
2 Target 2
3 Target 3
4 Target 4
5 Target 5

Create healthy neighbourhoods that promote cycling, walking and public life

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

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

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

Bonython Park

Health, wellbeing and inclusion

Policies

P47. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:

- diverse housing options that support affordability

- access to local shops, community services and facilities

- access to fresh food and a range of food services

- safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity

- diverse areas of quality public open space (including local parks, community gardens and playgrounds)

- sporting and recreation facilities

- walkable connections to public transport and community infrastructure.

P48. Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.

P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.

P50. Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.

P51. Facilitate and support the value of local ownership by supporting communities and businesses to help shape and look after their local open spaces and streetscapes.

P52. Support a diverse range of cultural initiatives, such as public art, to stimulate the revitalisation of communities and social cohesion.

P53. Encourage the integration of green infrastructure in the public and private realms to support positive physical, mental and social health outcomes.

P54. Prioritise Planning and Development Fund grants for improved access to quality public realm (such as playgrounds, linear paths and new open space purchases) at strategic locations.

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

Healthy neighbourhoods provide
—

HEALTHY NEIGHBOURHOODS

Easy Access to Frequent Public Transport

Up to 5 minutes walk (400m) to a 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 a 5 minute walk (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 10 minutes walk (800m) 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.

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 well as cycling and walking friendly 'links'.

Local Access to Sport and Active Recreation Opportunities

Neighbourhoods have access to a diverse range of sport and recreation facilities to meet the needs of the community.

Health, wellbeing and inclusion

Making it happen - the planning system

In the short term

A29. State and local government to develop design standards for public realm and infrastructure to support well-designed, liveable neighbourhoods.

A30. Investigate the feasibility of having a tailored criteria for walkable neighbourhoods located in outer metropolitan Adelaide.

A31. Work together with other agencies and local government to deliver demonstration projects that meet the objectives of the Safe Communities, Healthy Neighbourhoods Strategic Priority.

A32. Investigate the role of off-set schemes to support the development of healthy neighbourhoods.

In the medium term

A33. Reform policies for the public realm in collaboration with local government, including developing a statewide streetscape framework which outlines the process for identifying and agreeing (using the 'link and place' methodology) on priority projects for streetscape improvements.

A34. Develop guidelines to encourage broad community involvement in the design, maintenance and progressive enhancement of the public realm through engagement and participation.

⚷ Other key levers to unlock opportunity

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

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

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

- Implement the *Healthy Parks Healthy People South Australia 2016-2021* report which supports the role of quality open space and green infrastructure in providing access to nature and hence improves the health and wellbeing of neighbourhoods.

The economy and jobs

—

Relevant Targets

1 **Target 1**

2 **Target 2**

4 **Target 4**

Support economic development and unlocking investment

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

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

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

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

Tonsley Innovation District

The economy and jobs

Policies

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

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

Primary production

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

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

- protect key primary production assets and opportunities

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

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

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

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

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

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

Tourism

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

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

- providing appropriate support infrastructure for tourism

- facilitating sustainably designed tourism accommodation in suitable locations

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

Mining and resources

P64. Protect existing mineral resource operations by:

- preserving adequate separation distances between mining activities, housing and other incompatible development

- ensuring buffers are contained within mine sites wherever possible

- mitigating potential interface issues

- maintaining access to freight networks.

P65. Identify and protect the high-pressure gas pipelines and other key infrastructure services.

P66. Define and protect undeveloped strategic mineral resources from urban encroachment and other incompatible development (see Map 6).

Manufacturing / defence

P67. Support and promote defence, science and technology clusters ensuring they are linked by high quality road, rail and telecommunications infrastructure and connect to universities (see Map 4).

P68. Focus business clusters and manufacturing hubs around key transport infrastructure such as road, air, rail, sea terminals and intermodal facilities to maximise the economic benefits of export infrastructure.

P69. Create sufficient buffer activities and design guidelines to prevent manufacturing and defence lands being lost to encroachment by residential activities and to prevent land-use conflicts between these activities.

Green Industries

P70. Ensure planning controls for employment lands are flexible to allow new green technologies and industries to emerge and grow.

P71. Encourage the establishment and expansion of medium and large scale renewable energy generation within the region.

P72. Encourage the development of large scale habitat restoration and conservation projects to increase environmental and primary production values and add to local economies and employment opportunities.

Employment Land

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

The economy and jobs

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

—

The role of ports in supporting South Australia's economy

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

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

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

Planning for the future of South Australia's ports

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

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

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

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

This issue is of particular importance around Port Adelaide, where the population of the local government area is anticipated to grow by 11 per cent in over the ten years to 2031, and where there are competing residential and industrial land uses.
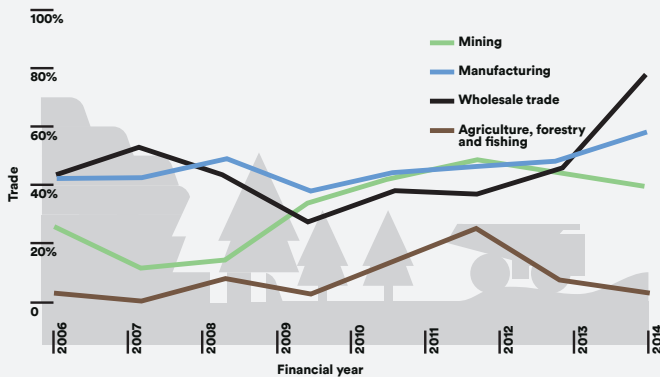
Figure 2.4 Value of exports as a proportion of gross value added in South Australia (2006-2013)
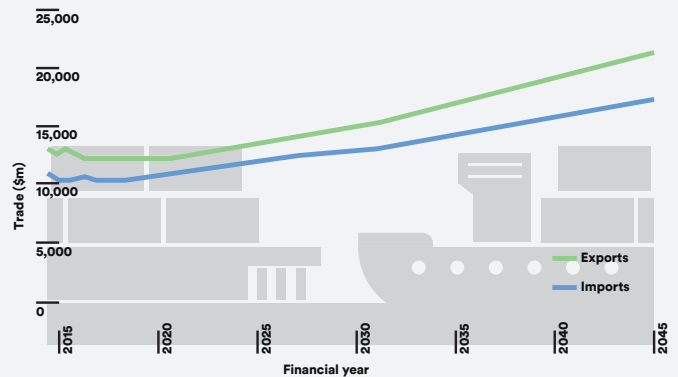
Figure 2.5 Trade flows by year (in millions of dollars, constant prices)

Map 4 — Business and industry clusters

Legend:

