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CITY OF ADELAIDE

CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE

AGENDA & REPORTS

for the meeting

Tuesday, 7 May 2024

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith

Councillor Noon (Chair)

Councillor Martin (Deputy Chair)

Councillors Abrahimzadeh, Couros, Davis, Elliott, Giles, Hou, Li, Dr Siebentritt and Snape

1. Acknowledgement of Country

At the opening of the City Planning, Development and Business Affairs Committee meeting, the Chair will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Apologies and Leave of Absence

Nil

3. Confirmation of Minutes - 2/4/2024

That the Minutes of the meeting of the City Planning, Development and Business Affairs held on 2 April 2024, be taken as read and be confirmed as an accurate record of proceedings.

View public 2 April 2024 Minutes.

4. Declaration of Conflict of Interest

5. Deputations

6. Workshops

Nil

7. Reports for Recommendation to Council

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8. Reports for Noting

Nil

9. Closure

Draft Integrated Climate Strategy 2030 Consultation Summary

Strategic Alignment – Our Environment

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to present the consultation summary on the draft Integrated Climate Strategy 2030 (draft Strategy) and outline the proposed amendments prior to the draft Strategy being presented with a resource plan and monitoring framework.

On 12 December 2023 (Link 1) Council endorsed the draft Strategy for public consultation (Link 2). Consultation opened on 5 February 2024 for a period of six weeks until 18 March 2024 (extended from 15 March 2024). A summary of the consultation is provided in **Attachment A**.

The draft Strategy was broadly supported with consultation feedback focused on key themes including investment in public infrastructure for active transport and street trees for greening and shading.

Key themes arising from the consultation are summarised as:

- General support for the draft Integrated Climate Strategy 2030 and proposed goals and priorities.
- Investment in public infrastructure for active transport, and street trees for greening and shading.
- Increasing community awareness of existing opportunities and programs that support action, such as the Incentives for Sustainability program, and energy and resource recovery assessments.
- There will be transitional challenges for many of the key actions identified in the draft Strategy.

Administration continues to progress Council priorities in 2023/24 in finalising the current Strategy and developing a risk and reporting structure for the delivery and monitoring of the Strategy.

The final Strategy is targeting presentation to the City Planning, Development and Business Affairs Committee and Council in June 2024.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Receives the Integrated Climate Strategy 2030 Consultation Summary contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Notes that the final Integrated Climate Strategy 2030 is targeting presentation to the City Planning, Development and Business Affairs Committee and Council in June 2024.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environmental The Integrated Climate Strategy supports the objectives of the City of Adelaide's Strategic Plan 2024-2028 to protect, enhance and activate our Park Lands and open space, be climate conscious and resilient, and prioritise sustainability in our decisions for the future.
Policy	The Integrated Climate Strategy will replace the Climate Action Plan 2022-2025, Carbon Neutral Strategy 2015-2025, Climate Risk Adaptation Plan 2021-2026, Resource Recovery Strategy and Action Plan 2020-2028, Waste and Recycling Services Policy 2014, Zero Emissions Vehicle Plan 2019-2030, Water Sensitive Cities Plan 2021-2025 and Integrated Biodiversity Management Plan 2018-2023 and delivers on the former Council's decision to develop a Climate Policy.
Consultation	Consultation was undertaken from 5 February 2024 to 18 March 2024 in accordance with the engagement plan endorsed by Council on 12 December 2023, including: • Emails to key stakeholders • Individual meetings with key stakeholders • Online engagement through YourSAy Adelaide. A summary of the consultation is provided in **Attachment A**.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	The development of an Integrated Climate Strategy will clarify Council's policy position and role in responding to climate change for the community and its own operations.

23/24 Budget Allocation	Funding for climate related objectives in 2023/24 is $2,571,683, across:
	• Climate Change Action Initiative Fund (CCAIF) $783,250 (excluding salaries):
	  ○ $125,000 to climate action plan implementation
	  ○ $140,000 to climate active certification and inventories
	  ○ $225,500 to Sustainability Incentive Scheme
	  ○ $180,000 to community and business support
	  ○ $51,250 to climate risk adaptation
	  ○ $20,500 to water sensitive city
	  ○ $10,250 for Resilient East Partnership
	  ○ $30,750 to the Taking Climate Action Roadmap.
	• The Resource Recovery Strategy and Action Plan of $788,433.
	  ○ This strategic project funding concludes in 2023/24.
	• Council allocated an additional $1.0M for greening in 2023/24 to increase tree canopy cover in the City of Adelaide.

Proposed 24/25 Budget Allocation	This initiative is currently unfunded, with funding proposals for climate related objectives that are provided for in 2024/25, subject to approval, totalling $6.175M and comprised of:
	• Operating projects of $475,000 excluding salaries.
	• $5.7M for greening in 2024/25 consisting of:
	  ○ $5.0M green infrastructure
	  ○ $0.5M parklets
	  ○ $0.2M cycling infrastructure.
	Through the 2024/25 budget deliberations, $330,000 has been offered as permanent operating savings from the Park Lands and Sustainability Program. The allocation includes approximately $180,000 for carbon offset purchases and may affect existing memberships and subscriptions. The Council has indicated it wishes to redirect funding allocated to carbon offsets toward the delivery of climate resilience and emissions reduction projects.

	The Strategy will require prioritisation of actions through the 2024/25 and subsequent years' annual business plan and budget process, with consideration of climate initiatives in the short, medium and long term. Costs, above current service levels, for implementation of key initiatives over the life of the Strategy will be presented with the final draft Strategy and incorporated into the Long-term Financial Plan pending prioritisation through the 2024/25 budget process, which will include consideration of grant program funding levels as well as initiative funding.
Life of Project, Service, Initiative or (Expectancy of) Asset	The Strategy is proposed to deliver climate actions from 2024-2030.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. On 12 December 2023 Council endorsed the draft Integrated Climate Strategy 2030 (draft Strategy) for public consultation (Link 1). A copy of the draft Integrated Climate Strategy 2030 finalised for the purposes of consultation is provided in Link 2.

Summary of Consultation

2. Consultation opened on 5 February 2024 to 18 March 2024 including direct emails to eleven targeted stakeholder organisations.
3. Online engagement was undertaken concurrently through Your Say Adelaide.
4. Individual or small group meetings were available to stakeholders and held with five organisations, including Australian Hotels Association SA, Mott MacDonald, Hames Sharley, Australian Gas Industry Association and SA Business Chamber.
5. Feedback was sought in person at an Adelaide Sustainable Building Network SustainabiliTEA event on 28 February 2024, with 35 participants, and at the Fringe on Hutt event on 4 March 2024, with over 200 attendees.
6. A total of 28 written submissions, 3 phone submissions, and 39 Your Say Adelaide survey submissions were received.
7. Key themes arising from the consultation include:
    - 7.1. General support for the draft Integrated Climate Strategy 2030 and proposed goals and priorities.
    - 7.2. Investment in public infrastructure for active transport, and street trees for greening and shading:
        - 7.2.1. Installation of public infrastructure, particularly for active transport
        - 7.2.2. Street trees for shading and greening (around bus stops and active transport routes) and for improved biodiversity
        - 7.2.3. Facilitating active transport through changes to traffic light sequencing and lowering of speed limits where appropriate
        - 7.2.4. Funding for capital works, equipment, and appliances
        - 7.2.5. Advocating for improved public transport and regulatory changes to prioritise active transport and to planning and development requirements.
    - 7.3. Increasing community awareness of existing opportunities and programs that support action, such as the Incentives for Sustainability program, and energy and resource recovery assessments.
    - 7.4. There will be transitional challenges for many of the key actions identified in the draft Strategy.
        - 7.4.1. Key audiences that may face additional challenges include strata bodies and community corporations, small businesses, the hotel and catering industry, and not for profit organisations. Council will need to work with these groups to overcome their unique challenges in achieving the goals and priorities.
        - 7.4.2. Existing buildings require additional support to ensure they become climate resilient and net-zero ready. This includes actions like retrofitting technologies and insulation, improving energy efficiency, and support for adaptive reuse.
8. Survey participants were asked to identify potential opportunities for partnerships and collaborations. Over 30 different groups were identified as potential partners.
9. A detailed summary of the consultation process and an administrative response to submissions is included in **Attachment A**.

Implementation, Resourcing and Reporting

10. Administration is progressing related Council priorities in 2023/24 in finalising the Strategy, including:
    - 10.1. Updating the Electric Vehicle (EV) Charging Infrastructure Transition Roadmap relating to targets, micro-mobility and implementation of the Roadmap.
    - 10.2. Conducting a biodiversity survey as per the 2023/24 annual business plan and budget priorities.
    - 10.3. Responding to the internal audit on the climate change risk adaptation action plan, specifically relating to implementation, resourcing and reporting.

10.4. Transitioning from the purchase of carbon offsets toward the delivery of climate resilience and emissions reduction projects.

10.5. Progressing Council's decision on 9 April 2024 to submit a motion about monitoring the implications of the forthcoming public disclosure reporting to the National Local Government Assembly.

10.6. Review of the City of Adelaide kerbside waste management services operating guideline.

10.7. Targeted consultation as part of the review of the Stretch Reconciliation Action Plan 2021-2024 and development of the Stretch Reconciliation Action Plan 2024-2027 (in development).

Proposed Amendments to the draft Strategy

11. Based on feedback received through the consultation process, and the implementation of related Council priorities, the following changes are proposed for the Integrated Climate Strategy 2030.

11.1. General changes

11.1.1. Editorial and minor amendments to provide increased clarity of priorities and improve readability.

11.1.2. Refinements for alignment with the Strategic Plan 2024-2028, including as it relates to asset investment, procurement and integrated with the long-term financial plan.

11.2. Goal 2: A net zero city

11.2.1. Goal 2 amended to 'A net zero ready city'.

11.2.2. The reference to carbon neutrality has been removed from the Lord Mayors foreword.

11.2.3. Introduce additional context for retrofitting of existing properties to ensure climate resilient buildings.

11.2.4. Introduce new content relating to transitional challenges in implementing the Strategy.

11.2.5. Update the EV public charging infrastructure target and implementation items to respond to the Council decision on 23 April 2024, regarding the updated Electric Vehicle (EV) Charging Infrastructure Transition Roadmap:

11.2.5.1. Initial short-term target to increase the number of public EV charging bays by twenty-five (25), expanding to a network of up to 220 public EV chargers by 2030.

11.2.5.2. Notes that improvements to bicycle networks and cycling infrastructure in the City of Adelaide for increased adoption of electric cargo bikes and small commercial electric delivery vehicles will be considered through the development of the Integrated Transport Strategy.

11.2.5.3. Seek out quality design and low impact charging infrastructure and also consider suitable safety and shading measures, to be installed into on-street locations.

11.2.5.4. Seek advice from providers on the capacity of groups of residents without off street parking to sponsor or request installation of site specific infrastructure to facilitate EV usage.

11.2.6. Update the Strategy to highlight an advocacy role for Council relating to improved public transport systems and regulatory changes to prioritise active transport, as follows: *'Public transport in Adelaide is under the remit of the State Government and the City of Adelaide will continue to advocate for zero emissions public transport and increased incentives to use it.'*

11.3. Goal 3: A city where nature thrives

11.3.1. Update action items in response to Biodiversity Survey.

11.3.2. Update implementation items under the Priority: Caring for Country in partnership with Kaurna Miyurna, for alignment with the draft Stretch Reconciliation Action Plan 2024-2027 (in progress).

11.4. Goal 4: Transition to a decarbonised city

11.4.1. Minor amendments to kerbside waste data.

11.5. Goal 5: A climate leading capital city council

11.5.1. Amend and/or remove paragraphs on carbon offsets and time-bound commentary about carbon neutrality including the sentence: *'After 2025 Council will reinvest carbon offset funding towards emission reduction projects.'*

11.6. Update the section titled Climate Change Governance as it relates to the development of a risk and reporting structure for the delivery and monitoring of the Strategy.

Next Steps

12. Administration is finalising the draft Strategy including a risk and reporting structure for the delivery and monitoring of the Strategy.

13. The final Strategy is targeting presentation to the City Planning, Development and Business Affairs Committee and Council in June 2024.

DATA AND SUPPORTING INFORMATION

Link 1 – Council Meeting - Agenda - Tuesday, 12 December 2023

Link 2 – Draft Integrated Climate Strategy 2030 for engagement

ATTACHMENTS

Attachment A – Consultation Summary - Draft Integrated Climate Strategy 2030

- END OF REPORT -

CITY OF ADELAIDE

DRAFT INTEGRATED CLIMATE STRATEGY 2030

CONSULTATION SUMMARY

VERSION 1.0– 24 April 2024

Background

The draft Integrated Climate Strategy 2030 (draft Strategy) is informed by recommendations of the Audit and Risk Committee and discussions at its meetings on 10 May 2023, 4 August 2023, and 10 November 2023.

The draft Strategy replaces seven existing City of Adelaide climate related plans and strategies into a single integrated Strategy. A review of all existing plans and strategies was undertaken to inform the draft Strategy.

Public Consultation and Responses

Consultation ran from 5 February 2024 to 18 March 2024 with extensions provided to several agencies at their request.

Over 1,700 stakeholders from previous climate action engagements were emailed asking for their feedback on the draft Integrated Climate Strategy 2030.

City of Adelaide staff also presented at an Adelaide Sustainable Building Network event and received feedback from 35 building professionals. Feedback from the community was also received during the Fringe on Hutt Street event with over 200 participants chatting to Council staff.

Online engagement was undertaken through YourSay.

Individual meetings were held with the following organisations:

- Mott MacDonald and Hames Sharley
- SA Business Chamber
- Australian Hotels Association SA
- Australian Gas Infrastructure Group.

Response to Engagement and Submissions

A total of 28 written submissions, three phone submissions, and 39 YourSay submissions were received and are summarised in this document.

Written feedback was received from:

- Green Adelaide
- Property Council of Australia (SA Division)
- Kozco Energy Group
- Sonnen
- Circular Energy Group
- Australian Hotels Association SA
- Big Street Bikers
- SA Business Chamber
- SA Forest Products Association
- Premier's Climate Change Council
- Australian Institute of Architects
- Australian Passivhaus Association
- South East City Residents Association
- Green Industries South Australia
- Australian Gas Infrastructure Group
- Green Building Council Australia
- 12 emails/written submissions from individuals
- Three phone call submissions from individuals
- 39 YourSay submissions

The response to the online engagement was as follows:

- **1,882 'Aware' visitors:** are unique visitors, who could be individuals or individuals visiting on behalf of organisations, who made 3,220 visits to the YourSay Adelaide page.
- **495 'Informed' visitors:** are visitors who have explored the available consultation materials more closely to learn more about the Strategy.

- **39 ‘engaged’ visitors**: are the people who have submitted feedback through the online survey.

Key Themes arising from Consultation

The key themes arising from written responses to the consultation, workshops and meetings include (refer to Table 1 and Table 2):

- General support for the draft Integrated Climate Strategy 2030 and proposed goals and priorities.
- Investment in public infrastructure for active transport, and street trees for greening and shading:
    - Installation of public infrastructure, particularly for active transport
    - Street trees for shading and greening (around bus stops and active transport routes) and for improved biodiversity
    - Facilitating active transport through changes to traffic light sequencing and lowering of speed limits where appropriate
    - Funding for capital works, equipment, and appliances
    - Advocating for improved public transport and regulatory changes to prioritise active transport and to planning and development requirements.
- Increasing community awareness of existing opportunities and programs that support action, such as the Incentives for Sustainability program, and energy and resource recovery assessments.
- There will be transitional challenges for many of the key actions identified in the draft Strategy.
    - Key audiences that may face additional challenges include strata bodies and community corporations, small businesses, the hotel and catering industry, and not for profit organisations. Council will need to work with these groups to overcome their unique challenges in achieving the goals and priorities.
    - Existing buildings require additional support to ensure they become climate resilient and net-zero ready. This includes actions like retrofitting technologies and insulation, improving energy efficiency, and support for adaptive reuse.

Partnerships and Opportunities to Collaborate

Survey participants were asked to identify potential opportunities for partnerships and collaborations. Over 30 different groups were identified as potential partners, including:

- Universities and Researchers
- Resident Associations and Precinct groups
- Cycling organisations (Bike SA, Bike Adelaide, etc)
- Community action groups (Electrify Adelaide, SAGE, Trees for Life, Bush Heritage, etc)
- Small Business Associations
- Australian Hotels Association
- Community Corporate and Strata Building owners, property managers and presiding officers
- Community Networks (Transport Action Network, Adelaide Sustainable Building Network)
- Neighbouring Councils
- State and Federal Government bodies.

Table 1 Summary of written, phone and in person submissions on Draft Integrated Climate Strategy 2030

Summary of Submission	Response
Green Adelaide	
We support the strategy and its holistic and multiple directions to mitigate and adapt to climate change.	Noted.
Green Adelaide acknowledges and values the partnership with Council in greening the streets and parks of the metropolitan area that includes the health of ecosystems and for the enjoyment of the city's population. We value the collaboration of Council on many projects with Green Adelaide including the urban heat and tree canopy mapping project; the health of Karrawirra Pari, water sensitive urban design infrastructure and the development of Green Adelaide's Urban Greening Strategy.	Noted. Council values the ongoing collaboration with Green Adelaide on projects of shared interest and will continue to work with Green Adelaide to achieve shared goals and priorities aligned with the Strategy.
Kozco Energy Group	
Our initial response would be that it is promising that we are looking to move to net zero by 2035. As a renewable energy company we are heavily invested decarbonization, and would love the opportunity to discuss further with the City about any projects that are upcoming. We can assist by offering a holistic energy solution factoring in control systems, climate, energy production, storage and tariff optimization.	Noted. Acknowledge offer of support.
As a business we are also critically aware of the waste product that can be produced, even in moving to a zero net emissions goal, and would love to know the councils proposals to bring appropriate waste-disposal to the business sector – things like soft plastic recycling, organic food waste and traditional recycling – and know your thoughts on how best to implement these into our business structure.	Noted. Provided details for company's local Council for them to continue discussion on waste separation and disposal options on 21 March 2024.
As an energy company, a lot of our business also deals with electronic waste disposal, and we would be interested in hearing the	Noted.

Summary of Submission	Response
proposals for a circular economy as it relates to us, especially if it would be helpful to the council to run pilot programs – we are always keen to be on the cutting edge of sustainability.	As per above response.
Property Council of Australia (PCA) SA Division	
A zero-carbon-ready resilient building plan: Which includes setting out a long-term strategy for zero-carbon-ready buildings by reforming the Trajectory for Low Energy Buildings and extending it to 2050. The Property Council also supports long-term strategies for climate resilient buildings that can adapt to acute shocks and long-term stresses from climate change.	Noted. The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
Electrification: In that the National Construction Code 2025 must require all new residential and commercial buildings to operate on high quality electric equipment.	Noted. This aligns with the priority “all homes and businesses will be electrified and powered by renewables.”
Incentivise High Performance: With targeted incentives and concessions in order to facilitate the acceleration of high-performance buildings.	Noted. The City of Adelaide Incentives for Sustainability has been reviewed and will continue to have a strong focus on accelerating high-performance buildings within the city.
Energy Market Reform: Embedding the ‘energy efficiency first’ principle in the National Electricity Objective.	Noted.
Government Leadership: By committing to achieving zero-carbon-ready buildings for all new and existing government owned and leased buildings by 2030.This commitment would help ensure today’s new builds are prepared to operate in a zero-carbon future. This measure should be accompanied with council providing funding or relief from rates, charges and fees to existing asset owners to incentivise and accelerate zero-carbon ready building outcomes.	Noted. Administration continues to work towards zero-carbon-ready buildings under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035” as per the identified scales of action needed.
Moving Towards Zero Embodied Carbon, which argues for the adoption of a credible national framework for measuring embodied	Noted.