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

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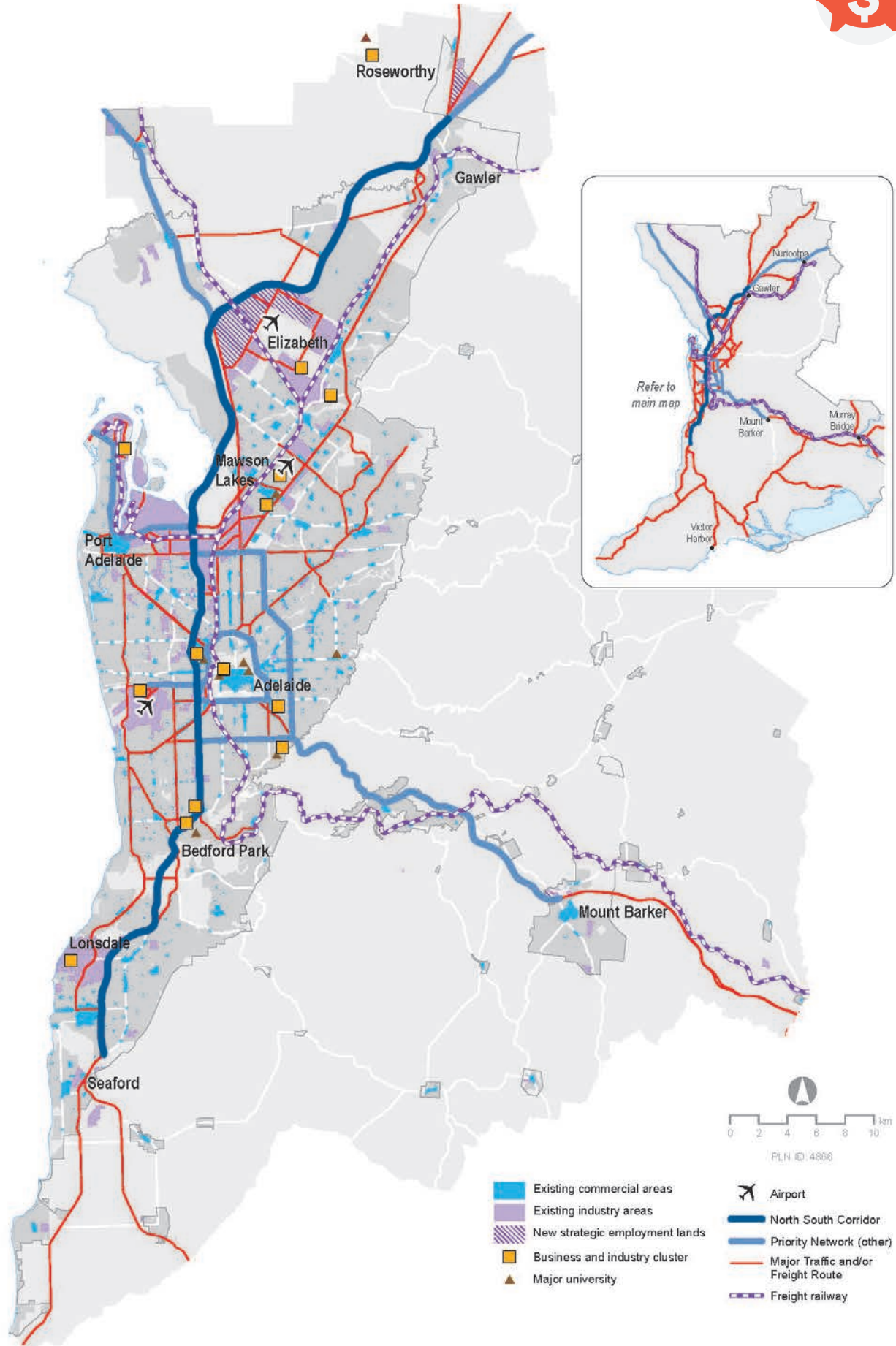
The economy and jobs

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

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

The South Australian Government, through SA Water, has committed to invest $110 million to expand the Northern Adelaide Plains (NAP) irrigated food production area. An application has been made to the Federal Government's National Water Infrastructure Development Fund for $46.5 million to help fund the project. This first stage of NAIS would deliver an additional 12 gigalitres a year of recycled water from the Bolivar Waste Water Treatment Plant, increase water storage capacity and establish an irrigation distribution network to support the expansion of agriculture production. This scheme would create 3700 jobs in and around Adelaide's northern suburbs and add more than $500 million a year to the State's economy.

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

Environment and Food Production Areas (EFPAs)

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

- protect rural, landscape and environmental areas from urban encroachment

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

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

- help prevent ad hoc land use changes that may compromise investments that rely on the maintenance of those rural landscape and environmental areas.

Map 5 — Environment and Food Production Areas

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

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

Kapunda

Mallala

Nuriootpa

Roseworthy

Two Wells

Gawler

Northern Adelaide Food Park

Mount Pleasant

Adelaide

Stirling

Environment and Food Production Areas

Character Preservation Districts

Virginia Horticultural District

Mount Lofty Ranges Watershed

Hills Face Zone

Mount Barker

Murray Bridge

0 5 10 15 km

PLN ID: 4995

Willunga

Strathalbyn

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

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

The economy and jobs

Economic impact of Adelaide Airport

Contributes $1.944b to Gross State Product

Supports 17,759 Full Time Equivalent jobs

Represents 2.1% of the State's economic activity
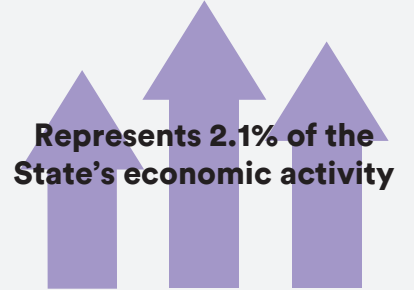
8

Map 6 — Strategic mineral resources and operating renewable projects

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

PLN ID: 4879
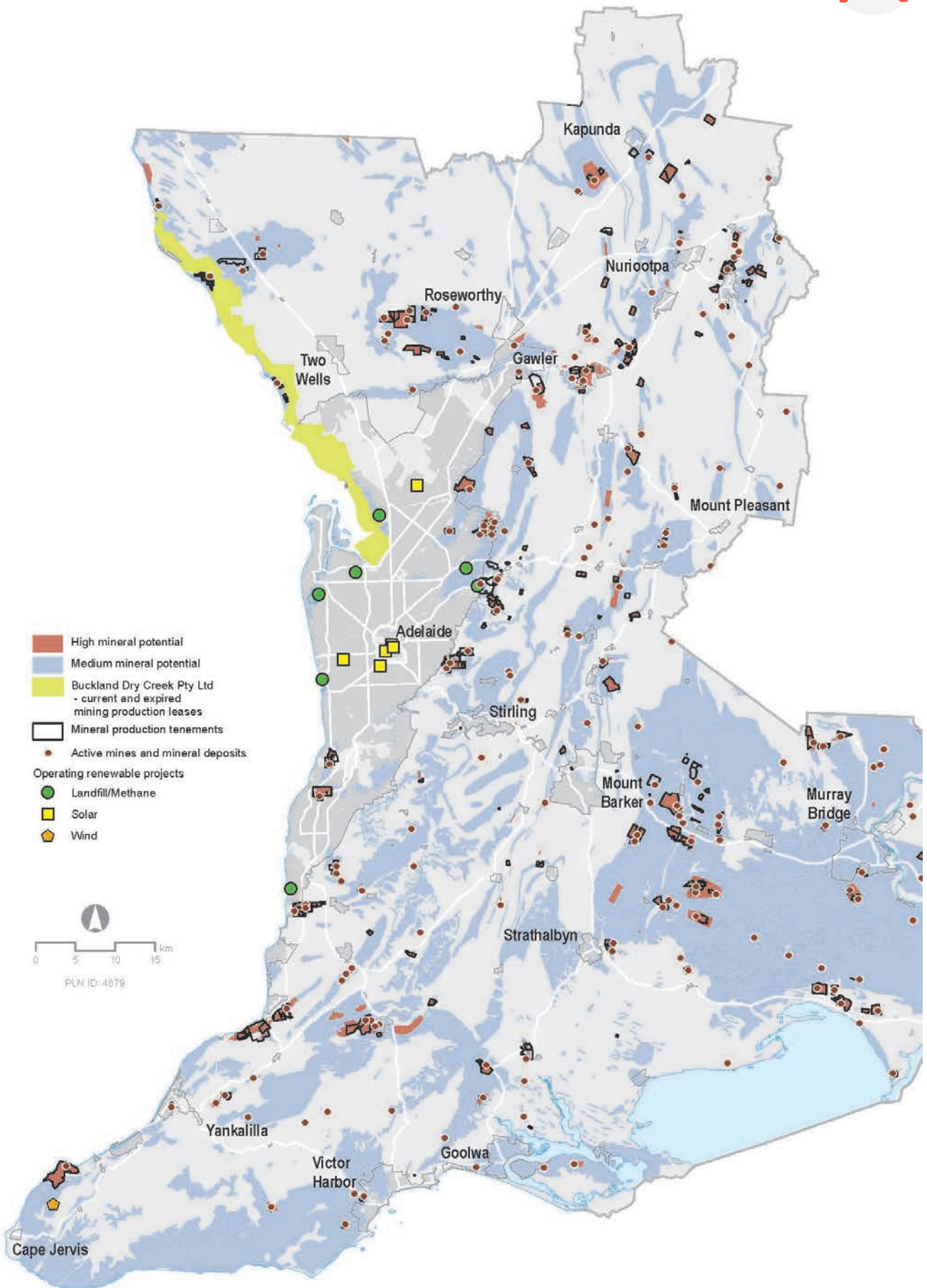
The economy and jobs

Making it happen - the planning system

In the short term

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

- require protection from incompatible development

- may evolve to more mixed-use employment

- may require expansion

- may transition to other land uses, including residential. (This will require the management of interface issues with adjacent sensitive land uses and the management of any site contamination).

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

- areas of primary production significance

- value-adding activities in primary production areas

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

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

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

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

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

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

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

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

🔑 Other key levers to unlock opportunity

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

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

- The abolition of stamp duty on non-real property transfers and the phased abolition of stamp duty on non-residential, non-primary production real property transfers.

- Use Natural Resource Management Board and Department of Environment, Water and Natural Resources restoration projects to generate employment and business opportunities.

Transport

—

Relevant Targets

2 Target 2

3 Target 3

4 Target 4

Deliver a more connected and accessible Greater Adelaide

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

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

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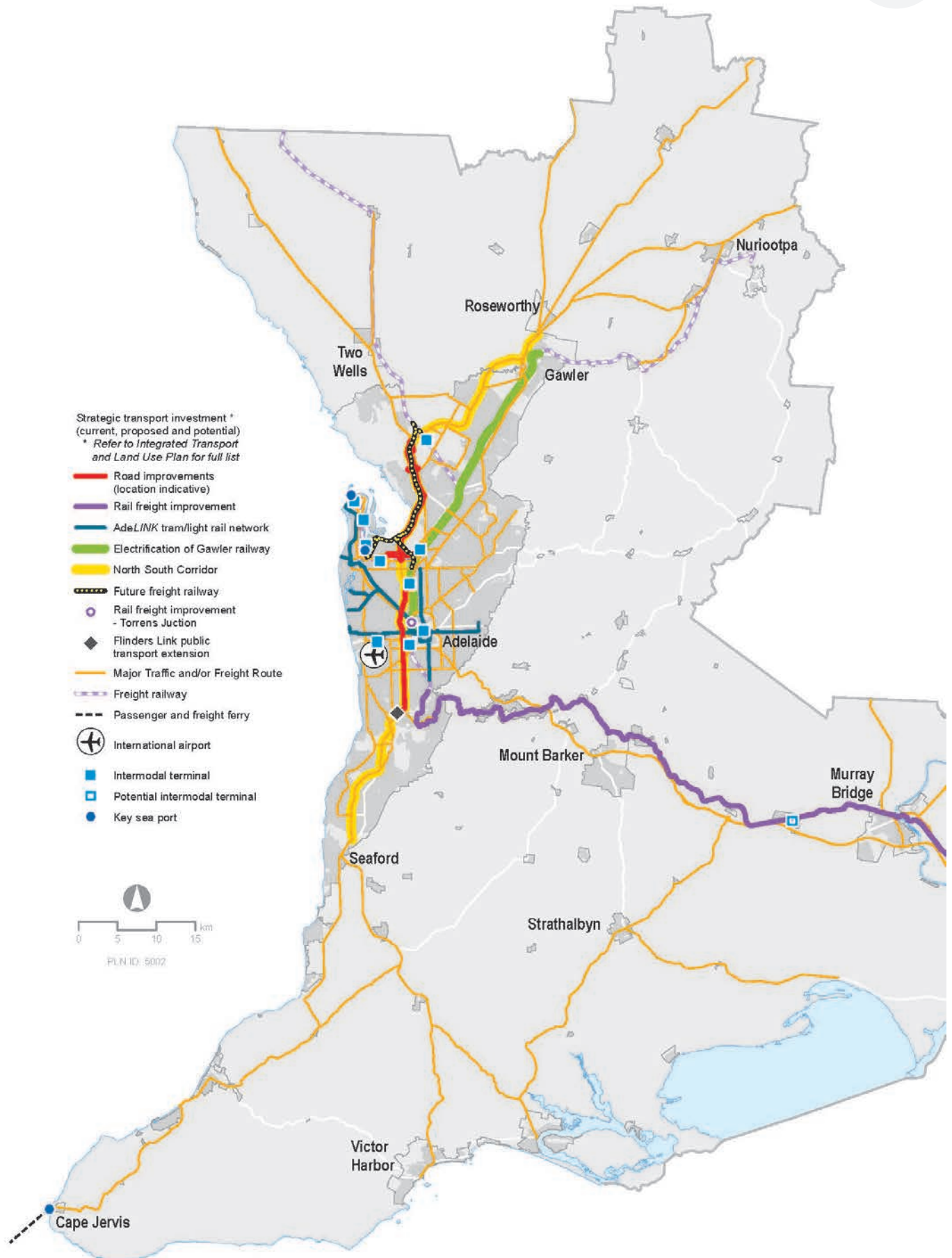
Transport

Policies

P74. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).

P75. Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.

P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.

P77. Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.

P78. Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).

P79. Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through incentives.

P80. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.

P81. Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities (see Map 7).

Map 7 — Major transport and public transport investments

Strategic transport investment *
(current, proposed and potential)
  * *Refer to Integrated Transport
    and Land Use Plan for full list*

Road improvements
(location indicative)

Rail freight improvement

AdeLINK tram/light rail network

Electrification of Gawler railway

North South Corridor

Future freight railway

Rail freight improvement
- Torrens Juction

Flinders Link public
transport extension

Major Traffic and/or Freight Route

Freight railway

Passenger and freight ferry

International airport

Intermodal terminal

Potential intermodal terminal

Key sea port

Nuriootpa

Roseworthy

Two Wells

Gawler

Adelaide

Mount Barker

Murray Bridge

Seaford

Strathalbyn

Victor Harbor

Cape Jervis

0 5 10 15 km

PLN ID: 5002

Transport

The changing nature of employment

——

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

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

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

2011 Employment Density – All Industries[9]

Jobs per km² (ABS 2011)
More than 1000
500 - 1000
250 - 500
100 - 250
Lless than 100
Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)