Summary of Submission	Response
carbon. This would empower owners, buyers and renters with a single national rating for home energy performance, however we are acknowledge this must be achieved at Federal level.	While this suggestion must be achieved at a federal level, the City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035”. Administration is progressing Council’s decision on 9 April 2024 to submit a motion about Public Disclosure reporting to the National Local Government Assembly.
Property Council cautions against any raising of rates in order for the City to fund potential new projects. The Property Council has previously advocated for caution on raising rates in the current economic climate given the potential and current impacts for small businesses making the headlines.	Noted. Consideration will be given to funding mechanisms for potential new projects under the Strategy. Rating will be considered by Council through the development of the 2024/25 Annual Business Plan and Budget.
The Property Council advocates that the City explore other avenues to fund these projects including: - seeking grants and funding from state and federal governments - exploring private-public partnerships including co-managing projects. - offering incentives-based approaches to ratepaying commercial operators in the CBD to implement climate-resilient infrastructure. - identifying cost-saving measures to free up resources for projects.	Noted. As per above response. The Strategy acknowledges the role of partnerships and includes a role for Council as advocate.
The Property Council proposed to government a reduction of energy emissions by way of adaptation of existing buildings and well-designed new buildings. This must be achieved through National Construction Code controls, ratings schemes and initiatives.	Noted. Council will continue to advocate for relevant National Construction Code controls. Council will continue to support uptake of rating schemes and initiatives for new and existing buildings through the Incentives for Sustainability program.

Summary of Submission	Response
An incentive-based approach to attracting and promoting businesses committed to sustainability and establishing Adelaide as a hub for low-carbon technologies.	Noted. The City of Adelaide Incentives for Sustainability and related marketing materials are currently under review and will continue to offer support for and promote businesses who are committed to sustainability and low-carbon technologies.
Adapting existing buildings in response to addressing emissions reduction targets. The City should consider increasing support and funding for electrification and climate friendly retrofitting of existing building stock.	Noted. The City of Adelaide Incentives for Sustainability has been reviewed and will continue to have a strong focus on accelerating high-performance buildings within the city. Incentives have been expanded to contemplate adaptive reuse of buildings.
Supporting market transition. The City should seek to promote market transition to create skills training and employment in sustainable industries such as energy generation, retrofitting, manufacturing and electrification. This in turn will assist professional bodies to implement changes to design standards and reporting.	Noted. This is reflected in the City of Adelaide's draft Economic Development Strategy (in progress).
Rethink future transportation infrastructure in order to build more climate resilient cities. In this, we note that transport is the largest contributor to greenhouse gas emissions in the state with 29% of all emissions. While more trees and shade may be necessary, the Property Council advocates for more strategic planning for our cities to ensure better transport. This would require dramatically shifting investment in our transport infrastructure towards a more sustainable direction, as well as consistent collaboration between State and City in planning for and funding sustainable models of transport to reduce carbon emissions.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
The Property Council strongly recommends early and deep consultation with built environment asset owners on any changes in terms of policies that imply installation of new infrastructure or initiatives.	Noted.

Summary of Submission	Response
Sonnen	
The Strategy states that '39% community carbon emissions from energy use in 2022' (p.14) and recognises that the 'biggest areas of influence for the next 10 years' is electrification. Batteries & coordinated storage enable behind-the-meter (BTM) electrification, addressing this objective of electrification.	Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.
Sonnen notes that achieving net zero is supported by smart energy efficiency and harnessing variable renewable energy (VRE), and a significant example of VRE exists at the small-scale, namely, the harnessing of residential solar PV for smoothing peak demand and reducing energy costs for consumers through coordinated storage.	Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.
We note that a proven and effective way to coordinate behind-the-meter energy storage is via VPPs, and Sonnen suggests that the City of Adelaide might support the VPP industry and therefore support a consumer-centric energy system transition.	Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.
VPP coordination includes batteries and electric vehicles and are part of an emergent industry and require policy and regulatory support. Hence, VPPs therefore have the ability to rapidly decarbonize the residential transport sector, via coordination. To state differently, this links into decarbonizing transport with cars as 'batteries on wheels' and we recommend these must be coordinated and 'smart' to effectively support decarbonization.	Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.
Sonnen suggests considering engagement co-investment at all levels of government (state and national) to support e.g. complementing battery rebates for consumers. Refer to our White Paper on accelerating small-scale storage adoption	Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.
At the international level, we commend and recognise that the City of Adelaide is party to the Global Covenant of Mayors for Climate & Energy and this engagement.	Noted.

Summary of Submission	Response
Circular Energy Group	
Keen to get your understanding and planned use of "off sets" and how ACC looks to avoid any suggestions that your strategy doesn't truly cover 24/7 Carbon Free Energy in line with the United Nations movement.	Manager, Low Carbon and Circular Economy responded via email on 13/2/24.
Adelaide Sustainable Buildings Network SustainabiliTEA event – 28 February 2024 – 35 participants	
Safety and ease of active transport within the City – infrastructure, light sequencing	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
What is the role of employers in incentivising employee commuting?	Noted. Through changes to the Incentives for Sustainability program, the City of Adelaide will be providing opportunities for employers within the city to support and incentivise employee uptake of cycling and active transport options for commuting.
What are the existing barriers or incentives required to achieve active commuting targets?	Noted and under consideration in conjunction with development of the Integrated Transport Strategy in 2024/25.
How can we make High Emission Commuting HARDER (less carparks for non-EVs, congestion tax, target % of low emissions vehicles in the city)	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Advocacy for increasing Public Transport	Noted.

Summary of Submission	Response
	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Reducing energy demands before implementing renewables - retrofitting insulation - assisting with audits to reduce waste, water, energy/emissions. - promote and incentivize asset owners to construct more energy-efficient houses, aimed at reducing the load on the grid and lowering emission levels	Noted. The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
Planning approvals - requesting preliminary information from developers/architects regarding energy efficiency / sustainability initiatives being included in a project? Planning approval is the time and place where great outcomes can be setup without huge cost and impact on a project	Noted. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process. The City of Adelaide is separately delivering a Code Amendment program to seek improvements to the State Government’s Planning and Design Code.
Incentivise reduced carpark spacing for multi-unit development - "Leading by doing" through bold shifts in culture/attitudes of commercial 'viability'	Noted. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.
Addressing embodied carbon by 2035 is far too late, especially given the high building growth envisaged by carbon.	Noted. The City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035”.
Plant more trees – metro biodiverse forests – not monocultures	Noted.

Summary of Submission	Response
	The Strategy includes the priorities for “greening supported by sustainable water resources” and “biodiversity, native grasslands and woodlands are protected and enhanced”.
Soil Sequestration	Noted.
Green roof and green wall living architecture	Noted. Aligns with the City of Adelaide accelerated greening program introduced in 2023/24.
Adaptive reuse + reduced new buildings needed	Noted. The City of Adelaide, in conjunction with the State Government, has committed to explore and progress adaptive reuse outcomes through the Adaptive Reuse City Housing Initiative (ARCHI). The target of 50 dwellings annually in the City of Adelaide Housing Strategy relies on both tiers of government working to understand and address any barriers.
Increase density	Noted. The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036.
Transition actions necessary – e.g. Rundle Mall FOGO trial and reusable coffee cup swaps followed by expansion	Noted. Recognition of transitional challenges and actions added to the Strategy.
Big Street Bikers	
Just came across a release of the vision for Adelaide to triple bike trips and provide ebike subsidies to take real action in addressing climate change. Awesome work!	Noted.
Big Street Bikers has been working in this space for the past 5 years and has been rolling out a network of secure parking and	Noted.

Summary of Submission	Response
charging stations for bikes and scooters across New Zealand. It is provided as a free public amenity to bikers as well as co-funded capex for councils via a digital media model so we are able to scale and rollout quickly without council budget constraints. Check out Locky Dock website for more info	Acknowledge offer of support.
Australian Hotels Association SA	
Concern about the impact of unintended consequences for commercial kitchens if the Planning and Design Code were to be unduly influenced by the Council's Strategy, particularly in the event it required mandatory retrofitting during building upgrades.	Noted. Recognition of transitional challenges and actions added to the Strategy.
Need to work with the draft Strategy to better reflect some of the transitional challenges ahead for the electrification of gas commercial kitchens, particularly in high-volume kitchens turning out 400 meals in under an hour in peak events.	Noted. Recognition of the need for transitional challenges and actions added to the Strategy.
Australian Institute of Architects (AIA)	
Engage immediately with First Nations consultation which provides opportunities to retain history of 'places' within the CoA that are both from the last few hundred years and well prior, in times of the First Nations people caring for Country. Often this has an added benefit of bringing in low embodied carbon materials and designing out the need for waste in the circular economy, which would be advantageous for the CoA should they engage in consultation now	Noted. City of Adelaide have an ongoing relationship with local First Nations people through the Reconciliation Committee and KYAC. The Strategy notes that "we will protect and enhance nature for nature's sake, through First Nations' perspectives and nature positive design." Beyond this, Council will continue to engage with First Nations people where opportunities arise to work together on other actions within the Strategy. The City of Adelaide acknowledges KYAC as the cultural authority for Kaurna land.
Include higher explicit targets for the building fabric within the Integrated Climate Strategy to align with National bodies who have	Noted.

Summary of Submission	Response
provided clear evidence in this approach to 'energy efficiency' trumps a technological wave of distributed energy resources, energy and appliance upgrades and urban heat. Significant urban noise will be created with additional rooftop appliances, higher levels of infrastructure and maintenance	Aligns with Strategy.
Include the CoA actively seeking biogenic materials that are low in embodied carbon concurrently with the building fabric upgrades, those materials where manufacturers have a circular recovery scheme to address fit out churn and increase the ability of building surfaces to self-regulate temperature.	Noted.
Redefine 'energy efficiency' in this strategy to align to the GBCA and ASBEC's research whereby efficiency is achieved through adequately sealed, insulated and ventilated buildings because less initial incoming operational energy is required (input) and less energy waste in the form of carbon (output and loss) through better building fabric which is resistant to heat, cool or other forces which effect the indoor environment.	Noted. Energy efficiency is not defined within the Strategy. When working with the term 'energy efficiency' City of Adelaide will take this definition into consideration.
Fringe on Hutt Street Event	
Conflict of interest at council. They own carparks, so the residents perceive we won't get non-car transport policies.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Community Gardens per block (replace some parking spaces)	Noted.
Public Transport needs improvement – bus, tram, e-scooter services	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.

Summary of Submission	Response
Bus stops need shade	Noted. The Strategy acknowledges that the city requires more shade under it's priority "a cool city with no urban heat island affect".
More designated e-scooter parking bays off the footpath	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Lane reductions/separated bike lanes – e.g. Flinders street, Hutt Street	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Better walking paths and additional curb access. Dedicated and protected bike lands, prioritise pedestrians over vehicles, be more bike friendly.	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Recycled plastic bus stop benches rather than cold metal	Noted. Alignment with Goal 5 and procurement priorities.
Urban greening, verge gardens, more trees and green spaces, open spaces within the city	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced".
Less Cars. Close streets to cars. More people. Regular No car day on the weekend – maybe monthly	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. Administration is currently

Summary of Submission	Response
	developing a separate Integrated Transport document which will address infrastructure needs to accompany this mode shift.
More bike service stations	Noted.
Green bins for dog waste	Noted. The City of Adelaide provides this service.
Premier's Climate Change Council	
The PCCC is pleased to note the increased level of ambition represented by the City of Adelaide's target to halve its climate impact by 2030 and make it nil by 2035. This supports the ambition of the State of South Australia to reduce emissions by 50% by 2030 and achieve net zero by 2050 and to source electricity generation from net 100% renewables by 2027.	Noted.
The PCCC understands that the Minister for Transport and Infrastructure will soon launch a public consultation on a draft Transport Strategy and would strongly encourage the City of Adelaide to contribute to that discussion.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
The PCCC has recently responded to the public consultation on a proposed Biodiversity Act for South Australia. The PCCC notes and support the strong focus on biodiversity proposed under Goal 3 and particularly welcomes the commitment to nature-positive design focusing on the repair and regeneration of the city's species and ecosystems.	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced". The City of Adelaide made an administrative submission to the State Government's consultation on the proposed Biodiversity Act for South Australia.
The PCCC would like to draw the City of Adelaide's attention to the development of the State Planning Commission's Greater Adelaide Regional Plan (GARP), noting that the GARP discussion paper outlined four outcomes for the city that appear to align closely with	Noted.

Summary of Submission	Response
the aims of the draft Integrated Climate Strategy 2030. A GARP engagement report is expected in early 2024 with the draft GARP to be released for public consultation in late 2024.	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport. The City of Adelaide is working with Planning and Land Use Services on regional planning, including development of the City of Adelaide City Plan – Adelaide 2036.
SA Business Chamber	
"A more planned energy transition would result in lower costs associated with network operation and reliability, better outcomes from the ISP, and consideration of the long-term costs of energy in SA."	Noted. Recognition of transitional challenges and actions added to the Strategy.
"Increased energy costs are a significant concern particularly related to the energy transition to renewables and the high costs to ensure network stability being faced in SA"	Noted. Recognition of transitional challenges and actions added to the Strategy.
December 2022, the Chamber made a submission on the Planning System Implementation Review, in which we supported proposals to provide for greater urban tree canopy cover in Adelaide.	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced".
April 2023, our CEO wrote an op-ed in The Advertiser, in which he suggested that South Australia should stake its claim as a leader in the energy transition by becoming one of the world's largest Green Economic Zones. We would become a preferred destination for businesses seeking to build on their ESG credentials, increase the scale of our circular economy, develop our hydrogen industry, and transition to advanced green manufacturing. Becoming a 100% renewable energy state would position us as a global hub for sustainable business practices and innovation: the next Silicon Valley for renewable technologies.	Noted.

Summary of Submission	Response
November 2023, the Chamber made a submission to Infrastructure SA's 'South Australia's 20-Year State Infrastructure Strategy Discussion Paper', in which we've noted that in 2021 Adelaide became the world's second National Park City and we need to preserve this status by ensuring that infrastructure planning supports this.	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced".
75% of all SA houses do not reach minimum WHO temperatures over winter (18 degrees) - Australian Centre for Housing Research, Uni of Adelaide	Noted. The Strategy identifies that "homes and businesses are protected from climate hazards" are a priority. Additional "scale of action needed" added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
Would like to collaborate on business electrification	Noted. Acknowledge offer of support.
Given recent announcement of 100% renewable targets being brought forward does this change anything in the strategy?	Noted. Renewable energy is a competitive advantage for South Australia.
Australian Passivhaus Association	
We fully support the ambition to create a city where communities are interconnected, prepared, and resilient in the face of changing conditions and extreme weather events. Furthermore, the emphasis on sustainable transportation, green infrastructure, and the protection of biodiversity and ecosystems resonates with our mission to promote energy-efficient and environmentally friendly building practices.	Noted.
We believe that integrating Passivhaus Standard and retrofitting existing building stock can play a significant role in achieving several goals outlined in the Integrated Climate Strategy.	Noted. Acknowledge offer of support.

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Drawing inspiration from international examples, such as Scotland, Belgium, and New York City, where Passivhaus mandates have been successfully implemented, we strongly recommend the City of Adelaide consider similar measures to accelerate its transition to a low-carbon future.	
South Australian Forest Products Association	
Increase the use and presence of mass timber products in the City of Adelaide's built environment by supporting the use of locally grown and locally manufactured engineered building materials in Council projects.	Noted. Alignment with Goal 5 and procurement priorities.
Support the creation of a Planning 'Green Door' where projects using Mass Timber are provided with extra planning support to provide a quicker approvals pathway.	Noted.
Encourage the City of Adelaide to implement a Wood Encouragement Policy in future office refurbishments and ensuring that Adelaide's climate change and biodiversity story is captivated and shared through such refurbishments.	Noted.
South East City Residents Association ***(SECRA)***	
We are pleased to see that the City of Adelaide will have policies which set science-based targets and we are especially desirous that the City will have a policy of *'advocacy of relevant climate targets, investment and programs to be established at State and Federal level and recognition of the impacts of embodied carbon'* (page8). The City has a limited budget and lacks legislative powers, but as a respected capital city Council we believe it can advocate and influence both State and Australian governments.	Noted. The Strategy acknowledges the role of partnerships and includes a role for Council as advocate.
Apart from actions already undertaken in Pakapakanthi the following could be explored:	Noted. Acknowledge offer of support.

Summary of Submission	Response
• resident growing more tube stock of Australian native plants as directed by Council staff • training residents in weeding techniques to keep the wetlands weed free • planting more street trees in existing 'empty' street tree locations where trees have died or been stolen • supporting the development and maintenance of more verge gardens • organising resident workshops about green walls, balcony gardens and green roofs	Administration is having separate conversations with SECRA on urban greening.
SECRA encourages Council to plan and fund Kaurna burning of defined parts of the Parklands.	Noted.
SECRA recommends that, to increase surface permeability and soil health and reduce the heat island effect, Council reduces the extent of bitumen and asphalt paths and roads in the City and in its parks, e.g Reduce some 4-lane carriageways to 2 lanes, replacing bitumen and asphalt surfaces with gardens, lawns, trees and permeable paths for cyclists and pedestrians Replace bitumen with aggregate or other permeable material on Park Lands paths	Noted. Considered through the Adelaide Park Lands Management Strategy.
SECRA encourages Council to require all Parklands lessees to produce ambitious sustainability plans which will complement this Climate Strategy 2030.	Noted. The City of Adelaide is reviewing its approach to Community Buildings in the Adelaide Park Lands.
Transport emissions to a significant extent undermine the decline in electricity emissions. The reputation of the City as a leader in responding to climate change is also undermined. A 64% increase is a huge and unacceptable increase at a time when CO2 emissions needed to be in constant decline. We acknowledge this is largely a national issue. However, SECRA believes there is much more that	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.

Summary of Submission	Response
the CoA Council and its residents and businesses can and should do. What can the City of Adelaide do to manage transport emissions of its residents, workers and other visitors to the city?	
Stronger measures are needed to provoke a meaningful modal shift from motor vehicles to active travel and to claim space for more trees and understorey planting. Audacious change will require new partnerships and funding streams and for the Council to embark on a strong campaign of advocacy – with residents, business and other levels of government.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
SECRA continues to encourage the City to advocate to the SA Government to relocate the Adelaide 500 race to Tailem Bend. As well as reducing the glamour, and potentially the sales, of high CO2 emitting vehicles it will free up precious green space and enable extensive hard, impermeable, hot surfaces to be removed from Victoria Park. We also recommend that the City lobby politicians to repeal the South Australian Motor Sport Act 1984. That Act is an audacious CO2 producing land grab.	Noted.
Advocate to Local, SA and Federal Governments for state-of-the-art, safe cycle and walking routes	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Advocate to adjoining local governments to successfully submit to Infrastructure Australia SECRA recommends Council engage with Melbourne City Council about their submission to IA and establish a project to move towards an Adelaide submission urgently.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Advocate to the Department of Infrastructure and Transport SA to reduce speeds	Noted.