PLN ID: 5040
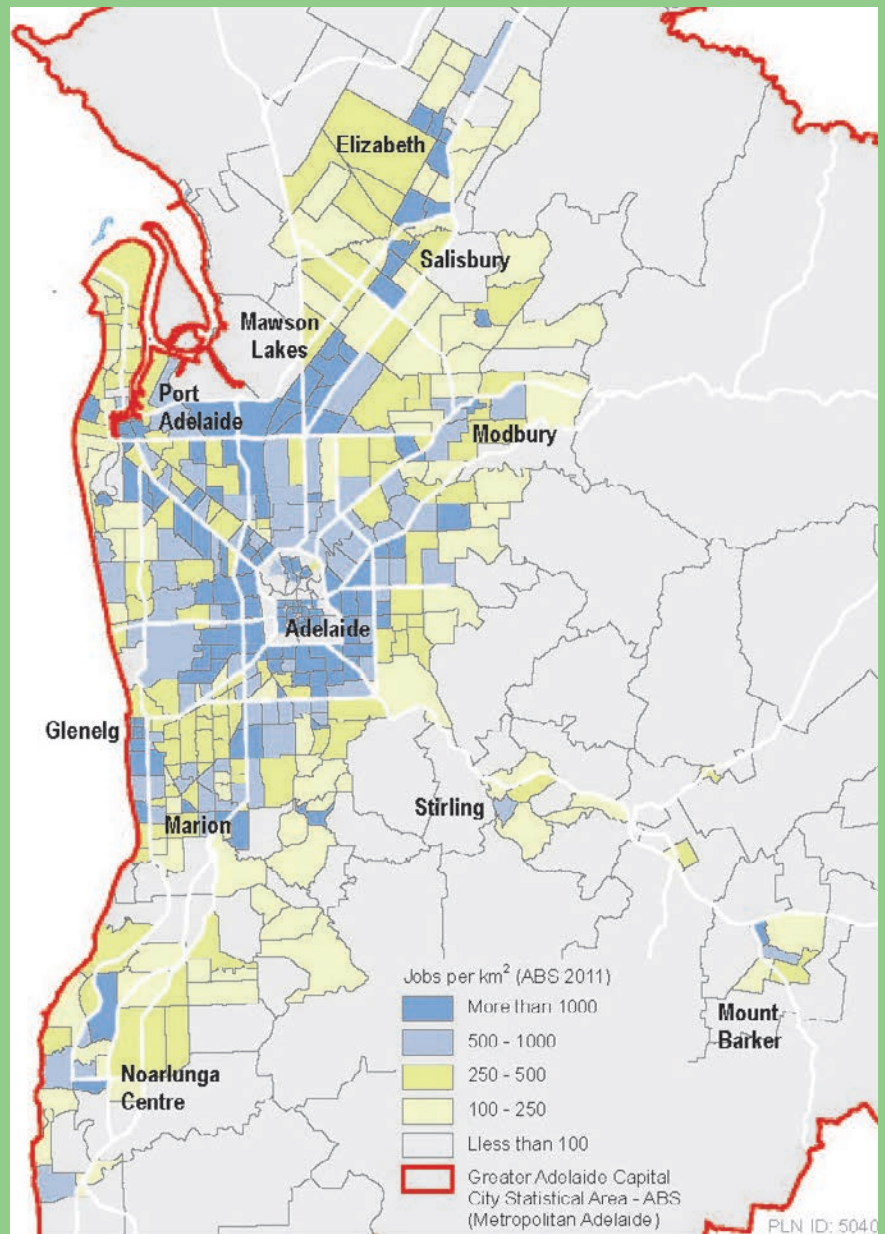
What is Link and Place?

———

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

- **great 'Links' are fast, efficient and minimise travel time**

- **great 'Places' encourage us to linger, stay and extend our time in the area.**

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

Link

Place

Transport

Benefits per kilometre[11]

$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

Stirling

Mount Barker

Noarlunga Centre

Seaford

McLaren Vale

Willunga

PLN ID: 4872

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)

Fixed line (train/tram)

High and standard frequency bus (GO Zone)

livingadelaide.sa.gov.au

Transport

Making it happen - the planning system

In the short term

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

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

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

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

In the medium term

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

🔑 Other key levers to unlock opportunity

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

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

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

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

Infrastructure

Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

5 **Target 5**

Maximise the efficient use of infrastructure

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

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

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

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

Port Adelaide

Infrastructure

Policies

P82. Coordinate and link strategic infrastructure across Greater Adelaide to ensure it meets the needs of a growing population with a changing demographic profile and supports a more productive economy.

P83. Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.

P84. Protect major economic infrastructure such as airports, ports and intermodals from encroachment by incompatible development and facilitate further economic activity in these locations (See Map 7).

P85. Provide for adequate buffer zones around water and waste treatment plants and identify complementary activities that generate economic or community benefits that can occur in these areas (See Map 9).

P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:

• walking and cycling paths and facilities

• local stormwater and flood management including water sensitive urban design

• public open space

• sports facilities

• street trees

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

P87. Encourage early provision of community infrastructure in fringe and township growth areas to assist in creating a sense of belonging and building community wellbeing.

P88. Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.

P89. Integrate and co-locate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility.

New infrastructure schemes

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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 they will replace the numerous infrastructure agreements with individual landowners, which can be slow, complex and cumbersome. It is important to note that the new infrastructure schemes do not replace existing mechanisms available to councils and the development sector for the delivery of more straightforward projects.

Other key benefits of these schemes include:

- more transparent policies and strategies

- a fairer process for funding infrastructure

- a more certain process with a statutory basis

- increased responsiveness to development activity and community needs

- increased ability to facilitate partnerships to unlock development opportunities.

University Oval, Adelaide

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

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

Infrastructure

Case Study: Green infrastructure

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

The design process to enable this wetland to be developed was a collaboration between engineering and landscape architecture. The result is an integrated system combining physical, biological, mechanical and hydrological processes.
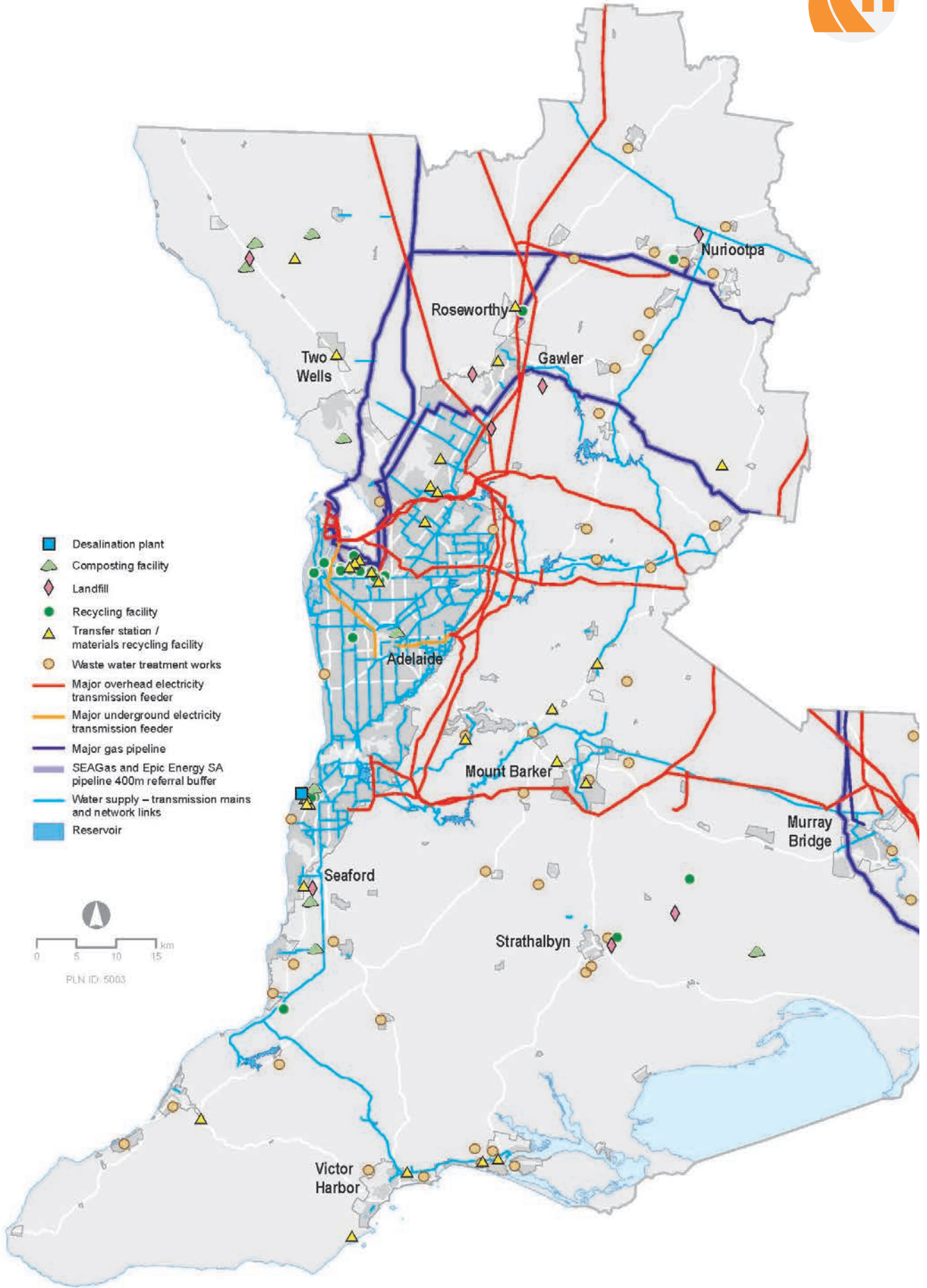
The project was awarded the prestigious 2015 South Australian Medal for Landscape Architecture in recognition of its complex and unique design. The project pushed expected boundaries of physical engagement with a seasonally shifting environment, providing close contact with water, vegetation and residing creatures, along with various art and installations along accessible trails.