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	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Please consider a plan to sell off UPark sites and spend the takings on road redesign which will push back on CO2 production while providing an attractive living working and recreating City environment.	Noted. Relates to the City of Adelaide strategic property plan.
Advocate to the SA Government to connect the city (at a minimum) to North Adelaide by tram, as well as to Prospect and Norwood.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
SECRA recommends that CoA reallocate an audacious proportion of road repair budgets (20% of existing allocations) to street greening. SECRA advocates to the City to reallocate a proportion of road upkeep funds that currently benefit motor vehicles users rather than people using greener cooler streets	Noted.
Advocate to the residents of the City of Adelaide to accept, or preferably to welcome greater population density in the City of Adelaide.	Noted. The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036. Aligns with the City of Adelaide Housing Strategy.
SECRA agrees that the world is in a parlous situation and is pleased that 'the City of Adelaide supports meaningful and immediate climate action to reduce emissions and address the impacts of climate change risk'.	Noted.
Green Industry South Australia (GISA)	
Housing design, adaptive reuse of existing buildings, embodied carbon and sufficiency principles and exploration of innovation as	Noted

Summary of Submission	Response
opportunities in supporting a climate resilient city are recommendations echoed in global leading initiatives, and also outlined in the GISA funded and Green Building Council of Australia led action plan Circular economy for South Australia's built environment and related 2022 Discussion Paper. As well as building upon the critical steps needed to accelerate industry participation in both the commercial and residential sector, the report relates to the transformation required to reach net zero, including; design, construction, regenerative practices, procurement, education and training, planning codes and regulations. The plan includes a number of recommendations and identifies opportunities that can contribute to achieving aligned objectives in the draft Strategy.	The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036. Aligns with the City of Adelaide Housing Strategy and Adaptive Resue City Housing Initiative (ARCHI).
In addition to inclusions in the draft Strategy in relation to Water security (Key resilience challenge) and Greening supported by sustainable water resources (Priority), it is suggested to further support water efficiency measures and climate resilience by application of composts and mulches to improve soil structure and water holding capacity, providing water savings and improving resilience to climatic changes.	Noted. Mulching and composting is an operational activity.
The City of Adelaide's ambitions to bring forward the target for achieving net zero from 2050 to 2035 is supported, noting action and investments will be required across all areas outlined in this plan to support achieving this goal. Infrastructure assets and buildings play a vital role in reducing transport related and operational carbon emissions.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
GISA is proud to have collaborated with the City of Adelaide on the first organics waste separation trial in Rundle Mall, as referenced in the draft Strategy under this goal. As further single-use plastics restrictions and prohibitions come into effect in September 2024, the collection system for compostable single-use alternatives is already in place for this precinct. It is recognised that similar public waste management collection infrastructure is now being trialled in other	Noted. Council values the ongoing collaboration with GISA on projects of shared interest and will continue to work with GISA to achieve shared goals and priorities.

Summary of Submission	Response
council areas to support increased diversion of food and compostable materials from landfill.	
GISA supports the City of Adelaide's focus on circular economy industries and looks forward to seeing the initiatives progressed under each of the areas under this priority.	Noted. Aligns with Goal 4.
In relation to festivals, the Festival City ADL (FCA) *Leading Environmental Sustainability and Responsible Practice – Climate Action Roadmap,* released in February 2024, is the first of its kind in Australia. Supported and funded by GISA, the roadmap will see South Australia's leading festivals take a collective and strategic step forwards in embedding sustainability in their operations and in their communications with the festival-going community. Over the next 18 months, GISA will continue to provide support to FCA to deliver sustainability action plans, on-site mentoring, and professional guidance for nine South Australian festivals. As the peak body for festivals and events in South Australia, the partnership with FCA has enabled a unified approach to tackle sustainability and climate related issues through industry-driven initiatives, with a particular emphasis on fostering a climate-positive future for festivals held in Adelaide.	Noted. The City of Adelaide was a key stakeholder in development of the Roadmap.
The GISA *Waste and Recycling at Events and Venues Better Practice Guide* 3 could be used by those coordinating or issuing approvals for events to set minimum requirements for waste and recycling systems and service ware. Working with event organisers to implement better practice encourages progressive waste management strategies and improves community engagement with diverting waste from landfill in other settings.	Noted. The City of Adelaide has resources to support sustainable events which are shared with event organisers.
GISA recommends that circular economy principles should be incorporated into procurement policies. In 2023, GISA launched the Circular Procurement Knowledge Hub	Noted.

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(www.greenindustries.sa.gov.au/circular-procurement) providing tools, guidelines, case studies and training to help organisations integrate circular economy principles into procurement processes.	Circular economy principles will be incorporated into relevant policies and procedures under the priority that “Climate change and sustainability are integrated into how we do business”.
GISA supports the City of Adelaide committing to a target of zero avoidable kerbside waste to landfill by 2035, however, notes this timeline differs from the current SA Waste Strategy which sets a target of zero avoidable waste to landfill by 2030. The City of Adelaide may wish to consider extending this target to include other waste streams, not just kerbside.	Noted. Aligns with Goal 4.
GISA notes the inclusion of actions relating to landfill diversion from residential kerbside collection and waste generation per capita in the draft Strategy. The scale of action required and the significance of addressing food waste to achieve waste diversion targets is clearly outlined. Under this priority, GISA would encourage the City of Adelaide to note the role of businesses utilising kerbside collection services provided by City of Adelaide as well as those with privately contracted services to take action to support this objective.	Noted. Aligns with Goal 4.
The draft Strategy appears to duplicate “21% of recycling bins from residential kerbside collections have some form of contamination” for the current state and required action and it is suggested that the required action will require updating.	Noted and corrected.
Capturing food waste and organics through source segregated organic collection systems will be critical to meet this and other goals outlined in the draft Strategic Plan.	Noted. Aligns with Goal 4.
The City of Adelaide has a unique dwelling and business profile. In some settings, this will require innovative collection solutions to increase waste diversion and resource recovery.	Noted. Aligns with Goal 4.
There are recognised additional challenges associated with waste management and resource recovery services in high density settings. In most cases, existing higher density buildings must have tailored	Noted.

Summary of Submission	Response
collection service arrangements to enable residents to divert food and other organics. The *'Better Practice Guide Waste Management in Residential and Mixed-Use Development'*5 was developed by GISA to support developers, planners, architects, facilities managers and the waste industry by providing best practice guidance to incorporate segregated waste management systems and provide sufficient and safe access for collection vehicles in new higher density developments. GISA has commenced the process to update the guide in 2024 and welcomes City of Adelaide's involvement in this process.	City of Adelaide will provide input into the GISA updated guide in 2024.
Alongside implementing best practice waste and recycling systems, education and engagement is vital. GISA strongly recommends that the City of Adelaide continues to work with GISA to use state wide 'Which Bin' branding across all residential education and communications campaigns to encourage consistent, cohesive education to the community.	Noted. Ongoing education and engagement to promote the community actions are necessary to achieve the goals and priorities within the Strategy.
As recognised in the draft Strategy GISA partnered with the City of Adelaide to install new bin infrastructure in Rundle Mall to capture food waste and compostable materials alongside recycling, general waste and 10c beverage container collections. The placement of systems to capture food and organic waste in a high traffic area, significantly expands community messaging and normalises food waste diversion to green organics bins across settings.	Noted. Council values the ongoing collaboration with GISA on projects of shared interest and will continue to work with GISA to achieve shared goals and priorities.
Green Building Council of Australia	
We support the development of an adaptation strategy underpinned by understanding the risks of climate change. Protecting and mitigating the impacts of climate change on existing communities will be an ongoing challenge, and local governments must use future climate scenario data and other tools to develop long-term plans for community resilience.	Noted.

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The EBC recommendation for climate resilience includes developing a long-term strategy for climate resilient buildings that can adapt to acute shocks and long-term stresses from climate change. Local governments can also use planning powers to ensure that new developments are not in areas exposed to flooding, coastal inundation, erosion or bushfires, while at the same time accelerating the development of high performing, sustainable buildings with targeted incentives. The Green Star Buildings rating tool provides a set of industry-agreed best practice benchmarks and guidelines for embedding greater resilience in projects. The Resilience category within the rating tool includes five resilience credits; Climate Change Resilience; Operations Resilience; Community Resilience; Heat Resilience; and Grid Resilience.	Noted. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
We applaud the City of Adelaide’s decision to bring forward the target for net zero from 2050 to 2035. ASBEC’s Unlocking the Pathway report shows that 100 per cent electrification with renewable electricity is the lowest-cost, fastest emissions reduction pathway for Australia’s built environment.	Noted.
Achieving ambitious targets for the electrification of homes, buildings and businesses will require a ready market that can respond to this demand and asset owners that understand the benefits of electrification. City of Adelaide should also be developing strategies for quality retrofits for existing commercial and residential buildings. This could include linking efficiency improvements to efficiency improvements like insulation and shading contributes to an optimised whole-of-energy system and a built environment compatible with a low-carbon economy.	Noted. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
This year, nature took centre stage at our annual conference, Transform. We support this goal and are especially pleased to see	Noted. Opportunity to provide feedback by 30 June 2024 shared internally.

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First Nations engagement and Caring for Country included in the listed priorities. Internationally and in Australia, increased urbanisation is putting pressure on ecosystems and threatened species. In consultation with industry, the GBCA has developed and launched A nature roadmap for the built environment discussion paper. The discussion paper evaluates environmental risks and opportunities, explores innovative concepts for nature regeneration, and underscores the collaborative roles required for success. We encourage City of Adelaide to provide feedback on the discussion paper (open until June 30, 2024) and help shape the roadmap for nature.	
We support the focus on circularity, procurement and reduction of waste. EBC Theme 6 - Towards Zero Embodied Carbon makes the following recommendations: • Adopt a credible national framework for measuring embodied carbon • Introduce embodied carbon reduction targets for government projects • Support Australian leadership in high-performing and circular building products. Please see Circular Economy in South Australia's Built Environment: Action Plan for more information.	Noted. The City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to "reduce City of Adelaide's operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035"
We support City of Adelaide's ambition to be a climate leading capital city. EBC Theme 4 - Government Leadership makes the following recommendations: • Commit to achieving zero-carbon-ready new and existing government-owned and leased buildings by 2030 • Commit to applying trusted, robust and credible building rating systems such as Green Star and NABERS in all new government projects and existing assets	Noted.

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• Inform consumers on residential energy efficiency and electrification • Form coalitions of councils to drive sustainable outcomes at a local level.	
Australian Gas Infrastructure Group	
We are of the view that maintaining the current dual-fuel energy system will enable the City of Adelaide to achieve its Goal 1: a climate resilient city. Maintaining a dual-fuel energy system will provide City residents with benefits such as choice, energy resilience and security, while allowing residents and the City of Adelaide to receive emissions reduction benefits.	Noted. Recognition of decarbonisation efforts by multiple energy sectors.
Renewable gases, like hydrogen and biomethane, present an opportunity to achieve net-zero emissions using multiple fuel sources and existing infrastructure while preserving reliability and resilience. South Australia is leading the country in hydrogen development, and it would seem paradoxical if the benefits of hydrogen for consumers and the economy are unavailable to residents and businesses in the City of Adelaide.	Noted. Recognition of decarbonisation efforts by multiple energy sectors.
We note the draft Strategy's priorities to electrify all homes and businesses in the City of Adelaide as well as all council operated buildings. While we support the achievement of overall emissions targets, we believe these specific priorities are short-sighted and risk imposing unnecessary costs on residents.	Noted. Recognition of transitional challenges and actions added to the Strategy.
The current dual-fuel energy system provides valuable system stability and supply security, ensuring an energy delivery system remains if another goes down, and stepping up to fill gaps in generation capacity to ensure supply can always meet demand. Our infrastructure is underground, making it inherently reliable, especially to climate events. A fully electrified system will sacrifice the reliability and resilience offered by underground gas networks.	Recognition of transitional challenges and actions added to the Strategy.

Summary of Submission	Response
A renewable gas future provides a decarbonisation pathway for the existing natural gas network and all buildings with access to the network. Renewable gases can support the City of Adelaide in taking climate action, while continuing to provide the same reliable, efficient energy supply that customers today enjoy and create economic opportunities in industry and jobs development. We recommend that the City of Adelaide maintain customer choice and optionality by supporting a renewable gas future for South Australians.	Recognition of transitional challenges and actions added to the Strategy.
Individual Written submissions	
What you're presenting looks great, but what I'd additionally like to see is the city promoting and committing to a shift to a plant-based food system, since animal agriculture is one of the leading drivers of GHG emissions and a plant-based food system is recognised as a required component of any successful emissions reduction and carbon neutrality schema.	Noted. Consideration being given to additional context in the Strategy.
Just wanted to thank you for a very comprehensive and evidence-based climate plan. If implemented, we will have a far better city in a decade's time.	Noted.
In the light that in a more extreme climate we are likely to see increase in drought years - in what ways can the city make itself more water resilient? Have you considered: 1. City based water treatment plant with a secondary irrigation only network for recycled water? Rouse Hill in Sydney has such a system created by Sydney Water: https://www.sydneywater.com.au/education/wastewater-recycling/water-recycling/rouse-hill-water-recycling-plant.html	Noted. City of Adelaide uses the Glenelg to Adelaide Park Lands Recycled Water Scheme (GARWS) to irrigate over 163 hectares of Park Lands. Recycled water is also used in Council buildings as they upgrade existing facilities, such as the toilets in Victoria Square/Tarntanyangga and club rooms in Victoria Park.
2. Incentives for greywater recycling systems	Noted.

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3. Increasing the base rainwater tank sizing for new dwellings and apartment blocks? As I understand it houses only require a minimum of 1000L tanks which does not provide much storage at all	Noted. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.
Nothing mentioned about assistance to retrofit insulation or draft protection on buildings. Is the ACC helping to facilitate this (e.g., information/advice services)?	Noted. The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
Does ACC have the power to mandate no gas connection to new premises (unless a very good case that you need it)? Likewise, to mandate that new hot water systems should all be heat pumps instead of resistive element type units (unless a case to be made for real-time resistive heating where use is low/intermittent; or power used is to be just during the day).	Noted. Council does not have the power to mandate no gas connections or certain equipment. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.
ACC to consider policies to mandate that car park size remain the same (to not accommodate enormous SUVs).	Noted.
LGAs could consider partnering to build a shared state of the art waste recycling facility, which will take soft plastics, be able to automatically sort materials, and harmonise across LGAs what you can and can’t recycle.	Noted.
ACC to consider how it can promote V2G (or V2P) discharging from EVs, to help provide energy storage for the grid, e.g., by accelerating access to the hardware and grid management systems, for SA or Australia.	Noted.
Explore if it makes sense to co-locate EV fast charging depots more with cafes, shopping centres, walk in office areas, gyms, etc., to	Noted.

Summary of Submission	Response
encourage their use, by providing something useful to do for the 20-40 mins it takes to charge. May need to scope likely demand, then partner with businesses.	Council has developed a separate EV Infrastructure Transition Roadmap.
Many EV charging stations could do with some shade (e.g., trees).	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
ACC to consider divestment from fossil fuels, as part of its procurement strategy: (a) switch to investment companies/products that exclude share investments in companies that extract fossil fuels, (b) for its day to day banking and access to loans, avoid any bank that finances new fossil fuel extraction projects (check marketforces.org), (c) have default superannuation for ACC employees with scheme that excludes investments in fossil fuels.	Noted.
Table p23. Is the content of the bottom two cells meant to be the same?	Noted and corrected.
Peach coloured boxes are a little confusing – need a little title like 'current status'?	Noted and corrected.
Great target to quadruple the number of people riding bikes to work. With e-bikes, fitness/age is no longer a barrier, provided people live sufficiently close to the city and there are safe bike paths. There can't be too many bike paths/lanes!	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
I like that you are not getting sucked into the 'hydrogen hype' – and generally going for the sensible full-electrification strategy for premises and light vehicles etc. – as we know, hydrogen is not a very efficient way to access energy for most applications.	Noted. Recognition of decarbonisation efforts by multiple energy sectors.
I like that you report scope 3 emissions from flights in/out of Adelaide, as flying is hugely carbon intensive.	Noted.

Summary of Submission	Response
Lift the limit on e-bikes which are governed to about 26 kph and also available power. I travel in from Mawson Lakes and would use bike everyday if I could use my more powerful ebike.	Noted. The City of Adelaide is considering the role of micro-mobility.
I like to walk, not drive. I like to enjoy our great places and parks, not car parks. Street trees, with better paths, crossings, places to sit, relax and dine require that we address the kerb parking that subordinates all other activity on the street. The City needs a parking strategy that puts people and place before car parking.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
The five goals and the proposed strategies for achieving them appealed to me at first. Then I felt overwhelmed by the sense that we do not have the time for a small step by step approach.	Noted.
Should the goal be a car free city in 2030? Rather than dream of being bold and proactive, why not be so? I imagine the message is Car Free City in 2030 This is why This is how	Noted. A car free city is not achievable within the lifetime of this Strategy.
I continue to be troubled by the growth in transport emissions, while electricity emissions go steadily down. The Integrated Climate Strategy 2030 states Emissions from transport increased by 64%, including flights originating from or visiting the city (page 14)	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
More demand buttons for cyclist to register demand for a traffic signal. One particularly useful location specifically is Young St, intersection with Waymouth St. Road loops in Young Street are not sensitive	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is

Summary of Submission	Response
enough for bicycles to trigger a green signal phase (north bound). Early morning cyclist have to disobey the red signal in order to continue the journey. Also, another location is Franklin Street, east bound over Morphett St. Speaking of Morphett Street.. this road has an extraordinary long green signal phase. Fair enough in peak times, but very irritating for cross traffic outside the peak (esp early and late)	developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
The strategy states that biggest areas of influence for next 10 years will be transitioning from gas to electric in buildings and support for electric and low carbon vehicles. I feel this downplays the importance of travel behaviour change in reducing transport emissions. The City of Adelaide can use levers such as parking availability and cost to influence peoples' decisions to drive into the city or use lower emission, more space-efficient travel modes such as active and public transport. A shift to these modes will not only reduce transport emissions, but also reduce the City's embodied and operational emission footprint (associated with road maintenance), and make the narrowing of roads to create more space for greening (Goal 1) possible	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Goals to increase active travel mode share are supported. However, the majority commuters driving to the city live >30minute cycle away and may not consider this feasible. It is suggested that the Strategy should also include goals to increase public transport use - to capitalise on the planned electrification of Adelaide Metro bus and rail fleet AND to cater to those who don't live within cycling distance. Alternatively, a goal for zero increase in private vehicle commuting to/from the CBD, delivered through no new car lanes, no new parking and increases in public transport and cycling capacity.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
I think it is important for the strategy to acknowledge that transport to and from the CoA is likely to increase significantly (in line with GARP population growth) – more reason to ensure the required growth in	Noted.

Summary of Submission	Response
capacity is focussed on non-car transport modes including PT, cycling and walking.	The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
I'm happy to see a priority given to mode shifting in this strategy, especially towards Active Transport. Given transport is the highest source of emissions in the city (and still growing), I'm encouraged to see the plan for a network of protected cycle lanes and intersections. I would love to see this network be ambitious, and expansive across the city. Ensuring connections to other bike infrastructure outside the city is crucial too.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
I would like to see a greater emphasis put on active transport especially by CofA because: ○ Transport is one of our biggest and still growing contributors to climate-warming emissions ○ 'Additional measures' to address growing transport emissions in Australia are currently focused solely on electric vehicles, much of which is financially still inaccessible. ○ Australia's sole focus on electric vehicles comes at a cost to local government active transport safety initiatives, and is slowing down our transition to net zero (link). ○ Active transport uptake needs to be a major focus of emissions reduction planning for all Australian jurisdictions, but especially local councils.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
There are Three Transport Priorities proposed by an alliance of leading health, transport and climate organisations which will quickly	Noted.