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

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

Map 9 — Major infrastructure

Legend:
- **Desalination plant**
- **Composting facility**
- **Landfill**
- **Recycling facility**
- **Transfer station / materials recycling facility**
- **Waste water treatment works**
- **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**

PLN ID: 5003

Map labels: Nuriootpa, Roseworthy, Two Wells, Gawler, Adelaide, Mount Barker, Murray Bridge, Seaford, Strathalbyn, Victor Harbor

Infrastructure

Making it happen - the planning system

In the short term

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

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

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

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

In the medium term

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

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

Other key levers to unlock opportunity

- Develop action plans to coordinate the delivery of green infrastructure.

- Improve water infrastructure investment of $1.834 billion, including $94 million to upgrade spillway capacity and earthquake resilience of the Kangaroo Creek dam.

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

Biodiversity

—

Valuing our natural environment and enhancing biodiversity

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

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

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

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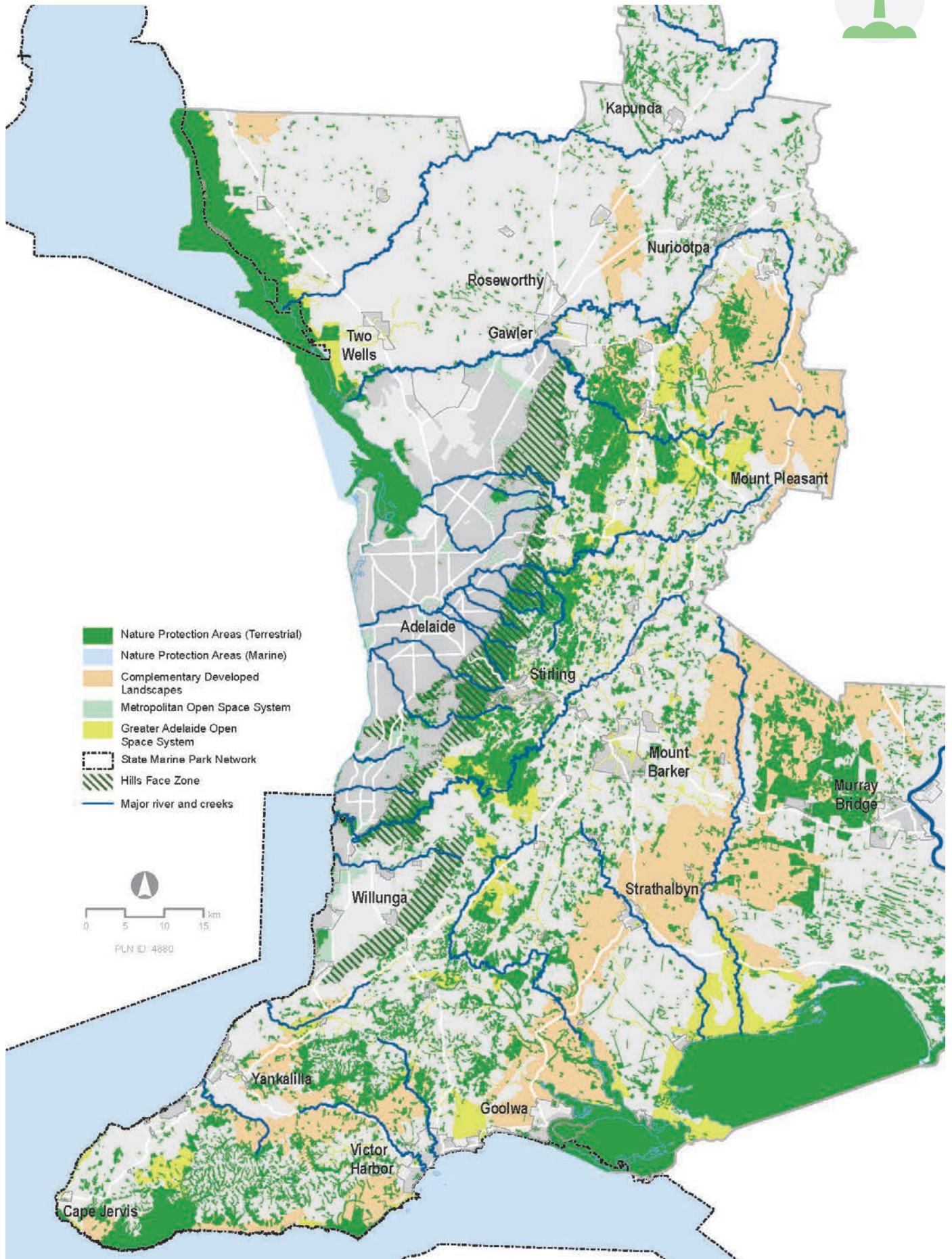
Biodiversity

Policies

P90. Delineate and maintain areas with significant environmental values to protect landscape health; conserve biodiversity; and improve development certainty and transparency (represented in Map 10). This includes:

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

- **Complementary Developed Landscapes:** These are substantially modified farming landscapes where existing land uses and significant environmental values, different from those in Nature Protection Areas, co-exist in a way that provides mutual benefits. The generally open and undeveloped nature of these landscapes should be maintained through appropriate zoning to support continuation of the primary production systems that create environmental niches for target species.

P91. Protect coastal features and biodiversity including:

- habitats that are highly sensitive to the direct impacts of development

- important geological and/or natural features of scientific, educational or cultural importance

- landscapes of very high scenic quality.

P92. Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses, linear parks and the coast and in other strategic locations.

P93. Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.

P94. Protect the natural and rural landscape character of the Hills Face Zone and ensure that land uses in this zone contribute to this landscape backdrop and area of significant biodiversity.

P95. Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.

P96. Incorporate information on nature protection areas, complementary developed areas and coastal features within the South Australian Multiple Land Use Framework, to support consideration of benefits and consequences for land users and the wider community in land use decision-making.