Summary of Submission	Response
and cheaply address the barriers to active transport uptake and allow Australians to put the brakes on our growing transport emissions: 1. Safer speeds on local streets Lowering local street speeds to 30km/hr is an immediate, effective and low-cost way to improve road safety for all users, without any significant impact on travel times. There is a 90% chance of dying for a person hit at 50km/hr VS a 10% chance if hit at 30km/hr.2. Safe streets to school More than 70% of primary students want to walk or cycle to school, but currently only 20% do, and sadly this number is decreasing. For parents to feel safe for their children to walk/ride, active travel routes with pedestrian priority crossings within 1,500m of schools need to be rolled out. 3. E-Bike purchase subsidies Focusing purchase incentives solely on electric cars and solar in Australia is slowing down the race to zero emissions. E-bikes assist the rider making them more powerful and slightly faster than a regular bike. As a result, e-bike users ride greater distances than non-e-bike users. Electric Cargo bikes offer riders a versatile option that is strong and powerful enough to carry kids, pets, shopping etc; cargo bikes are a viable alternative to a daily commute car. The upfront price of car-replacing e-bikes is one of the main barriers to buying one. Providing purchase incentives for e-bikes would increase their uptake. Research shows an ROI of 200-300%.	The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport. The Incentives for Sustainability program has been reviewed, and e-bike subsidies are included.
Caring for Country and protecting biodiversity is very important to ensure the city is ecologically healthy.	Noted. The Strategy prioritises “Caring for Country in partnership with Kaurna Miyurna”.

Summary of Submission	Response
Really important to reduce valuable materials being sent to waste. There's a lot of emissions either embedded or emitted in things that are currently classified as waste. Good material design is crucial for this. Can CoA sign up to groups seeking to improve this?	Noted. Aligns with Goal 4.
Please do also focus on emissions outside of operational emissions, once these are on the path to decline. When talking 'fleet' vehicles, please also include eCargo Bikes (eg. Tern HSD) as these will often allow staff to travel quicker, cheaper and healthier.	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
Improving active transport uptake (a cost-effective strategy to address so many issues facing our community, with immediate benefits to health, the local economy, air pollution and traffic congestion). Safe active transport allows a female like myself to independently travel to the city for nights out with friends where I don't need ot wait for a bus or train, my bike can be right near me. My bike is a car-replacement which means I can spend more money at businesses, cafes shops etc in the city instead of on car running, insurance, registration and maintenance costs.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Other areas include urban green and blue spaces, permeable surfaces, increasing number of residents living in the city, reducing surface car parking. Adding more medium density housing, and housing with 3+ bedrooms and courtyards, so that families can choose to live in the city.	Noted.
Safer speeds on local streets will go a long way to amplifying the value and importance of active transport uptake. We have the tools (eBikes) and desire (most people want to walk/ride), but we can't make the streets safer - only governments can. Access to bike loan schemes like Lug + Carrie would reduce huge financial barriers to eCargo Bike access (as seen in Sydney, Melb, Brisbane)	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.

Summary of Submission	Response
	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport. Ebike and cargo bike incentives are now offered by City of Adelaide.
A public information campaign about how important active transport is to reducing congestion, reducing cost of living pressures, reducing air and noise pollution in our city and improving general health, wellbeing and community connections. We need to change the narrative on who a cyclist is; with an increasing array of electric-assist mobility options - we are an increasingly diverse population! Local Government can do a lot to change our community perceptions of active transport.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
The Strategy states on p.5: “City of Adelaide acknowledges that an increase in global temperatures is already locked in and there is a need to build resilience, adapt and show leadership”. Accordingly, Goal 1 is A Climate Resilient City, whereas Goal 2 is A Net Zero City. This could imply that Council has “thrown in the towel” on mitigation, at a critical time within the global climate emergency. Therefore, I respectfully request that Net Zero City should be Goal 1.	Noted. The Goals are not written in a way that is meant to imply any one goal is more important than another.
Whilst 50% emissions reduction by 2030 may be improvement from 42% in Strategic Plan, it seems to fall far short of 75% cut by 2030 strongly urged by the Climate Council, or 75% by 2035 that is Queensland Govt target. I note that the Goal of Net Zero City also relies on ‘decoupling’ economic growth from use of fossil fuels, when there is ample evidence in the literature that decoupling strategies do not work. I am happy to provide, should you so wish.	Noted.
Goal 4 states (p. 22) that “City of Adelaide will be a catalyst for change to address embodied carbon and achieve more circularity by 2035”. Whilst this is a laudable ambition, 2035 is far too late when we	Noted. Strategy updated to align with Council’s Strategic Plan

Summary of Submission	Response
need to respond urgently to the climate emergency and aim to peak emissions by 2025 (IPCC, 2022). Could this please be brought forward much closer to 2025? As is rightly stated under Goal 4, “To make this a reality, we will involve broad stakeholders and the State Government….”. Could I please suggest that the opportunity be taken to recognise embodied carbon also in the Climate Change and Greenhouse Emissions Reduction (Miscellaneous Amendment) Bill, recently released by State Government for consultation?	
Goal 4 is about “transitioning to a low carbon and circular economy”, but there is no mention of REDUCING resources consumption, only reuse and recycling. Could this be addressed please? If possible, I would appreciate if ‘sufficiency’ policies and approaches could be signalled for later consideration.	Noted. Strategy updated to reference resource consumption and the resource recovery hierarchy.
Whilst it may be beyond your ambit, I believe it is also important that embodied carbon considerations are incorporated in the City Plan and its scenarios, which at present highlight only climate resilience.	Noted. Information passed on to City Plan team.
Triple the number of city workers cycling to work is an excellent aspiration! very little detail on how to do this is presented in the strategy.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
To make bikes attractive, we need to make it unattractive for cars, to make cycling the preferred option. How do you do this: • Priority roads for bikes • Greater education for drivers (bicycle awareness training)	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.

Summary of Submission	Response
• Slower speed limits for cars. • Financial incentives for bicycle ownership. • Policing • Better cycling lanes • Better transitions between areas (the network) • Cycle safe training – Believe me, it's easy to have an accident on a bike, by yourself, car, truck, scooter, pedestrian, dog, duck etc. – This means trips to the ER department of the RAH – seriously. • Facilities – end of trip facilities • Bike maintenance programs. • Route planning • Collaboration with surrounding councils. • Promotional campaigns • Car free days.	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport. A car free city is not achievable within the lifetime of this Strategy.
Phone call submissions	
Importer of refrigerant gas for aircon and refrigeration. New builds using GWP refrigerants when there are alternatives, e.g. Adelaide Oval. - moving to Green Stadium using low GWP refrigerants. Motor Vehicles - imported in millions and use a 134a refrigerant, there is a new refrigerant used in some european imports that have a much lower GWP. Can we ban cars being imported with 134a?	Noted.
Likes the strong aspirations and roles set out for Council	Noted.
Worried about budget implications – can we reallocate existing money or receive funding from state/federal government?	Noted.
Reduce carparking volume in the City	Noted.

Summary of Submission	Response
Need to densify housing	Noted. The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036. Aligns with the City of Adelaide Housing Strategy.
Need a comprehensive walking and cycling network. Should submit to Infrastructure Australia to be on their priority list like Brisbane and Melbourne.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Should partner/work with Transport Action Network	Noted. Partnership suggestion.
Name of Carbon Neutral Adelaide should be changed to avoid greenwashing	Noted. Currently under review.
Keen to work with Council as presiding officer of residential strata to increase sustainability, including installation of a roof top garden and solar system, retrofitting to fix stormwater and insulation issues, and working with Council to address issues with laneway management and waste issues.	Noted. Information on Incentives for Sustainability program shared.
Can there be an agreement between LG and State Government to penalise investors who hold and leave properties empty?	Noted.
Appreciates having a direct line of communication with someone within Council and knowing about funding/support opportunities for projects within Stratas	Noted. Information on Incentives for Sustainability program shared.

Table 2 Verbatim YourSay submissions on Draft Integrated Climate Strategy 2030

Question 1: Do you have any comments on the Draft Integrated Climate Strategy 2030?

No	Submission	Response
1	No, seems fine	Noted.
2	It's truly excellent. Explicit support of electrification of households/businesses, green spaces, biodiversity and more climate resilient environment is very very good. Well done	Noted.
3	"I'm an interested layperson, with no expertise in climate, building, or council processes, but thank you for the opportunity to comment. My apologies, I missed the opportunity to comment on the Draft Housing Strategy. However, it isnt clear to me if this comment applies to the Climate or Building Strategy documents. A UNSW report indicates buildings contribute 20% of Australia's green house gas emissions. That is significant, and given the lifetime and capital intensity of buildings, laying out a clear pathway to ""net zero buildings"" is essential to our climate goals. Therefore I would like to see greater focus on building's embodied and operational carbon. https://newsroom.unsw.edu.au/news/art-architecture-design/net-zero-australias-built-environment-possible-2040 A highly regarded example is the British Columbia Energy stepcode: https://energystepcode.ca This lays out a plan, giving owners, builders and retrofitters visibility of where they are and the ability to target a future standard. (future proofing or selling point.) Given the green house contribution of buildings, their long life, and slow rate of change in building practice, its a shame to build something that meets the code requirements of today (eg NatHERS 7), only for it to fall ""below standard"" in 10 years and further behind for the remainder of its life."	Noted. Strategy is not able to amend National Construction Code requirements. The Strategy a role for Council as advocate.
4	While this document speaks at length on the importance of encouraging electric vehicles through infrastructure, it has comparatively little to say regarding cycling infrastructure. Public engagement has repeatedly shown the City of Adelaide that commuters and residents feel cycling infrastructure is unsafe and disconnected. A seven year goal of 10% leaves much to be desired given the known advantages of	Noted. Strategy has cycling and walking targets.

No	Submission	Response
	cycling over EVs on the climate (this report's focus), infrastructure costs, health, and the safety of public spaces. The City of Adelaide needs to do its part in building a better climate and urban environment.	
5	There are actual targets and goals in the plan, and this is good to see. However some of the goals are the wrong goals eg using a different bitumen would be better if instead the % of road surface was reduced and replaced with greenery. Add more EV car charge points would be better if you aimed to reduce the number of cars in favour of active and public transport. Try prioritising pedestrians - so often I wait 5-8 minutes with 15+ other pedestrians for lights to change while 3 cars go past. Cycling is dangerous - I cycle to work and shop regularly and quite often resort to the footpath due to on-street parking and poor road planning. Adelaide is now a city of wind tunnels, dank streets and glass buildings - why not specify living walls and roofs which could also soak up storm water? Adelaide is soooooooo far from being a truly inspirational green city like Copenhagen or Oslo.	Noted. The Strategy will work alongside other Council priorities including the City Plan – Adelaide 2036 and the Integrated Transport Strategy.
6	"I note that the policy aims to triple the number of city workers that cycle. As someone that cycles from Glenelg every day, here are the main issues I can suggest need looking into: 1. I can ride all the way from Glenelg on mainly protected bikeways. But when I want to get off West Terrace and head into the city, I have to deal with cars pulling in, pulling out, opening their doors (when parked) and general rush hour mayhem. It is so dangerous and I note it's one of the reasons why people don't ride. Until they feel safe, they won't come in large numbers. There is a clear need for protected bike paths. In many countries around the world, anytime a road needs to be redone (once every 20 years or so), there is a long hard assessment of the need for on street car parks, and an increasing priority for protected cycle paths. How North Terrace, an unbelievably wide street, got upgraded with a tram line with no addition of a protected cycle path is madness considering the increasing need for students and staff to move from City West to City East. Hindley St redevelopment plans (that Council has suggested) to extend the width of the footpaths instead of installing protected cycle paths, is short sighted. How the East West protected cycle path got shot down by a lobby group full of lawyers that were going to lose some street car parks is just so sad. This strategy needs to take a page from the Denmark and Netherlands (and now Paris) view of cycling, that prioritises bikes over cars in almost every decision when it comes to town planning and redevelopments.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.

No	Submission	Response
	2. Improve bike sharing networks - it's actually very difficult to find a place to rent bikes in the CBD as a tourist. This is an easy win, and will mean that locals can see how cycling can play a role in city exploration and accessibility. 3. Bike Kitchens - there is a volunteer bike kitchen in Brompton that is so busy it's ridiculous. Council should look at how they can do one in the city, and use it as a community hub for a range of cycling activities. 4. Cycling incentives - offer subsidies for e-bikes, discounted end of ride facilities (I note there is a church on Franklin St that charges $50 a month to park your bike in their basement and have access to a shower... rip off - https://www.ucity.com.au/end-of-trip/). 5. Bike infrastructure - lit up cycle paths, secure bike storage, dedicated bike boulevards such as laneways, clear signage. Just some thoughts. Thanks!"	
7	I am supportive of the Strategy, and feel it can go even further - particularly in the areas of planning and infrastructure, where it should be more aggressive.	Noted.
8	It's pretty telling how the only mention of the ongoing pandemic of SARS-CoV-19 is framed as an issue for homeless people.	Noted.
9	"The impacts of climate change are evident in our everyday environment." Please prove scientifically.	Noted.
10	I'm disappointed about the lack of mention of increasing public transport share in the strategy when this is arguably a much more sustainable mode of transport than EVs (charging for which has a large section). I'd like to see more on bikes than there currently is too.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
11	I do not believe in your climate policy as it is useless and a waste of money	Noted.

No	Submission	Response
12	"Please get rid of cyclists and pedestrians needing to push a button to cross an intersection. Car drivers don't have to do this. If a car is a meter back from the lights when it changes they can proceed but a pedestrian can't. While I appreciate the shared path on west terrace, can we make paths a bit higher quality? This path is twisty, and bumpy due to tree roots and vehicle crossings. Car drivers get a flat direct route. This type of shared path surface and design doesn't encourage cycling (and probably not walking with the trip hazards) and would suggest cars are the priority. "	Noted.
13	Good work bringing the target forward!	Noted.
14	"I have been concerned for many years and still am regarding council's tree planting policy. I'm a long term owner/ resident of close to 20 years and I find council's tree planting policy the antithesis of environmentally sustainable. It seems obsessed with creating a city of exotic plane trees. Can anyone explain this absurd policy."	Noted. Aligns with Goal 1.
15	Really - "a green city" with no mention at all of reducing car traffic coming into the city. So, we're all going to switch to EVs and everything will be lovely and green? There's a lot of denial here - and you don't seem to be taking it as seriously as you must.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
16	"EV's won't make car parks and roads more green. Bigger push needs to be on bikes, something that is cheaper to add, less money to maintain, has higher capacity, reduces congestion, is greener, safer, healthier allows for more greenery and can even be painted sun-reflective White much more readily because paint wears much slower than on car lanes.	Noted. The Strategy includes targets for cycling.

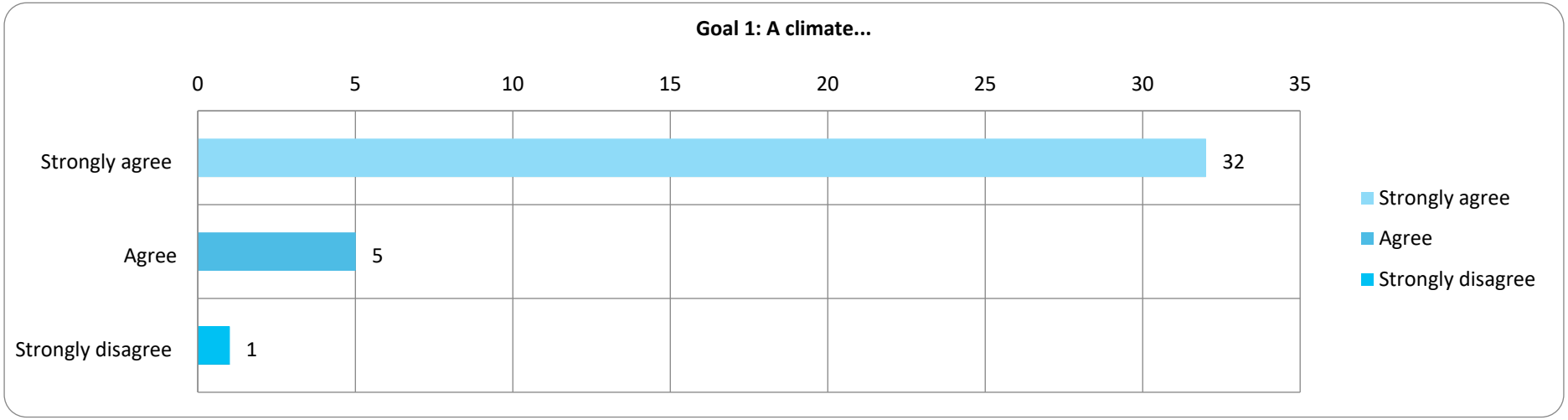
No	Submission	Response
	The E-bike subsidy and e-scooter legalisation you are wanting are good steps but if it's taking you a decade to put in 1km of bike path in the entire city we aren't going to make any progress, you need to start putting down bike paths faster even if they are just for 'tests' to judge traffic and business profits instead of spending years on studies and only putting them in as full street designs costing millions of dollars, just repaint bike lanes behind parking lanes not inbetween, put some bolt down cubs down and get people biking. Cycling won't take off with one single dedicated lane, not until there is an actual useable network. There should be insentives for people to start driving and buying smaller cars. The rest of the report sounds great, more Naural growing diversity in parklands and more Street Trees instead of Car parks."	
17	I'm hoping there will be encouragement for green gardens and trees	Noted. Aligns with Goal 1.
18	The document has some very detailed and clear plans for some plans, however some items (in particular the cycling strategy) is very vague. This is little in the way of actual plans to achieve an increased uptake in cycling. To achieve this goal multiple separated cycle ways similar to Frome need to be in construction now, cycling infrastructure needs to be incorporated into all road upgrades (even if at the expense of vehicle lane capacity) and safer high capacity cycle links need to be provided into the CBD from surrounding suburbs.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
19	The strategy mentions how "housing is a significant contributor to global warming". But nowhere does it acknowledge how we need housing because of our MASSIVE migration numbers. The strategy should also include lobbying/gathering support to contact the government about this. We should still have immigration; but at levels they used to be at. Right now, we're rapidly growing without any limit, and it's tricky to plan around. But a sustainable immigration stream would be much better; and then we don't have to build so many homes and keep up with infrastructure/demand in other areas.	Noted. Outside of Strategy.

No	Submission	Response
20	Much needed as 50 degree C temperatures are coming to cities without 30% tree canopy cover like suburbs in Western Sydney	Noted.
21	"Considerations into vegetation on private property needs to be implemented. Liaising with private land holders to ensure tree planting and maintenance occurs. Active transport as a priority, current bike lanes are not safe or efficient. Priority and incentivising riding or walking to the city must be examined and implemented. "	Noted. Aligns with Goal 1. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
22	I support an integrated climate strategy, that encourages and activates more active transport users, more public transport, more green space and more tree canopy cover over our pedestrian and active transport paths.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
23	Really happy to see the nod to the role of mode shifting in this strategy. Given transport is the highest source of emissions in the city, I'm encouraged to see the plan for a network of protected cycle lanes and	Noted.