P97. Minimise or offset the loss of biodiversity where this is possible and avoid such impacts where these cannot be mitigated (for areas not covered by the *Native Vegetation Act 1991*).

Map 10 — Biodiversity

Kapunda

Nuriootpa

Roseworthy

Gawler

Two Wells

Mount Pleasant

Adelaide

Stirling

Mount Barker

Murray Bridge

Willunga

Strathalbyn

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

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

km
0   5   10   15

PLN ID 4880

Biodiversity

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

———

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

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

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

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

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

Hooded Robin   Red-capped Robin

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

Other relevant legislation

Environment Protection and Biodiversity Act 1999

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

Adelaide International Bird Sanctuary

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

Adelaide Dolphin Sanctuary

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

Adelaide International Bird Sanctuary

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.

Biodiversity

Making it happen - the planning system

In the short term

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

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

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

🔑 Other key levers to unlock opportunity

- Improve terrestrial, coastal and marine environments in partnership with the community, industry and government.

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

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

Open space, sport and recreation

—

Ensure a diverse range of quality public open space and places

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

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

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

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

Open space, sport and recreation

Policies

P98. Provide for a Greater Adelaide open-space framework that builds on the Metropolitan Open Space System (MOSS) to create quality open space across the region. The open space will feature urban forests and parks, watercourse and coastal linear parks, trails, greenways, shared use paths and green buffers, and sustainable recreation and sporting facilities (See Map 11).

P99. Ensure quality open space is within walking distance of all neighbourhoods to:

- link, integrate and protect biodiversity assets and natural habitats

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

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

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

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

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

- foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities.

P100. Ensure that the Planning and Development Fund is strategically aligned to public realm and open space projects which support the implementation of Greater Adelaide's new urban form.

P101. Protect and improve the amenity, accessibility and usability of the Adelaide Park Lands to ensure they function as a highly valued open space green belt for the city and as a focal point for community activity.

P102. Strategically locate sports and recreational facilities to cater for community needs.

P103. Ensure that public open space is adequately greened and irrigated (where appropriate) to act as a natural cooling system to reduce heat island effects in urban areas.

P104. Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.

SA Athletics Stadium

"

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

"

Open space, sport and recreation

Case Study: Adelaide Parklands upgrade

—

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

It involves:

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

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

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

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

Premier Jay Weatherill, November 2013

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

Open space, sport and recreation

Coast Park

Coast Park is a State Government initiative to develop a 70km coastal linear park along the length of the metropolitan coast from North Haven to Sellicks Beach.
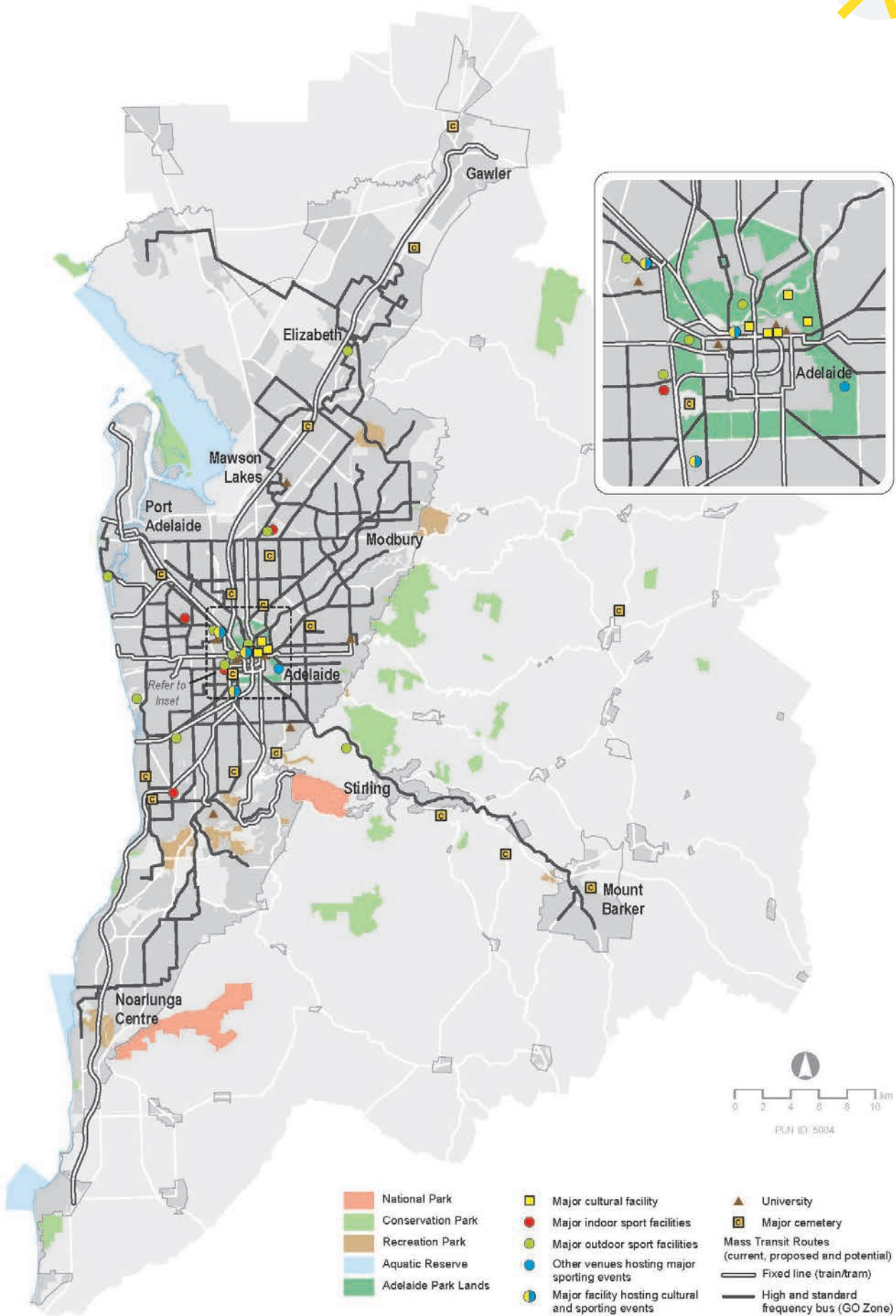
Coastal open space has many important benefits, including amenity and recreation, and is a buffer against the effects of climate change.

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

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

North Haven

Semaphore

Tennyson

City of Charles Sturt
Coast Park - Grange to Semaphore Park

Grange

Henley Beach

Adelaide

Glenelg

Brighton

City of Holdfast Bay
Coast Park - Kingston Park

Hallett Cove

Christies Beach

Port Noarlunga

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

Seaford

Maslin Beach

Aldinga Beach

Sellicks Beach

Coast Park Progress 2017
Current Coast Park Projects
Completed Coast Park Path
Future Coast Park Path

Map 11 — Major parks, sporting facilities and cultural facilities

Gawler

Elizabeth

Mawson
Lakes

Port
Adelaide

Modbury

Adelaide

*Refer to
Inset*

Stirling

Mount
Barker

Noarlunga
Centre

National Park	■ Major cultural facility	▲ University
Conservation Park	● Major indoor sport facilities	⊡ Major cemetery
Recreation Park	● Major outdoor sport facilities	Mass Transit Routes (current, proposed and potential)
Aquatic Reserve	● Other venues hosting major sporting events	Fixed line (train/tram)
Adelaide Park Lands	Major facility hosting cultural and sporting events	High and standard frequency bus (GO Zone)

0 2 4 6 8 10 km

PLN ID 5004

Open space, sport and recreation

Making it happen - the planning system

In the short term

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

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

In the medium term

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

Other key levers to unlock opportunity

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

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

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

- Develop public open space guidelines to support the creation of quality open space in the new urban form.