No	Submission	Response
	intersections. I would love to see this network be ambitious, and expansive across the city. Ensuring connections to other bike infrastructure outside the city is crucial too	
24	Congratulations to the Council for a well-considered climate strategy that responds to the key issues facing the City and its occupants.	Noted.
25	"Fully supported, especially Goal 2 ..priority to increase cycle and walk commutes to CBD. An important incentive for people to contribute to achieving this goal would be reduction of general speed limit within the Terraces to 40 km/h. The recent death of a young motorcyclist on Waymouth St highlights risks from even 10 km/h increase in speed. This margin gives all road users vital seconds to respond to unexpected hazards. I understand this as a former fatal crash investigator. More separated bikeways are needed. This is a chance to recover from the short sighted decision of the former council to cancel the E-W bikeway Franklin Street. "	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
26	Yes	Noted.
27	I think it shows good initiative and a step in the right direction	Noted.
28	Meaningful investment reallocation is required towards the initiatives that will deliver the Climate Strategy 2030. This requires new choices and decisions. The implications are previous initiatives such as road infrastructure investment will be displaced by public transport and active transport infrastructure.	Noted. Implementation of the Strategy will be prioritised and resourced through the City of Adelaide annual business plan and budget process.
29	I applaud the intention of the council to greatly increase bicycle commuting. However the council has proven time and time again they are incapable of delivering new bicycle infrastructure; the Frome Street Bikeway is still not completed and I can see no evidence of any plan to do so, it has been over a decade	Noted. The Strategy acknowledges the need

No	Submission	Response
	now. It was meant to be completed before Botanic High School opened, which was nearly 5 years ago. The council was given $10M by the state government for an east-west bikeway which it failed deliver and instead spent that money on other projects which supposedly were related to cycling, but I think that claim is tenuous, at best.	for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
30	I strongly support increasing the number of people that cycle to work etc. transport emissions are a key reason I stay out of the city. The air quality is poor and sound pollution uncomfortable. I would be very pleased to support a council that worked on shifting trips to other transport modes.	Noted.
31	Turning words into action that make a difference is the key. Setting goals that can be measured. The major discouragement for people to cycle in is having to mix with motor vehicles. To make a significant swing requires quality separated infrastructure. Providing alternatives to single-person car trips by having improved public transport as well. There needs to be a decrease in car trips to the city to make a difference.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
32	"more PROTECTED bike lanes throughout and around the city. More SECURE bike parking along/around street corners - but don't put stupid 'art' in them - make them U shape bike parks "	Noted.
33	Yes	Noted.

Question 2 To what extent do you support Goal 1: A climate resilient city Priorities: A cool city with no urban heat island effect Greening supported by sustainable water resources Homes and businesses are protected from climate hazards



Response to Question 2 submissions
Noted. Extremely high level of support for Goal 1.

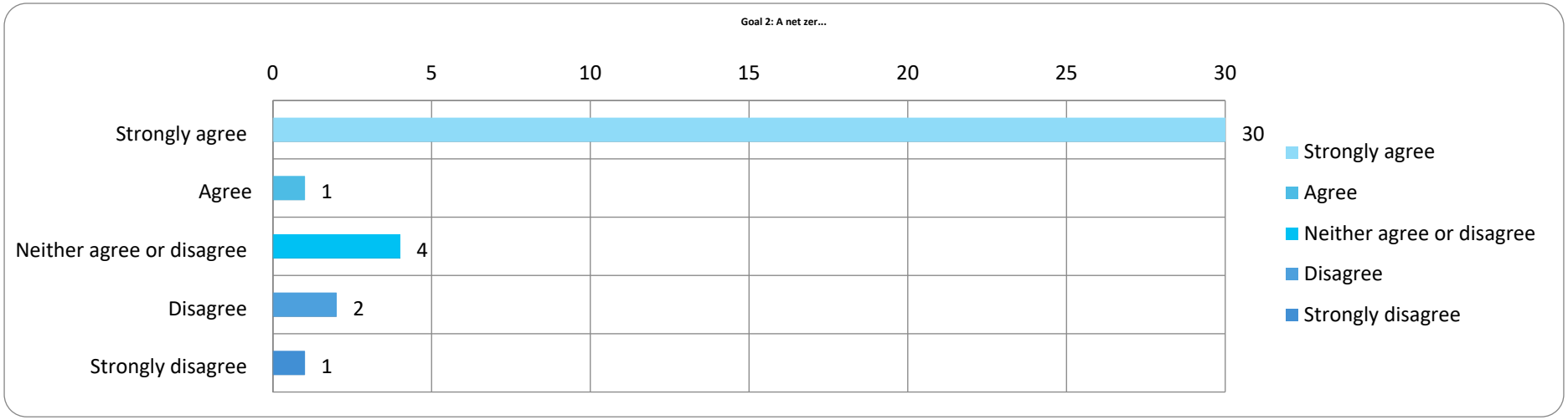
Question 3 Please help us understand your response by providing a comment

No	Submission	Response
1	You need more WSUD, and adopt a philosophy of Black, Grey and Green, not just Black and Grey. Roads and Footpaths.	Noted. Aligns with Goal 1.
2	Given the nature of development allowed in the city is causing some of the climate hazards I am not sure about grouping this priority together.	Noted.
3	Homes and businesses can be better protected from climate hazards by ensuring better design and use of materials, and updated planning legislation with some more aggressive requirements that could deliver even more sustainable building and architectural outcomes.	Noted. Planning legislation change is outside of scope of the Strategy however Council will continue to advocate for change.
4	n/a	Noted.
5	"The impacts of climate change are evident in our everyday environment". Please explain	Noted. Climate change impacts included in the Strategy.
6	I don’t like you wasting my money.	Noted.
7	Some of the upgraded streets are really nice. Please continue this.	Noted.
8	Obviously a laudable aim but considerable effort is needed to develop specific support for current apartment buildings and a rapidly growing number of new developments in this policy.	Noted. Aligns with Goal 2.
9	Love greening.	Noted. Aligns with Goal 1.
10	Suburbs in Cities with more than 30% tree canopy are 12 degrees C cooler than neighbouring suburbs with ,10% tree canopy	Noted. Aligns with Goal 1.

No	Submission	Response
11	Love the plan to keep growing the number of street tress. The south west is very lacking.	Noted. Aligns with Goal 1.
12	To be able to continue to use active and public transport across the city of Adelaide we need cooler footpaths and mixed use paths. We will need a huge increase in tree canopy and tree planting as part of all new street design templates, it should be a non negotiable that new trees are planted alongside street changes and upgrades.	Noted. Aligns with Goal 1.
13	This adaptation is crucial for making Adelaide a city that is healthy for all residents in the future.	Noted.
14	All councils should be leaders in the community setting the bar for other businesses and other organizations. Becoming climate resilient is an investment, reducing heat, increasing passive irrigation and generally creating healthier places to live and work	Noted.
15	Human impact on climate change is well understood. This is our opportunity at mitigation of the consequences.	Noted.
16	"Trees need to be protected on private property as well as public spaces. The current planning rules work against this, so you need to lobby the state government to change them. It's important to shade bus stops and cycling paths with trees if you want people to use public transport and cycle in our extremely hot summers. Also, the Parklands are being progressively diminished by exploitation for commercial use, buildings and hardscape. Once again, the state government needs to be pressured to stop doing this."	Noted. Aligns with Goal 1.
17	I'd like to see more trees and plants provide shade for pedestrians as well as seating areas, preferably, serviced by cafes etc.	Noted. Aligns with Goal 1.

No	Submission	Response
18	Factors that contribute to the urban heat island effect need to be nullified. This requires reallocation of space.	Noted.
19	Planting more trees along roads using recycled water notsure	Noted. Aligns with Goal 1.

Question 4 To what extent do you support Goal 2: A net zero city Priorities: All homes and businesses will be electrified and powered by renewables Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide Triple the number of city workers who cycle to work, and double the number of local residents who walk to work



Response to Question 4 submissions
Noted. Very high level of support for Goal 2.

Question 5 Please help us understand your response by providing a comment

No	Submission	Response
1	I am not 100% convinced about the electricity everything aims unless our electricity is all renewable or carbon-free.	Noted. SA Government advises SA electricity grid to be 100% renewable by 2027.
2	Policies that remove choice are not ideal. Electrification should be achieved through delivering a best cost outcome to drive demand.	Noted. Recognition of transitional challenges and actions added to the strategy.
3	While tripling commutes by bike is impressive in relative terms, it is meagre in absolute terms (the report names 2.6 to 10% or a 7.4% absolute increase). An urgent and far greater importance must be placed on improving the City of Adelaide's cycling infrastructure.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
4	I hope I live long enough to see it. Cycling / pedestrian infrastructure could be as simple to start with as dividing / blocking off roads with concrete barriers and bollards (other cities have done this) but we can't even have one continuous divided bike lane open and have only one pedestrianised street after decades. I transited via the city on Pageant day and its was great to see streets full of people and children rather than cars.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
5	The City of Adelaide will see an increased uptake in walking and cycling when infrastructure is improved. Currently, too much space is dedicated to cars and there is a lack of safe passive pedestrian crossings and separated, barricaded cycling lanes. I strongly agree with expanding an EV charging network and increasing the availability of infrastructure, but it must be in key locations to not increase the number of vehicles within the City of Adelaide. EVs will assist in achieving some environmental goals, but social and	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will

No	Submission	Response
	economic issues associated with car dependency such as traffic congestion and stress will remain. Hindmarsh Square is a good example: it is a potentially nice natural space surrounded by swathes of bitumen and carparking, with parts extremely dangerous for all users. It must be upgraded as a matter of urgency. Initiatives such as 'Driver's Month' should never be considered again.	address infrastructure needs to accompany this mode shift.
6	n/a	Noted.
7	"The impacts of climate change are evident in our everyday environment". Where?	Noted.
8	As per my earlier comment, I would like to see the lack of public transport focus addressed	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
9	See above	Noted.
10	To encourage cycling you need to flat direct infrastructure just like the cars get. Also having cars pull over constantly into the bike lane will put people new to cycling off. Let cars hold themselves up not pull into cycle lanes and force cyclists to swerve around them Get rid of the beg buttons for pedestrians which only allow people standing at the intersection to cross. You had this sorted during Covid then reprogrammed the lights again to give priority to cars Gillies St has two schools on it. The footpaths are hopeless and there is no bike lanes. You will never get a take up of cycling with streets like this	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
11	These things are obvious and praiseworthy. Should this not incentivising those who drive to work by advocating to the government to make all public transport free?	Noted. Strategy updated to highlight advocacy role for improved public transport

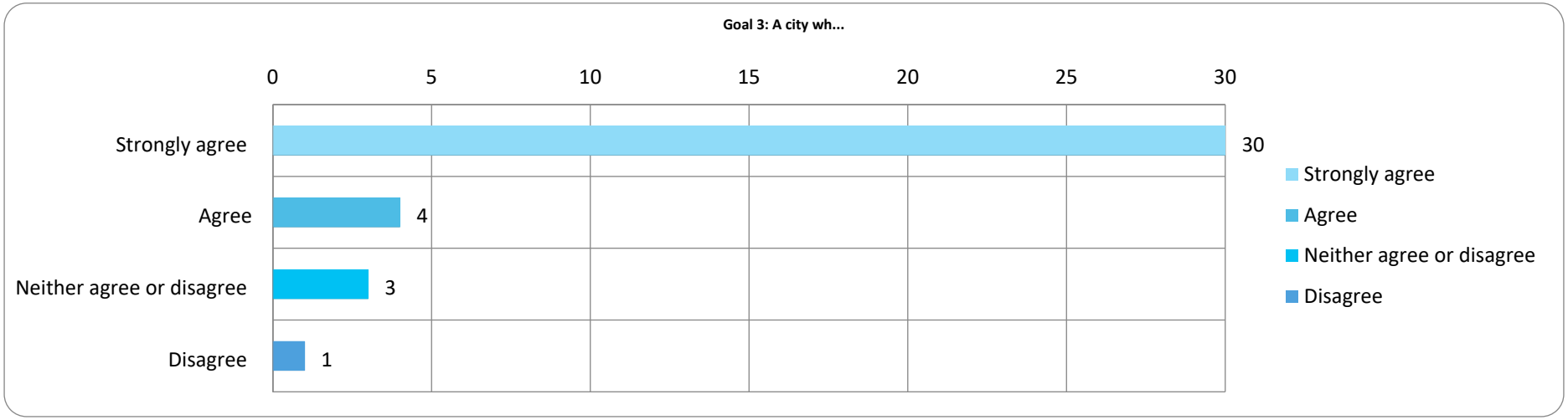
No	Submission	Response
		systems and regulatory changes to prioritise active transport.
12	But you absolutely MUST include carbon emissions from cars coming into the city and work hard to reduce this - above everything else you are doing	Noted. This is already included in Council's community emissions profile.
13	Focus shouldn't be on EV charging instead on all the other modes of transport which take up orders or magnatude less space, less maintenance costs, less emissions with higher health and safety. Tripling Adelaides abysmal % of people cycling and walking to work is a low target, still won't compete with people driving. until there is a plan for an actual network of bike paths it won't move the needle.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
14	More charging stations around the city are needed	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
15	Needs much more detail and immediate action on the cycling goal. Very supportive of the electrification of all homes and businesses and the removal of gas from Adelaide.	Noted. Aligns with Goal 2.
16	We should also aim to support businesses to de-centralise their workforce. More lobbying for work-from-home arrangements, more internet support, cloud-based service support, and so on.	Noted.
17	The educated rich can afford these extra costs but it takes away choice to those who cannot. The traffic and health benefits of active transport don't need the additional net zero argument... they are valid aims independently of net zero. I can afford and am net zero.	Noted.

No	Submission	Response
18	Adding more protected cycling paths will add some much value to city living.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
19	For priority 4, I also suggest providing a stronger incentive to switch to electric cooktops and heat pumps. I strongly agree with priority 6. In addition to the measures listed, I suggest 1) establish congestion charges to discourage driving to the city 2) establish the CBD as Ultra Low Emission Zone, so high emission vehicles need to pay to travel through the city 3) reduce traffic speed to improve cycling and walking safety 4) increase the number of bike locks and CCTV surveillance 5) completely remove Upark's scheme to provide discount parking to businesses	Noted. Aligns with Goal 2.
20	Driving to work should be a last resort, or if absolutely needed due to ability concerns. Minimise carparks and turn them back in to green spaces.	Noted.
21	Short CBD trips should be encouraged to be taken by cycling, micro mobility or walking. Car use in the CBD area should be discouraged. Active and public transport should be at the top of the transport priority pyramid. To do this we should rebalance our street space and take back some of the space from car only use and provide space for separated and safe active and public transport.	Noted. Aligns with Goal 2.
22	It would be great to see higher ambition for the cycling numbers, given the opportunities in Adelaide (flat, mild climate, grid structure).	Noted. Aligns with Goal 2.
23	SA is on the way to a green grid, it would be silly to build anything new with gas infrastructure or replace old gas applications at end of life. At end of life upgrade to electric appliances	Noted. Aligns with Goal 2.

No	Submission	Response
24	The University would like to understand any opportunities to partner with the City on initiatives such as EV charging for vehicles and bicycles. This aligns very well with the University's own ambitions to support staff and students in choosing to cycle to campus. Road safety and end-of-trip facilities are some of the known barriers that the University would like to explore further with the City.	Noted. Partnership offer noted.
25	Especially support increasing active transport opportunities. Reducing on street parking to enable bikeways is not the bogie that some traders claim. There are countless studies that show increasing cycling opportunities in cities stimulates economic growth and supports small business and traders.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
26	Sounds fantastic.	Noted.
27	Need more and safer/separated bike lanes. Improved bike security/monitored cameras. More motorbike parking spots.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
28	There needs to be accountability here. I worked in a building (115 King William) that lied about their energy rating from the moment it was built up until last year because they hired an office space to a lawyer. The council needs to confirm ratings and keep a register that is accessible to the public or at least to the council.	Noted, Energy rating enforcement not a Council function.
29	The research from the Climate Council is robust. So too is the work conducted showing that active and sustainable transport investment reduces health costs - and should be integrated into budgeting and investment decisions. Those areas that cost society need to	Noted.

No	Submission	Response
	subsidise and pay for investment that provide a net society gain. Studies and economics of this are not yet well understood.	
30	As per my previous comment, I strongly agree with increasing cycle commuting but can find no evidence from past history that the council has the capability to deliver this.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
31	I believe transport is the number one climate issue for the city of Adelaide and that changes could radically transform the attractiveness of the city compared to other areas. It is strange though that public transport is not mentioned here when it is so important? For example more bus only lanes. I strongly support the cycling target.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
32	Tripling cycling trips and doubling walking trips is an intermediate goal - achieve that then go further.	Noted.
33	to get more people to ride you need to provide SAFE ENVIRONEMNTS not just a painted line on the ground in traffic heavy areas. The council shows that they know this and will build separated bike ways	Noted.

Question 6 To what extent do you support Goal 3: A city where nature thrives Priorities: Caring for Country in partnership with Kaurna Miyurna Biodiversity, native grasslands and woodlands are protected and enhanced Karrawirra Pari, waterways, Adelaide Park Lands and Squares act as arteries connecting our native species



Response to Question 6 submissions
Noted. Very high level of support for Goal 3.

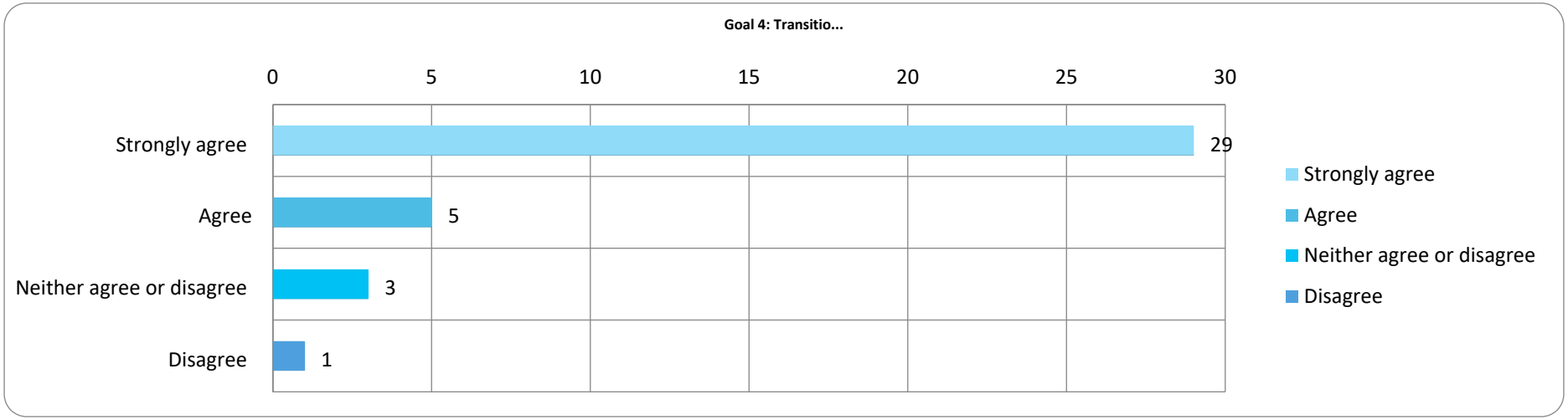
Question 7 Please help us understand your response by providing a comment

No	Submission	Response
1	Are there any native grasslands and woodlands anywhere? Why are there horses in North Adelaide, as this area seems to be exempt from any of these plans? I believe the Horse Common area of North Adelaide is the perfect spot for the Police Greys; there are already horses there; it is mainly out of site and unused by other people, except those with horses. Not very inclusive.	Noted. Adelaide Park Lands Management Strategy also addresses management of Adelaide Park Lands.
2	Agree in principle, however execution of this must be done with consideration of the publics view to achieve an appropriately balanced position for what is in the public good.	Noted.
3	I'd also like to see information or QR codes for information about this.	Noted.
4	The Park Lands require stronger protection; the State Government's demolition of the Thebarton Police Barracks and surrounding natural space for a very large hospital is a good example of why protection must be increased.	Noted.
5	n/a	Noted.
6	Greening is good	Noted.
7	A passion of mine.	Noted.
8	Sounds great keep it up	Noted.
9	Have biodiversity sites throughout the parklands and the squares.	Noted. Adelaide Park Lands Management Strategy also addresses management of Adelaide Park Lands.
10	It's good to preserve and help nature.	Noted.

No	Submission	Response
11	Gum trees are beautiful where you do not winter sun and summer shade, they tip their leaves on edge on a hot sunny day. They are also structurally unstable in very hot weather. Use the best plants for the role available from around the world. I do favour some only native areas as demo sites, and also some exotic areas.	Noted.
12	Priority 12: suggest changing it to 2% of recycling bins from residential kerbside collections have some form of contamination	This has been updated to '10% or less' to align with target.
13	Return land back to native land holders	Noted.
14	Increase our green space and re-vegetating our parklands is important to care for and increase the biodiversity of our plants and animals. We need much stronger protection of the parklands foot print to prevent any more land acquisition by the state political party of the day.	Noted.
15	Caring for Country and protecting biodiversity is very important to ensure the city is ecologically healthy.	Noted.
16	The University supports this goal wholeheartedly and would like to understand any opportunities to collaborate with the City on these priorities.	Noted. Partnership opportunity noted.
17	It's our chance to improve the environment and support sustainability	Noted.
18	First Nations people have a lot of wisdom to offer us here. Advice and support from ecologists is important too.	Noted. Aligns with Goal 3.

No	Submission	Response
19	Don’t give up parklands to new buildings or structures particularly where free access by the public will not be available. More street trees. Restrict new buildings higher than 2 or 3 floors at the street face, but allow higher back from the street so sunlight comes into the street and reduce that wind-tunnel lifeless streets we see in some cities.	Noted.
20	creating fauna corridors	Noted.

Question 8 To what extent do you support Goal 4: Transition to a decarbonised economy Priorities: Growth in circular economy industries in the city Procurement decisions that localise supply, prioritise reuse and drive green industries Zero avoidable kerbside waste to landfill ('zero waste') in 2035



Response to Question 8 submissions
Noted. Very high level of support for Goal 4.

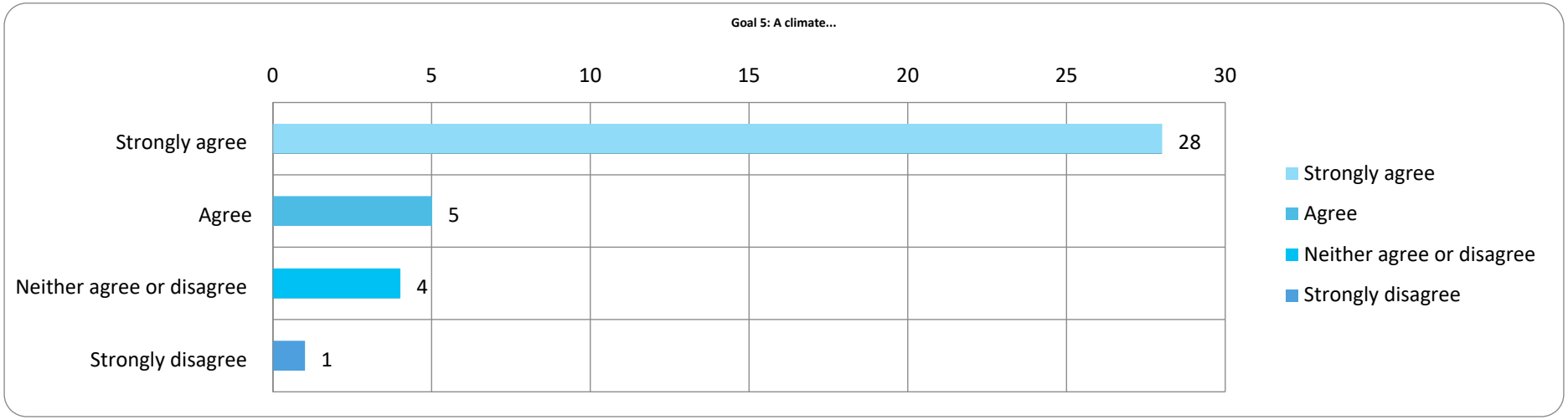
Question 9 Please help us understand your response by providing a comment

No	Submission	Response
1	However, the Zero avoidable waste is a HUGE FAIL from Council because you do not separate waste pick-ups in the parklands. It all goes to landfill, no recycling or FOGO. That is so bad and yet your policies support it. Please explain.	Noted. Three bin resource recovery system is available in Rundle Mall and any opportunities for expansion of this system is being monitored. Commentary has been shared across relevant Council departments.
2	The ACC needs to implement market outreach initiatives to bring awareness of the solutions that exist to deliver on the circular economy objectives. This is not being done effectively at the moment.	Noted.
3	You had the Remakery which was doing this but the rents were too high to sustain a business - how about making some spaces for these businesses?	Noted. Also relates to the City of Adelaide Economic Development Strategy (in progress).
4	Reuse will certainly assist in reducing landfill and waste generally.	Noted. Language to support the Resource Recovery Hierarchy added.
6	Zero avoidable kerbside waste to landfill (‘zero waste’) in 2035. ??	Noted.
7	Whatever we do won’t make any difference to the earth.	Noted.
8	Nothing further to add.	Noted.
9	Again though - be honest about emissions from cars coming into Adelaide every day. There needs to be a modal transport policy shift and that is just not apparent in the document.	Noted. Aligns to Goal 2.

No	Submission	Response
10	Sounds great keep it up	Noted.
11	Increase the chance to recycle the soft plastics by supporting industries that use the product.	Noted. This is captured under Priority 10: Growth in circular economy industries in the city.
12	Sounds good. More after-hours recycling drop off points or recycling companies which visit homes would be great though. (i.e. For harder items like shoes, teflon pans, and so on).	Noted.
13	Subsidies and support recycling business to allow them to build up to a scale required to be self sustainable and profitable.	Noted. This is captured under Priority 10: Growth in circular economy industries in the city.
14	Really important to reduce valuable materials being sent to waste. There's a lot of emissions either embedded or emitted in things that are currently classified as waste. Good material design is crucial for this. Can CoA sign up to groups seeking to improve this?	Noted. This is captured under Priority 12 Zero avoidable kerbside waste to landfill (‘zero waste’) in 2035.
15	The University is strongly supportive of this target and is also working on activities to reduce waste to landfill on campus. The University is interested in exchanging knowledge with the City about public place recycling and working together on any education campaigns or initiatives in the future.	Noted.
16	Waste is a resource. Landfill sites are at near capacity and we need to reuse and recycle more. Reduce packaging and require merchants to accept return of packaging.	Noted. This is captured under Priority 12 Zero avoidable kerbside waste to landfill (‘zero waste’) in 2035.
17	I would really love to see multiple repair cafes pop up, as small businesses or council run/subsidised, not just ad hoc volunteer ones which don’t meet potential demand or provide all the services needed. One-stop shops where you can take things to be repaired	Noted.

No	Submission	Response
	and leave them there, or they can refer you to somewhere that will repair them economically if they can't do it. They could also run classes to train people in repair techniques, either for job training in the shops (apprenticeships) or for the general public to learn these methods. These skills are being lost, but a lot of older people still have them.it would be a way of providing useful employment for them as well as getting them out in the community and contributing. The sort of things that I'm thinking of include: minor clothing and other fabric item repairs, gluing broken items back together, minor electrical repairs, repairing broken mechanical items, etc.	This is captured under Priority 10 Growth in circular economy industries in the city.
18	Any purchase of goods or services should include closed loop (waste management) in the original price tag, and industry - not consumers - made to comply.	Noted.

Question 10 To what extent do you support Goal 5: A climate leading capital city council Priorities: Reduce City of Adelaide's operational carbon emissions 75% from 2020 to 2030, and achieve absolute zero emissions by 2035 Transitioning our corporate fleet to zero emissions Climate change and sustainability are integrated into how we do business



Response to Question 4 submissions
Noted. Very high level of support for Goal 5.

Question 11 Please help us understand your response by providing a comment

No	Submission	Response
1	But if you cant get the other basics right (see above) how can you say you are doing any of it. Fix the logs and the splinters will be fine.	Noted.
2	Transitioning the vehicle fleet to zero emissions is a commendable goal.	Noted.
3	n/a	Noted.
4	Nothing further to add.	Noted.
5	This just seems laughable with Adelaide traffic, SUVs etc and no plan to address this. Please get your heads out of your proverbials.	Noted.
6	Sounds great keep it up	Noted.
7	Reducing emissions can be achieved by having a medium-sized sustainable city, too. I would have liked to see the document discuss what it's doing about Australian's current migration numbers; can we lobby for a more balanced migration program, like the program we used to have? (Rather than the massive-growth program).	Noted.
8	As aims they are needed, as ideological blind targets regardless of cost and application they are ruthless and hence for some, socially unjust.	Noted.
9	Suggest 100% electric ride on mowers	Noted. The City of Adelaide has a corporate fleet transition program.
10	EVs and even ecargo bikes should be used where practical.	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
11	Really good target. Please do also focus on emissions outside of operational emissions, once these are on the path to decline.	Noted.

No	Submission	Response
12	It would be helpful to understand the City's definition of 'absolute zero emissions' and if this includes the use of offsets or insets?	Noted. The City of Adelaide is considering its use of carbon offsets as part of the Strategy.
13	Integration into our business models and way of life is necessary. A legacy to those who follow.	Noted.
14	One thing that doesn't seem to have been covered is the emissions and waste from construction. Adaptive reuse of existing buildings is a much lower eco impact option than demolish and rebuild. "The greenest building is the one already built". They are doing sone great work in Melbourne and Sydney in this area, and the results are often a lot "cooler" and more appealing than cookie cutter new builds, which all look the same and often don't relate well to the street. Adaptive reuse retains historical connection and sense of place, which gives the architecture atmosphere and a character unique to our city. We need to develop our skills in this area, to really highlight a sustainable approach while making for an attractive streetscape. How about bringing in some experts in this field to advise on it, and providing incentives for developers to do it?	Noted. Council has established an Adaptive Reuse City Housing Initiative (ARCHI).
15	'We need to more equitably represent costs and gains for society infrastructure and behaviour modes. For example - more equitably include in our econometrics and consultancy recommendations such findings as: - The climate dividend gained from more people walking and cycling (The transport sector accounts for a quarter of global fuel-related greenhouse gas emissions, with half coming from private vehicles, including passenger cars and trucks.) - The health dividend gained from more people walking and cycling (for instance people who cycle to work have a 45 per cent lower risk of developing cancer, and a 46 per cent lower risk of cardiovascular disease - this study was based on 264,337 UK participants.) - Danish research has shown that cycling reduced health problems and work absences and saved the Danish taxpayer money on health costs	Noted. Federal taxation incentives are outside of the scope for this Strategy.

No	Submission	Response
	- Congestion costs saved and productivity gains through less congestion … this is not a finite list Why do businesses and individuals receive significant tax advantages for purchases of cars, trucks, toxic energy choices - and those who walk and cycle receive nothing?	
16	more bikes will help here with this targer	Noted.

Question 12 What do you think Council should prioritise in making the city more resilient to the effects of climate change?

No	Submission	Response
1	Reduce concrete and help fund projects out of the city and into the country where so much heat is generated from and your workers come from.	Noted.
2	Promoting energy solutions for small businesses who are hurting at the moment. These exist but are not being adequately supported by the council at present.	Noted. Council provides a suite of Incentives for Sustainability that are subject to regular review.
3	Gas phase out Better active and public transport Support for electrification of transport	Noted. Aligns with Goal 2.
4	If buildings fit within council's remit I suggest something like the aforementined Energy Step Code.	Noted.
5	Removal of parking spaces in favour of native species gardens and a network of segregated cycling lanes.	Noted. Aligns with Goal 3.
6	Reduce the width and number of streets and parking in favour of trees + other habitat, footpaths, cycle lanes. Prioritise public and active transport via traffic light responsiveness. Provide green bins and water fountains everywhere.	Noted. Aligns with Goal 1 and Goal 3.
7	Infrastructure, new and old. Footpaths should not be bitumised; they should be a lighter-coloured material to reduce heat. Generally, pedestrian infrastructure overall should be improved and increased with more passive (and actuated) crossings. Cycling should be given greater priority, with more separated infrastructure (such as Frome Street) and barricaded lanes. Continuing to increase tree canopy should be an equal priority.	Noted.
8	n/a	Noted.
9	More trees	Noted.

No	Submission	Response
10	Increase the upgrading of streets with more greening. Keep up the parks and gardens that is ongoing. Make cars lowest priority	Noted. Aligns with Goal 1.
11	Reduce the amount of carbon dioxide inputs by implementing policies above, especially by further encouraging bike riding, less car travelling.	Noted. Aligns with Goal 2.
12	Reduction of traffic, and turning near parking space into green space for pedestrians, cycling, shade and trees.	Noted. Aligns with Goal 1 and Goal 2.
13	We have 70k parking spaces in the city, more than Melbourne and Peth's CBD's combines, triple the parking spaces then people living in the CBD with literally hundreds of car priority lanes in the city yet you can only muster 1km of one frome st bike path in the past decade, no change will happen under these conditions.	Noted. Aligns with Goal 2.
14	Have more green spaces in streets and in apartments	Noted. Aligns with Goal 1.
15	Get rid of the cars and increase pedestrian/cyclist infrastructure and green space. Planning to remove most off street CBD parking. Removal of car lanes and more pedestrian only or PT corridors e.g pedestrians on Rundle St full time or Grenfell Street PT corridor.	Noted. Aligns with Goal 2.
16	See previous comments. Also more green spaces.	Noted.
17	Emissions reduction, electric vehicle infrastructure, canopy, using nature to create environmental equilibrium.	Noted. Aligns with Goal 2 and Goal 3.
18	Planting trees, enable safe cycling (A cycle way like Frome Street is pretty useless when Rundle Street to North Terrace is unsafe!	Noted. Aligns with Goal 1 and Goal 2.

No	Submission	Response
19	Planting trees, calming traffic and encouraging walking and cycling.	Noted. Aligns with Goal 2.
20	Because we don't stand a chance if our city isn't climate friendly.	Noted.
21	Strength and protect our existing parkland from any future land grabs. Increase our tree canopy especially along active transport routes and public street spaces.	Noted. Aligns with Goal 1 and Goal 2.
22	Safe active transport, urban green and blue spaces, permeable surfaces, increasing number of residents living in the city, reducing surface car parking. Adding more medium density housing, and housing with 3+ bedrooms and courtyards, so that families can choose to live in the city.	Noted. Aligns with Goal 1 and Goal 2.
23	Climate active net zero to all assets, all-electric vehicle fleet, increasing canopy cover while creating biodiversity in green spaces + more permeable surfaces	Noted. Aligns with Goal 1, Goal 2 and Goal 3.
24	Extending canopy cover has great benefits for shading/cooling and biodiversity, and is something the City can take a leadership role in. Second priority is around road safety for cyclists commuting in/out of the City.	Noted.
25	Prioritise active transport opportunities.	Noted. Aligns with Goal 2.
26	Trees, trees and more trees.	Noted. Aligns with Goal 3.
27	More trees and plants on the streets and in pockets amongst the building where people can sit outside for lunch and socialising.	Noted. Aligns with Goal 1.
28	I think these changes are inevitable however cautious of change fatigue and this needs to be factored into the time line along with really strong education.	Noted.

No	Submission	Response
29	Walking and Cycling infrastructure. Reallocating road space.	Noted. Aligns with Goal 2.
30	Grow some balls and make decisions that will benefit the majority, like an east-west bikeway. Don't succumb to bullying tactics from a small minority.	Noted.
31	Transport change combined with greening. Drive car lanes add bicycle lanes and more trees.	Noted. Aligns with Goal 1 and Goal 2.
32	Switch to active and public transport from car trips (single person single purpose trips). Motor vehicles are a major contributor to the heat island, both in output and the amount of bitumen required.	Noted. Aligns with Goal 2.
33	getting more people OUT OF CARS and into active or public transport	Noted. Aligns with Goal 2.
34	Urban design for Energy passive buildings; more trees for shade and habitat, traffic reduction (a London-style zone charge / toll) with park and rides and better public transport; better bike infrastructure; more pedestrianised areas (a la Europe); etv	Noted. Aligns with Goal 1 and Goal 2.

Question 13 How do you incorporate climate change and sustainability into your business, home, or personal interests in unique and innovative ways?

No	Submission
1	We try to recycle and use FOGO in the parklands, but this is unavailable. Nor can we put solar panels on our club roof or build better clubrooms because of lack of support from CofA.
2	We are an engineering business in the energy sector who have unlocked renewables in market segments (i.e. rental and small business sectors) which have traditionally been underserved. We are delivering renewable energy access to properties where onsite renewables are not possible and we do so through connecting generators and consumers of renewable energy within our energy network, delivering no the target of a circular economy.
3	Helping to amplify the incentivise and programs offered by the city to friends and neighvours
4	My current house is fully electric, I have Solar HWS and PV. For mobility I walk, bike, public transport or use an EV for local trips. I plan to build a comfortable, healthy, energy efficient passivce house.
5	Solutions do not need to be innovative. Solutions are known and are simple. Encouraging more commuters to walk, cycle or take public transport alleviates the emissions and valuable land taken by motor vehicles.
6	Humans are problem-solving animals and it's enjoyable to consider - how can I manage this by walking, cycling, bus? What can I reuse / repair or can I borrow or buy second hand instead of buying new? I shop local businesses in preference to large corporations because they know more about the products and can give advice / options. I consider what is the best choice for me, future generations and the rest of the planet. A tree is therefore better than a shade sail. I don't keep thinking I can fight nature but I can work with it - passive solar is way better than air-conditioning powered by renewables. Walking and cycling is better than an EV - I get fitter, they're under my control, and it costs so much less.
7	At work, I introduced a small cardboard recyling box and encouraged my team to collect cans for recycling. At home I do the same and sort all waste into recycling, garbage and green waste. Day-to-day I am an advocate of public and active transport.
8	n/a
9	Sensible use of recouses