Climate change
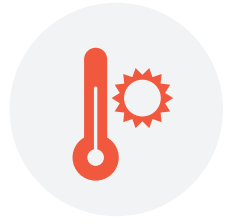
Relevant Targets

1 **Target 1**

2 **Target 2**

3 **Target 3**

4 **Target 4**

5 **Target 5**

Mitigate against and adapt to our changing climate

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

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

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

Climate change

Policies

P105. Deliver a more compact urban form to:

- protect valuable primary production land

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

- conserve areas of nature protection areas

- safeguard the Mount Lofty Ranges Watershed

- reduce vehicle travel and associated greenhouse gas emissions.

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

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

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

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

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

P111. Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.

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

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

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

Case Study: Carbon Neutral Adelaide

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

The Carbon Neutral Adelaide Action Plan[13] uses a partnership approach for delivery and the following carbon emission reduction pathways:

1. Energy efficient built form

2. Zero emissions transport

3. Towards 100% renewable energy

4. Reduce emissions from waste and water

5. Offset carbon emissions.

Climate change

Making it happen - the planning system

In the short term

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

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

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

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

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

Other key levers to unlock opportunity

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

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

- Implement the *Prospering in a Changing Climate: A Climate Change Adaptation Framework for South Australia* (2010).

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

Water

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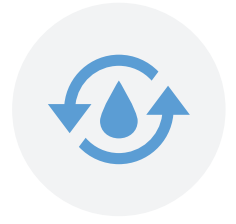
Relevant Targets
5 **Target 5**

Protect and secure our water resources

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

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

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

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

Water

Policies

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

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

- the Mount Lofty Ranges Watershed

- prescribed water resources

- recycled wastewater networks

- stormwater harvesting.

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

- run-off from infill development

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

- pollution from roads and other developed areas.

Mount Lofty Ranges Watershed

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

- Watershed Areas 1 – greatest risk

- Watershed Areas 2 – intermediate risk

- Watershed Areas 3 – least risk.

As such, new developments must demonstrate:

- a beneficial effect on water quality in Watershed Areas 1

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

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

Mount Lofty Ranges
Watershed Areas

- Watershed Areas 1
- Watershed Areas 2
- Watershed Areas 3
- Reservoir
- Major river and creeks

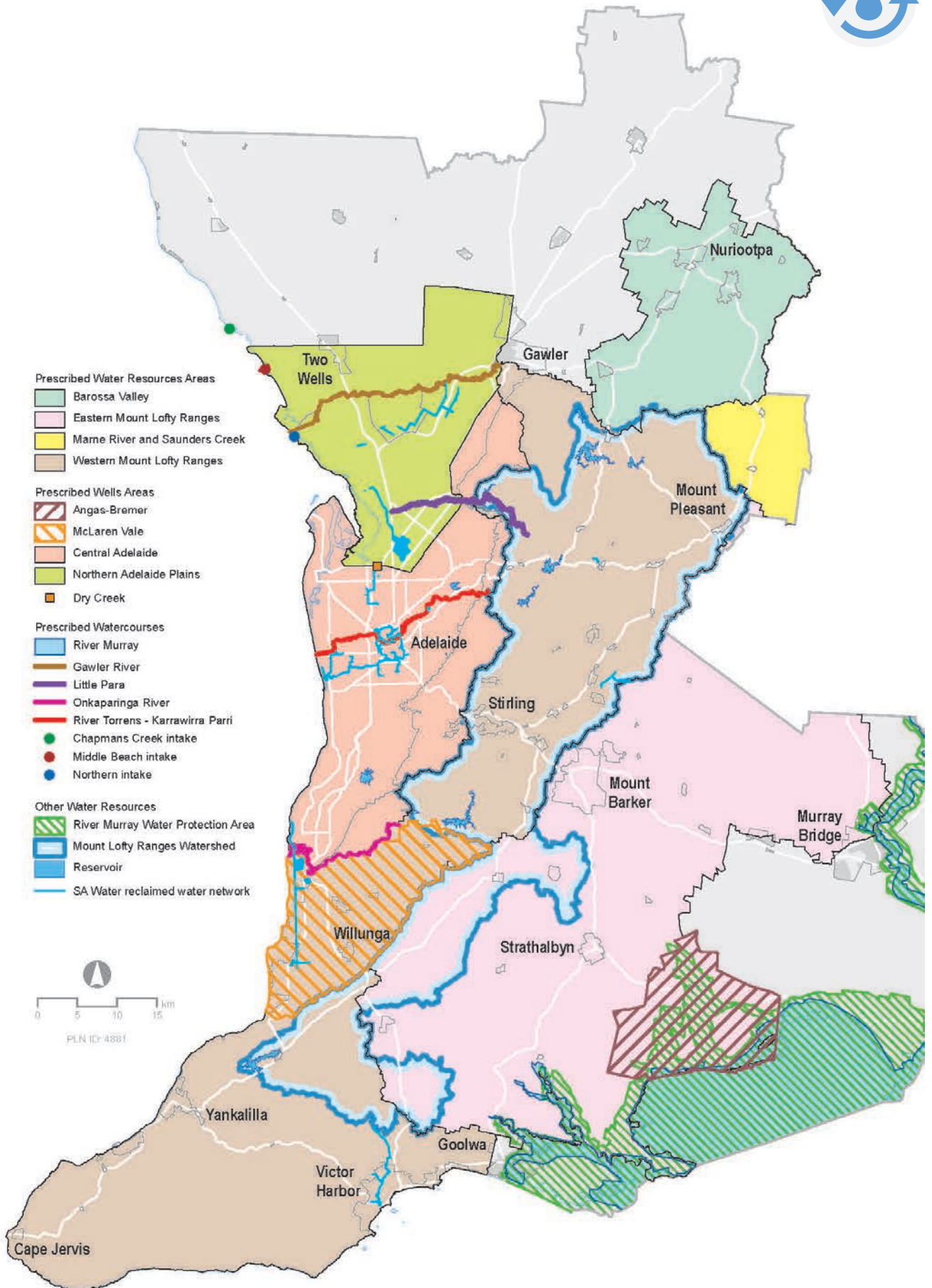PLN ID: 5328
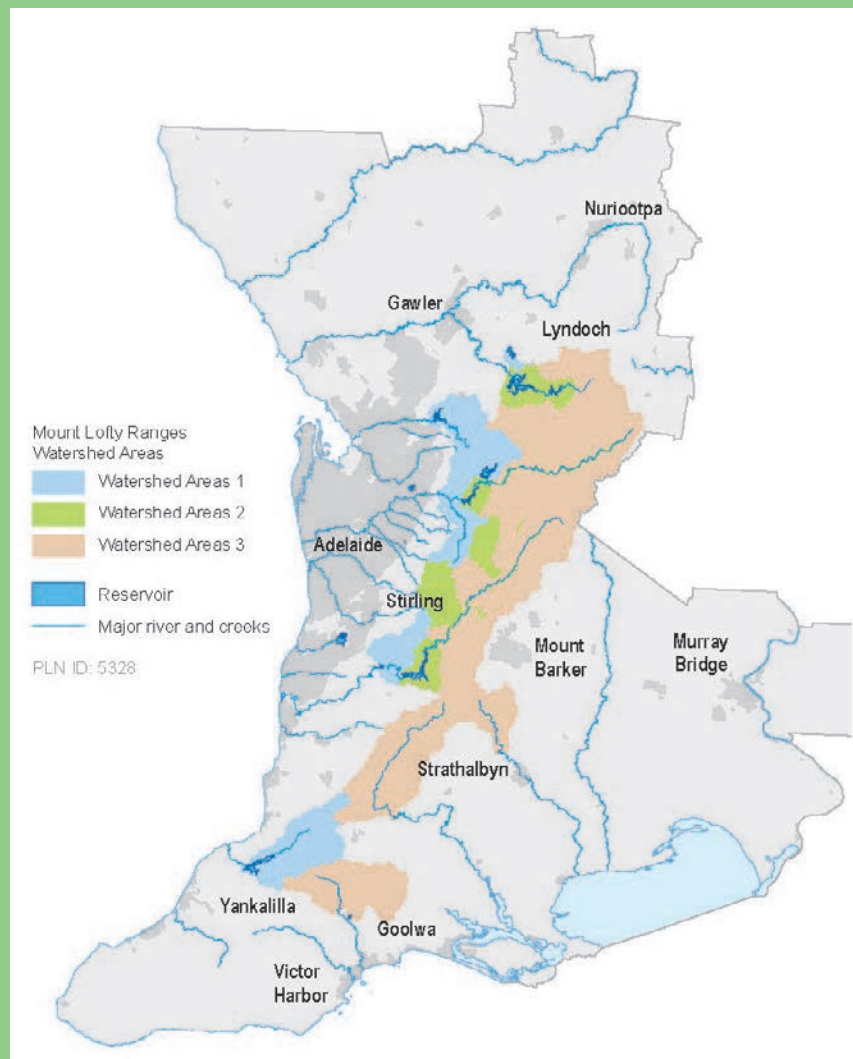
Water