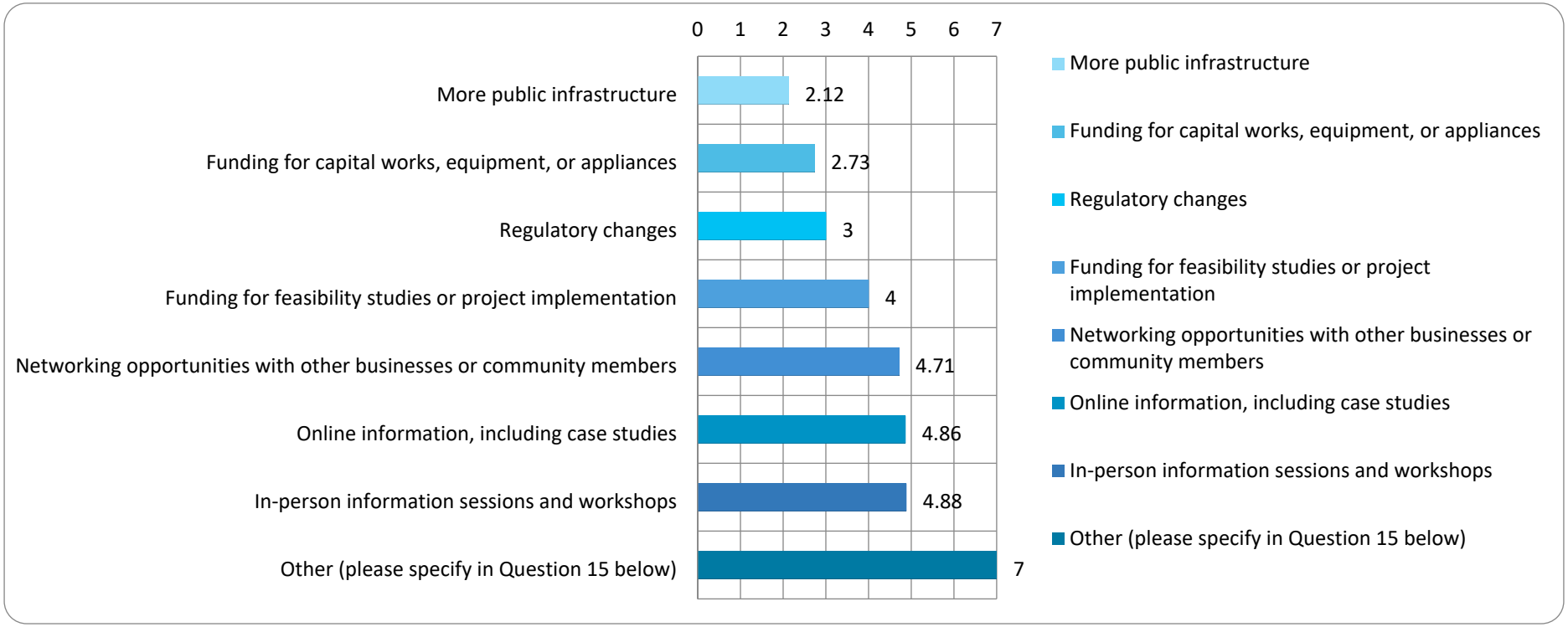
No	Submission
10	We need to replace a front window with upgraded glass and opening windows but current rules around strata approval are making this extremely difficult. The alternative for us is more air conditioning
11	I'm unable to as I live on the 7th floor of a 20 years old apartment block.
12	encourage recycling- soft plastic and food waste for compost bins.
13	Use "Buy Nothing" groups to donate old items. Grow my own herbs. Nothing too unique sorry.
14	Water tanks, solar panels, no gas, trees, native plants for water reduced garden, gravel paths instead of concrete to allow water to seep back into the ground water.
15	Retain rain water, Solar Panels, Smart meter, electric car, 6 bicycles, north facing windows and insulated double, Tiles and flooring to retain cool and warmth in winter... etc....
16	I am vegan, try to live sustainably with purchases (buy less in general, buy ethical when available). Parking my car closer to the city (I live in Mount Barker) and riding in from there on my bike.
17	We use an ecargo bike instead of a second car (purchased second hand from Adelaide Community Bike workshop, Franklin street) and we find that 50% of our local trips can be accomplished on the bike. (school runs, small shopping trips, etc). We have solar PV, we have a heatpump HW system, we have removed almost all gas appliances.
18	I live car free, am vegetarian, grow my food, have chickens, bring reusable containers to refill stores and takeaways, compost things the chickens cant eat, and use the green bin for things that aren't suitable to home compost. I am also improving the thermal efficiency of my home, as well as electrifying it.
19	Volunteer with ASBN, advocate for circular economy and regeneration in the workplace. Live in an all electric home, have solar and reduce general waste as much as possible.
20	The University is involved in many activities to transition to a more sustainable campus, detailed in our Sustainability Strategy 2030 - Here for good. Some highlights include curriculum development for the green economy, FAME Sustainability Research Strategy, and a number of operational targets that include a net zero operational emissions target by 2025.

No	Submission
21	My personal primary transport is bicycle, followed by walking, then public transport. I chose to live in an energy efficient apartment build in CBD.
22	I use deciduous trees and greenery to shade my house from the hot summer sun, while letting the winter sun through. I use awnings, curtains and blinds on the windows to control light and heat transfer. I have an evaporative air conditioner which I only run at night and I shut the house up during the day to keep it cool as the house has thick stone walls. I cycle and use public transport as much as I can. I'm vegetarian.
23	Walk, use of pushbike, public transport and motorbike, rather than car.
24	The recycling initiatives are fantastic however one thing that pisses me off is that buildings aren't made to recycle. So eg. Another issue with 115 King William (what a surprise) they only have one bin for waste. Everything goes in it. So the whole building does not recycle at all. And unfortunately because we are a business inside the building, we are not eligible for council recycling. So therefore we have no recycling options, despite the fact that we occupy three floors out of the building. It disappoints me to understand that the council does nothing to force office spaces and buildings into maintaining recycling standards and environmental waste standards such as green waste, and even $.10 cans. Unfortunately, because the building manager is so cheap, this will never change, and the everlasting environmental impact continues to grow. I believe there should be regulations for building size versus capacity regarding mandatory recycling options
25	Most trips within a 5km radius of home and business are made by walking and cycling. I have a rood garden on my garage.
26	It is part of my everyday.
27	cycling commuter, worm bins for compostable waste, organic garden.
28	encourage other to ride bikes
29	I resist the FOMO constantly peddledby marketers or events and consumption and try to live simply by focussing on meaningful interactions with family, friends, and people in my immediate community.

Response to Question 13 submissions
Noted. *These behaviours and preferences have been recorded and will be used (in part) to assess and inform changes to the Incentives for Sustainability program.*

Question 14 Many of the priorities within the Strategy cannot be achieved by Council alone. What support would you need to contribute to these city-wide priorities?

Note: A lower number means higher priority



Response to Question 14 submissions
Noted. Investment in infrastructure and funding for capital works, equipment and appliances are reflected as higher priority areas by the public consultation.

Question 15 Do you have any other comments in relation to how Council can support you?

No	Submission	Response
1	Council could educate my employer (and the whole office building) on the goals of the Strategy, and ensure better waste processes for individual offices - such as dual-bin systems as a minimum.	Noted.
2	climate catastrophe is already happening, if a clean air strategy for government, businesses and orgs isnt implemented asap, there wont be many non disabled people around to enjoy this city.	Noted.
3	Nuclear Power would help	Noted.
4	Question 14 is not mobile friendly so I can’t answer it	Noted.
5	I could not add things- more ev charging stations, more places to recycle batteries, pill packets, X-rays etc. more spots for food scraps- compost.	Noted.
6	The council needs to look at hard-to-recycle items and make it easier. i.e. Not need to take something to a place that's open 9am-5pm on weekdays + a very early timeslot on a Saturday only. Not ideal for full-time workers who want to rest.	Noted.
7	Economics is irrelevant if there is not a world in which economics can function. The necessary environmental changes need to happen in order for us to have an economy at all.	Noted.
8	These need to be cost effective rather than vote buying at the expense of others.	Noted.

No	Submission	Response
9	nil	
10	I ordered from highest to lowest priority 1 to 8	Noted.
11	I am not sure I understood the above question. I have ranked these in order of importance, but please disregard if I misunderstood. Is this question on how council can support individuals decarbonise? Providing good active transport infrastructure, tree cover and other shade, green bins in public spaces. Also good public spaces are very important for community building.	Noted.
12	Advocacy for participation partners like State /Federal governments, corporations, facilitate community involvement through Friends and BUGs	Noted.
13	As I mentioned earlier, please consider mandatory requirements for recycling. It's something that I am really passionate about because it is so simple and so easy and makes such a big difference.	Noted.
14	I can not visit the city at the moment as most locations are not safely accessible to me by bicycle which is my preferred transport choice.	Noted.
15	I don't understand this question but, to clarify, I think regulatory change is desperately required.	Noted.

Question 16 Council is keen to work in partnership with community groups and organisations to achieve these city-wide priorities. Are you aware of any community groups or organisations that Council should consider partnering with?

No	Submission
1	All sporting groups in the parklands would love to do better except for the attitude of Council to groups using the parklands. These are putting progress back 20 years and creating unused spaces, except for random dog walkers and cashed up private schools.
2	Small Business Associations would be ideal
3	Parents for Climate Electrify Adelaide SAGE
4	Community Corporate, owners of the building in which I work.
5	framing homeless people as plague rats wasn't something i wasnt expecting to see in a climate strategy in 2024 and yet. Orgs do not give a shit about the ongoing pandemic, "health" guidelines are outdated and dont follow the science. honestly not sure why im bothering, but here: https://twitter.com/YouAreLobbyLud how are you going to "protect" anyone, including the elite if you're ok with no clean air policy or mitigation of a BSL-3 airborne pathogen? good luck with that
6	Living in East end, I'm aware of East End Community Group which largely exists as a business lobby for the area. Perhaps council could consider liaising with the presiding officers of apartment blocks as they have specific needs.
7	Bike Adelaide
8	"Cat Adoption Foundation" etc. groups. They wrangle stray cats, and give them homes. It's good for the wildlife, and the cats.
9	Bike SA

No	Submission
10	Bicycle SA Bike Adelaide
11	Trees for life, bush heritage, nature play
12	Bike SA, Bike ADL, Bicycle Network, Dutch Cycling Embassy
13	Bike Adelaide or Bike SA on active transport infrastructure. Kidical Mass are focused on kids having safe streets to cycle on too.
14	The University has a range of student clubs that have a sustainability focus and may be interested in collaborating with the City on specific projects.
15	Many Bicycle User Groups.
16	ConservationSA
17	Bicycle users maintenance groups to encourage riders to the city.
18	Gave passionate advocates a voice - a consultancy role. Stop wasting money on expensive consultants and developing 'plans'.
19	No

Response to Question 16 submissions
Noted.

Draft City Plan - Adelaide 2036

Strategic Alignment - Our Places

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The City Plan delivers the City of Adelaide's spatial plan for the future development of our city. The draft City Plan achieves this by providing an urban design framework to guide planning for sustainable growth within the City of Adelaide, which also supports achievement of the Council's target population of 50,000 residents by 2036.

The four priorities contained in the draft City Plan are:

1. A Greener and Cooler City
2. Transit Diversity
3. A City of Neighbourhoods
4. Housing Diversity for a Growing Population.

The draft City Plan, contained in **Attachment B**, is informed by research, spatial analysis distilled from over 400 datasets and comprehensive consultation engagement processes undertaken throughout the project. It also incorporates the feedback received through the Chief Executive Officer briefing held with Council Members on Tuesday 16 April 2024 to outline the City Plan, priorities, strategies and local area framework.

The purpose of this report is to obtain feedback on the draft City Plan – Adelaide 2036 (the draft City Plan) prior to presenting the City Plan to Committee and Council in June to progress to public consultation.

Community and stakeholder engagement activities in 2024 have continued. The most recent engagement to inform the draft City Plan has included:

- Your Say Adelaide engagement from 1 March to 8 April 2024. The online survey invited participants to provide feedback on the City Plan including content on housing growth and contributing elements to local identity of the neighbourhoods in which participants live, work or visit by placing comments on a map of the city. The survey had 665 webpage 'aware' visitors, of which 36 participants contributed a total of 168 pins across the map.
- Five local area focus groups for residents and businesses held between 18 April and 30 April 2024. The five local area focus groups were facilitated by McGregor Tan to test and validate the draft City Plan and Your Say Adelaide engagement outcomes.

A summary of these consultations is contained in **Attachment A**.

Administration is continuing discussions with State Government Agency, Planning and Land Use Services (PLUS) on the relationship between the draft City Plan and the Greater Adelaide Regional Plan (GARP). The State Government is due to commence public consultation on the GARP by December 2024.

The next stage will be to present the City Plan and seek recommendation from the City Planning, Development and Business Affairs Committee to Council for endorsement of the final draft City Plan to proceed to public consultation in June 2024.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the City Plan – Adelaide 2036 Your Say Adelaide consultation summary contained in Attachment A to Item 7.2 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Notes the draft City Plan, contained in Attachment B to Item 7.2 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
3. Notes that the final draft City Plan will be presented to the City Planning, Development and Business Affairs Committee scheduled for Tuesday 4 June 2024 for recommendation to Council to endorse the City Plan for public consultation.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Encourage bold, interesting and purposeful development
Policy	The City Plan forms part of the City of Adelaide's suite of Strategic Management Plans as outlined in the City of Adelaide Strategic Plan 2024-2028. It is a recommendation in Council's submission to the Greater Adelaide Regional Plan (GARP) discussion paper in November 2023 that the City Plan should inform the GARP.
Consultation	Community consultation has occurred through the City Plan Studio held in late 2023 and in 2024 via Your Say Adelaide and in-person local area focus groups. Residents, workers, businesses and visitors were invited to provide input into the draft City Plan via an online mapping tool. Local area focus groups were held in April 2024 to test engagement feedback. Council Members have been receiving regular updates on the City Plan project via the portal and E-news. A Chief Executive Officer briefing was held with Council Members on Tuesday, 16 April 2024 to discuss the draft City Plan priorities, city wide strategies and the local area framework. This report forms part of a two stage approval process to finalise the draft City Plan for the purposes of public consultation. Stage 2 will present the draft City Plan for public consultation to the Committee on 4 June 2024.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	The City of Adelaide is working collaboratively with State Government Agency, Planning and Land Use Services, on the development of the City Plan and the relationship with the State Government's development of the Greater Adelaide Regional Plan (GARP).
23/24 Budget Allocation	The 2023/24 annual budget includes a strategic project allocation of $390,000 to deliver the City Plan by June 2024. The budget was increased by $85,000 to $475,000 following the approval of a Q3 adjustment due to requirement for an additional spatial planning resource.
Proposed 24/25 Budget Allocation	The draft 2024/25 Annual Business Plan and Budget endorsed by Council on 24 April 2024 for the purposes of public consultation, includes 0.4 FTE for a spatial planning resource to assist in operationalising the City of Adelaide Digital Explorer (CoADE) as an integrated planning tool within City of Adelaide.
Life of Project, Service, Initiative or (Expectancy of) Asset	The City Plan delivers Council's commitment for a spatial plan for the city and responds to Council's residential growth target of 50,000 people by 2036 . It has 10-year planning focus, with a series of initiatives for implementation, which includes a Code Amendment Program.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	The City of Adelaide received $200,000 in grant funding across two financial years for the project through the Capital City Committee which concludes on 30 June 2024.

DISCUSSION

Introduction

1. The draft City Plan presents the spatial plan of the city (**Attachment A)**. It is an urban design framework that sets the principles, priorities, city wide strategies and local area framework for future growth.
2. In finalising the draft City Plan, feedback from recent engagement with Council Members and inputs received through the Stage 3 Community Engagement processes have been incorporated into the attached draft.
3. This report provides the opportunity to seek final feedback before presenting the final draft to the City Planning, Development and Business Affairs Committee on 4 June 2024 to seek recommendation through to Council on 11 June 2024 to progress the City Plan to public consultation.
4. Public consultation is proposed to be open for four weeks and the final report will be presented to Council in readiness for submission to the State Government for incorporation into the Greater Adelaide Regional Plan (GARP). The State Government is due to commence public consultation on the GARP by December 2024.
5. The State Government through State Government Agency, PLUS will be invited to make submissions during the final consultation phase, noting the City Plan has involved ongoing and regular engagement with PLUS during its development.

Background

6. A project update on the City Plan was presented to the City Planning, Development and Business Affairs Committee on 5 March 2024 (Link 1). That report noted that Council Members would receive regular project updates through E-news until 30 June 2024, and have an opportunity to input into the draft City Plan in April 2024.
7. A Chief Executive Officer briefing was held with Council Members on Tuesday, 16 April 2024 to discuss the draft City Plan, including priorities, city wide strategies and the local area framework.
8. Key themes arising from the workshop included:
    - 8.1. Growth – consider the relationship between growth and transport movement, social infrastructure, and services, and existing strategic locations and sites such as the main street master plans and Flinders Street.
    - 8.2. Greening and the Adelaide Park Lands – ensure the Adelaide Park Lands are well represented in the City Plan and identify city streets and urban areas that are less contested for tree planting.
    - 8.3. City loop – mixed views but general support for consideration of a city loop as a longer term city wide strategy, noting representation of the city loop should not divide the city Squares particularly in the south of the city.
    - 8.4. Active transport – ensure safe cycling connectivity into the inner metropolitan suburbs, including a specific focus on improving accessibility to the western side of the city, and generally improving connectivity across the city including from the south to the central areas.
    - 8.5. Local Area Framework and Neighbourhoods – support for a neighbourhood scale focus.
        - 8.5.1. West Terrace – suggestion that West Terrace comprises three areas, the northern medical precinct, the middle underutilised open lot area, and the southern residential area, and that growth should focus on underutilised sites.
        - 8.5.2. Hutt Street – suggestion to identify the opportunities for growth and development of strategic sites in this area.
        - 8.5.3. North Adelaide – mixed views but general support for improving connectivity between the CBD and North Adelaide, and identification of the Women's and Children's Hospital as a future development site.
        - 8.5.4. Grote Gateway – general support for the concept of a Grote Gateway, including improvements to active transport.
    - 8.6. Language and structure – ensure consistency of language and that the order of city wide strategies reflect Council priorities (ie for climate resilience).
    - 8.7. Visual elements – ensure that mapping, photos and visual elements represent priorities clearly and show the City of Adelaide in the context of Greater Adelaide (ie connections beyond the City of Adelaide into inner metropolitan suburbs).

Community Engagement (City Plan Project Stage 3)

9. The City Plan project has been undertaken in stages during 2022/23 and 2023/24 and a summary of key deliverables at each stage of the project is provided (Link 2).

10. Community and stakeholder engagement activities in 2024 continue to inform the draft City Plan through:

    10.1. The City Plan Your Say Adelaide engagement from March to 8 April 2024

    10.2. Five local area focus groups for residents and businesses held between 18 April and 30 April 2024.

11. A summary of the consultation is contained in **Attachment A**.

12. The online survey invited participants to provide feedback on the City Plan, including content on housing growth and contributing elements to local identity of the neighbourhoods in which participants live, work or visit by placing comments on a map of the city. The survey had 665 webpage 'aware' visitors, of which 36 participants contributed a total of 168 pins across the map.

13. The five local area focus groups were facilitated by McGregor Tan to test and validate the draft City Plan and Your Say Adelaide engagement outcomes.

14. Each focus group comprised of a mix of small business owners, residents representative of the area's demographics, different ages, gender, tenure and household types.

15. The outcomes of the focus groups have informed the Local Area Framework in the draft City Plan.

Draft City Plan – Adelaide 2036

16. The draft City Plan document for feedback is contained in **Attachment B**.

17. The draft City Plan is an urban design framework that sets the principles, priorities, city wide strategies and local area framework for future growth.

18. The four priorities contained in the draft City Plan are:

    18.1. A Greener and Cooler City

    18.2. Transit Diversity

    18.3. A City of Neighbourhoods

    18.4. Housing Diversity for a Growing Population.

19. The city wide strategies were discussed with Council Members at a Chief Executive Officer briefing held on 16 April 2024 and were subsequently refined, as follows:

    19.1. Strategy 1 – A Green City Grid

    19.2. Strategy 2 – Activating the Squares

    19.3. Strategy 3 – Developing the City Spine

    19.4. Strategy 4 – Activating North South Laneways

    19.5. Strategy 5 – Enhancing East West Streets

    19.6. Strategy 6 – Establishing the City Loop

    19.7. Strategy 7 – New Housing Models.

20. The priorities and city wide strategies contained in the draft City Plan are supported by a Local Area Framework. The thirteen local areas are based on form and function of the city, key main streets, city Squares, and current planning zoning and policy.