Water sensitive urban design

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The State's Water Sensitive Urban Design (WSUD) policy[14] outlines the aim, objectives, principles and performance-based targets for WSUD in South Australia. It also sets out the Government's WSUD actions and outlines the wide range of WSUD techniques that can be incorporated into development projects and individual properties such as:

- bio-filtration systems

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

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

- wetlands to capture and treat run-off

- appropriate landscaping (for example, efficient irrigation, mulching, wind and sun protection, minimization of lawn areas and selection of suitable plants)

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

- capture, treatment and re-use of wastewater

- water efficient fittings and appliances

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

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

Map 12 — Water resources

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
- Dry Creek

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

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

PLN ID: 4881

Nuriootpa

Gawler

Two Wells

Mount Pleasant

Adelaide

Stirling

Mount Barker

Murray Bridge

Willunga

Strathalbyn

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

km
0   5   10   15

Water

Making it happen - the planning system

In the short term

A64. Map and identify prescribed water resources areas.

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

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

- promotes water efficiency

- encourages water sensitive urban design

- promotes the use of alternative water supplies for new development.

Other key levers to unlock opportunity

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

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

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

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

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

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

Emergency management and hazard avoidance

Relevant Targets

1 **Target 1**

Build resilience to hazards and disasters

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

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

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

Emergency management and hazard avoidance

Policies

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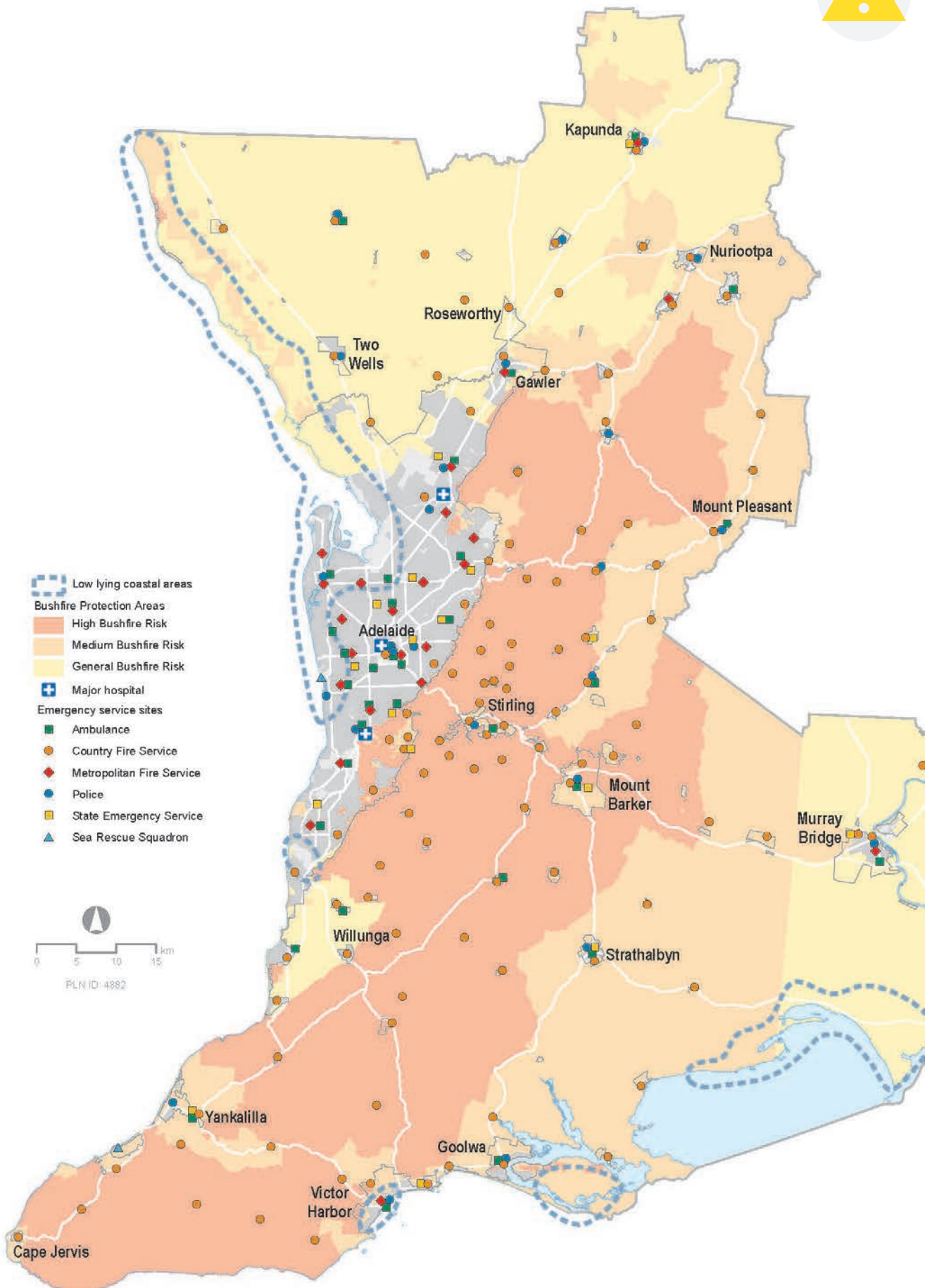
- avoidance

- adaptation

- protection.

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

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

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

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

Map 13 — Emergency management and hazards

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

PLN ID: 4882

Kapunda

Nuriootpa

Roseworthy

Two Wells

Gawler

Mount Pleasant

Adelaide

Stirling

Mount Barker

Murray Bridge

Willunga

Strathalbyn

Yankalilla

Goolwa

Victor Harbor

Cape Jervis

Emergency management and hazard avoidance

Making it happen - the planning system

In the short term

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

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

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

🔑 Other key levers to unlock opportunity

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

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

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

Barossa Valley and McLaren Vale Character Preservation

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

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

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

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

- rural and natural landscape and visual amenity

- heritage attributes

- built form of the townships

- viticultural, agricultural and associated industries

- scenic and tourism attributes.

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