21. The City of Adelaide recognises that there are many place identities and neighbourhoods across the city and North Adelaide and the boundaries of these places are overlapping. The neighbourhoods for the purposes of the City Plan local area framework are:

    21.1. Wellington Square

    21.2. O'Connell Street

    21.3. Melbourne Street

    21.4. North Terrace

    21.5. West Terrace

    21.6. Light Square

21.7. King William Street

21.8. Hindmarsh Square

21.9. Grote Gateway

21.10. Wakefield Gateway

21.11. Whitmore Square

21.12. Hurtle Square

21.13. East Terrace.

22. The draft City Plan recognises that the City of Adelaide doesn't control all the levers to achieve the strategies identified in the Plan and sets the following Council roles:

22.1. Lead – The city will invest time and/or resources.

22.2. Partner – The city will actively seek partnership opportunities.

22.3. Facilitate – The city will utilise levers available to support implementation.

22.4. Advocate – The city will seek out support and/or partners to undertake state or nationally significant actions.

22.5. Regulate – The city will fulfil legislative roles and requirements.

23. The City Plan is proposed to be implemented through the City of Adelaide's Code Amendment Program and an indicative program based on key strategies in the draft City Plan.

Next Steps

24. The draft City Plan contained in **Attachment B** will be amended to address feedback from the Committee and presented to the Committee at its meeting on 4 June 2024 seeking a recommendation to Council that the draft City Plan be endorsed for public consultation.

25. Administration is continuing discussions with State Government Agency, Planning and Land Use Services on the relationship between the draft City Plan and the Greater Adelaide Regional Plan (GARP). The State Government is due to commence public consultation on the GARP by December 2024.

DATA AND SUPPORTING INFORMATION

Link 1 – Agenda Item, City Planning, Development and Business Affairs Committee, Tuesday, 5 March 2024

Link 2 – City Plan Project – Key Stages and Deliverables 2022/23 and 2023/24

ATTACHMENTS

Attachment A – Draft City Plan – Adelaide 2036 – Consultation Summary (City Plan Project Stage 3)

Attachment B – Draft City Plan – Adelaide 2036 for Feedback

- END OF REPORT -

CITY PLAN – ADELAIDE 2036

Consultation Summary - Your Say Adelaide Survey and Local Area Focus Groups

1 May 2024

CITY OF ADELAIDE

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Record Details

HPRM Reference:

HPRM Container:

Version History

Version	Revision Date	Revised By	Revision Description
1	1 May 2024		

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1. EXECUTIVE SUMMARY

This report summarises community and stakeholder engagement activities in 2024 to inform the draft City Plan – Adelaide 2036 (the City Plan).

Community and stakeholder engagement activities that form part of this report are:

- The City Plan Your Say Adelaide engagement from March to 8 April 2024
- Five local area focus groups for residents and businesses held between 18 April and 30 April 2024.

The drop-pin survey responses are provided in Appendix A and a summary of the local area focus groups is provided in Appendix B.

The online survey invited participants to provide feedback on the City Plan, including content on housing growth and contributing elements to the local identity of the neighbourhoods in which participants live, work, or visit, by placing comments on a map of the city. The survey had 665 webpage 'aware' visitors, of whom 36 participants contributed 168 pins across the map.

The five local area focus groups were facilitated by McGregor Tan to test and validate the draft City Plan and Your Say Adelaide engagement outcomes. Each focus group comprised of a mix of small business owners, resident's representative of the area's demographics, different ages, gender, tenure and household types.

The outcomes of the focus groups have informed the Local Area Framework in the draft City Plan.

2. INTRODUCTION

The draft City Plan is an urban design framework that sets the principles, priorities, city wide strategies and local area framework for future growth.

The City Plan delivers the City of Adelaide's spatial plan for the future development of our city. The draft City Plan achieves this by providing an urban design framework to guide planning for sustainable growth within the City of Adelaide, which also supports achievement of the Council's target population of 50,000 residents by 2036.

The four priorities contained in the draft City Plan are:

1. A Greener and Cooler City
2. Transit Diversity
3. A City of Neighbourhoods
4. Housing Diversity for a Growing Population.

Community consultation has occurred through the City Plan Studio held in late 2023 and in 2024 via Your Say Adelaide and in-person local area focus groups.

This report summarises community and stakeholder engagement activities in 2024 to inform the draft City Plan, as follows:

- The City Plan Your Say Adelaide engagement from 1 March to 8 April 2024
- Five local area focus groups for residents and businesses held between 18 April and 30 April 2024.

The drop-pin survey responses are provided in Appendix A and a summary of the local area focus groups is provided in Appendix B.

2.1 City Plan Your Say Adelaide

Residents, workers, businesses and visitors were invited to provide input into the draft City Plan via an online mapping tool.

The drop-pin survey enabled participants to 'pin' comments and ideas on a 2D map to identify opportunities for housing growth and an associated increase in amenities across the City of Adelaide. Participants were also asked to show what is important to them about their local area.

The pin-drop survey used the Your Say Adelaide platform mapping tool and was open from 1 March 2024 until 5:00pm on Monday 8 April 2024.

A few broader comments were also emailed to the City Plan email address.

The results of the pin-drop survey have been converted into layers in the City of Adelaide Digital Explore (CoADE) to inform the final City Plan – Adelaide 2036.

The City of Adelaide thanks our community and stakeholders for providing their feedback and ideas and for showing us what they love and find important about their local areas.

2.2 Local Area Focus Groups

A series of five focus groups were held to build on the information gathered through the drop-pin survey, and to gain deeper understanding of the perspectives of residents and small business owners through interpersonal discussion.

Local area focus groups were held in April 2024 to test the Your Say Adelaide engagement findings.

The focus group sessions were organised and conducted by McGregor Tan consultants, with the following objectives:

- Capture the essence of ‘neighbourhood identity’ and residents' sentiments towards their living environment.
- Validate the drop-pin survey outcomes and delve deeper into perspectives.
- Explore perceived opportunities arising from increased housing and population in the city.
- Understand the preferences of the current resident population regarding the location of new housing developments and identify necessary amenities and improvements.

3. ACTIVITY AND PARTICIPATION DATA

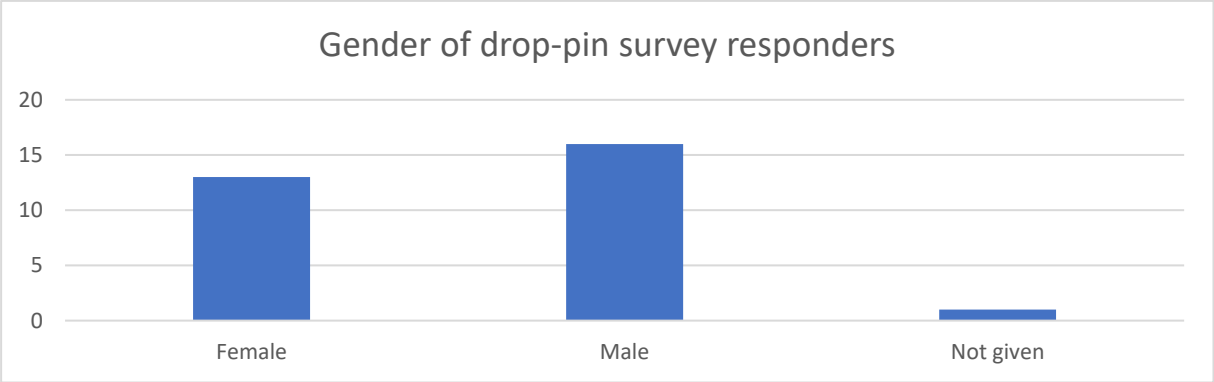
3.1 City Plan Your Say Adelaide Participation

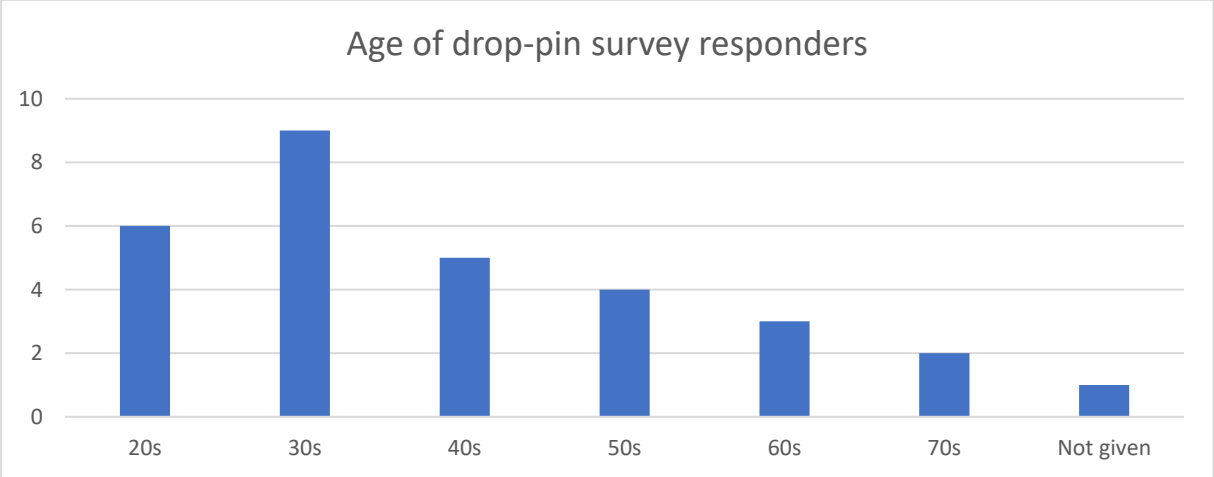
The drop-pin survey was separated into different spatial areas, which attracted the following response rates:

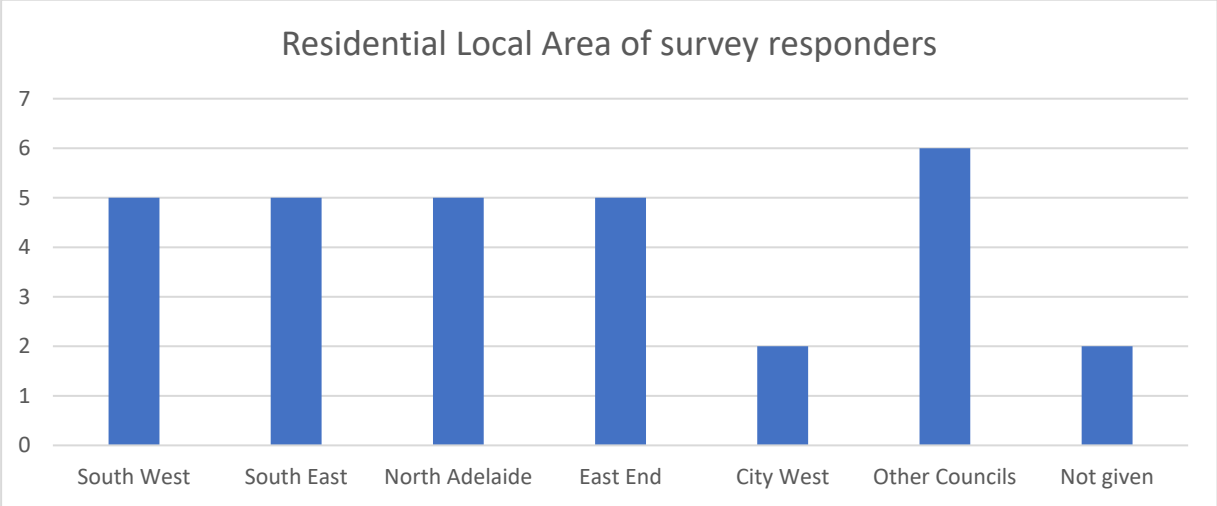
City Plan Survey Page	'Aware' visitors	'Informed' visitors	'Engaged' participants
City Plan 2036 – general landing page	665	106	n/a
South-West local Area page	94	51	8
South-East local Area page	113	75	8
West End local Area page	73	38	3
East End local Area page	116	64	9
North Adelaide local area page	98	68	5
Currently live outside of Adelaide page	91	53	3
Totals	1250	455	36

Number of Housing 'drop-pins' located on Your Say Adelaide 2D map	'Engaged' participants
Housing: 12+ storey housing	37
Housing: 6-12 storey housing	11
Housing: 3-6 storey housing	6
Housing: 1-3 storey housing	5
Housing: other housing	2
Total	61

Number of Amenities 'drop-pins' located on Your Say Adelaide 2D map	'Engaged' participants
Amenities: Public & Active Transport	36
Amenities: I love this place	20
Amenities: Urban Greening & Shade Trees	18
Amenities: Other – please describe	8
Amenities: Shops & Supermarkets	7
Amenities: This place is important	6
Amenities: Public Artwork	4
Amenities: Cafes & Restaurants	3
Amenities: Library & Community Centre	2
Total	104







In addition to the survey feedback, three (3) emails were received directly in response to the drop-pin survey.

Respondent	Feedback sent by email
South East Residents Association (SECRA)	Drop-pins noted for the block between Carrington, Wakefield, Hutt and King William Streets for city reshaping opportunities, particularly for housing inclusive of more social and affordable dwellings and dwellings suitable for families. Also noting the need for street greening and heat mitigation works. Drop-pins noted for ground level car parks, low rise mostly ground level older warehouses, and disused warehouses listed in the response.
Adjunct Professor University of South Australia	The submission reiterates the respondent's feedback made during the September 2023 City Plan Studio forums, which highlights the need to consider climate change mitigation in City Plan, and concerns about the implication as a result of projected high population growth.
Commissioner for Children and Young People	The submission highlights that young people are interested in the future of City of Adelaide and summarises what young people consider are important about their local area in the city, and seeks further opportunities for young people to be heard.

2.2 Local Area Focus Groups Participation

Five focus group sessions were held.

Local Area	Date & Time	Venue	Participants
South-East & Hutt St	18 April 2024, 5:45pm – 7:15pm	Box Factory	11
North Adelaide	22 April 2024, 5:45pm – 7:15pm	Meeting Hall	10
City East	23 April 2024, 5:45pm – 7:15pm	Meeting Hall	11
City West	29 April 2024, 5:45pm – 7:15pm	The Joinery	11
South West	30 April 2024, 5:45pm – 7:15pm	Minor Works	10

Information on the composition of each focus group is included in the Summary Reports from McGregor Tan in Appendix B.

Participants were sourced by McGregor Tan to gain the views of a diverse group of residents and business owners, with representation from different genders, ages, type of homes, renters/owners and length of time lived in the City of Adelaide.

5. WHAT WE HEARD

3.1 City Plan Your Say Adelaide Summaries

A mapped version of the drop-pin survey is available on the Drop-Pin Survey Experience, using this weblink: Drop Pin Survey Data (arcgis.com)

Copies of the responses shared by respondents is also available in the tables in Appendix A, along with a screenshot of the pin locations on the map.

3.2 Local Area Focus Groups Summaries

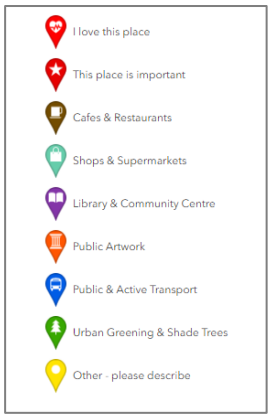
Copies of the focus group summary information, compiled by McGregor Tan, is copied in Appendix B.

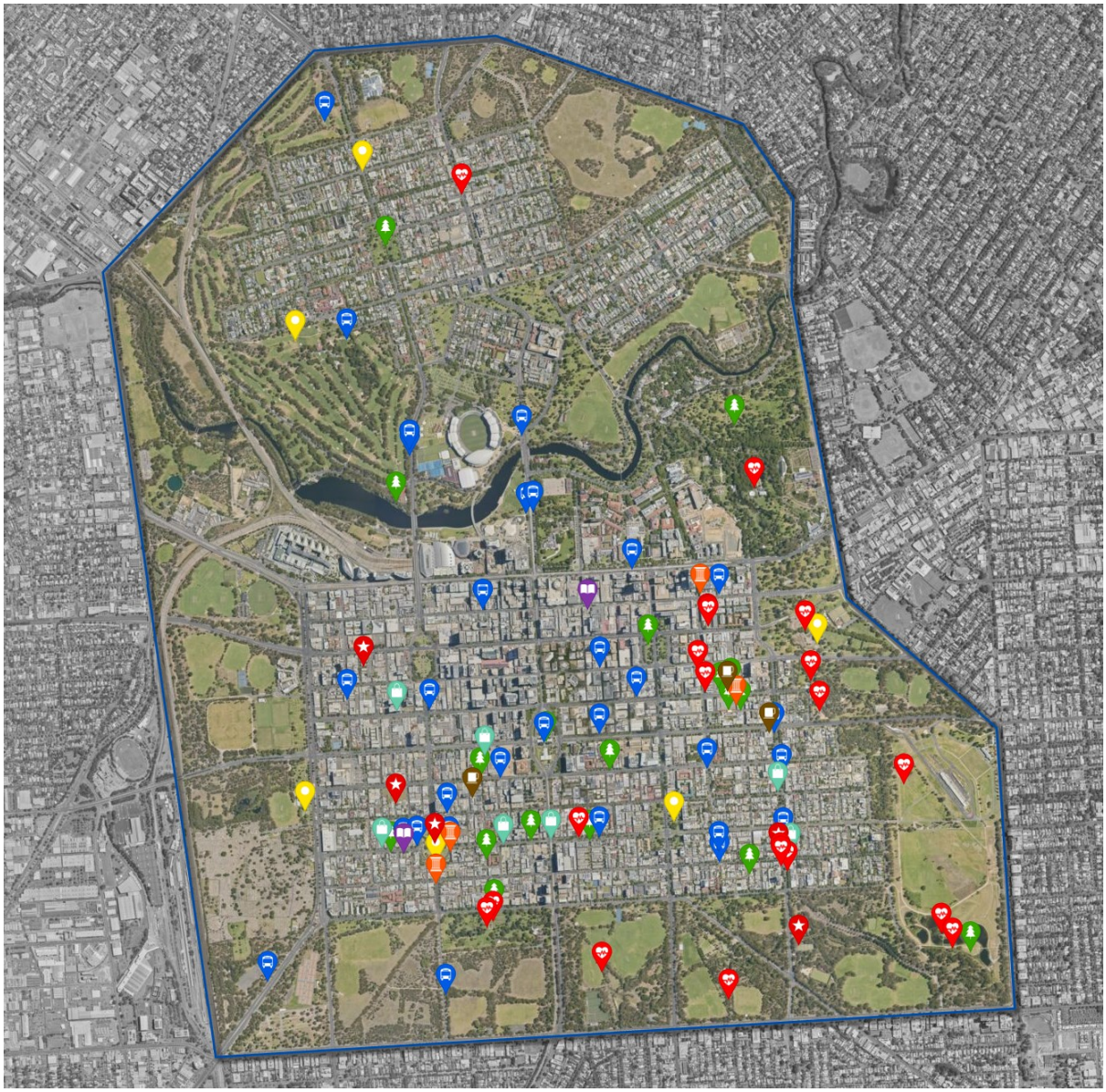
APPENDIX A: DROP-PIN SURVEY RESPONSES

Housing Drop Pins



Amenities Drop Pins





Housing Drop Pins Comments

Pin Category	Address	Comments
12+ storeys housing	70 Hindmarsh Square, Adelaide	This general precinct would make for some outstanding opportunity for high-density development, overlooking Hindmarsh Square. It is currently inactive after 5pm with the exception of some small bars.
3 - 6 storey housing	27-29 Hindmarsh Square, Adelaide	This part of Hindmarsh Square would be amazing for housing. The buildings all look empty and a residential tower would be fantastic here. One problem is the anti-social groups that congregate in this square (I think it is referred to as emo square) this area could be beautiful for families but it has a dangerous feel to it at the moment unfortunately.
6 - 12 storey housing	51-57 Hutt Street, Adelaide	It's not a huge lot, but it's currently sitting completely unused. A residential building would tidy the space up and encourage revitalization and transformation of Hutt St from medical to trendy foody stop. Make sure new builds provide enough off street parking to residents.
6 - 12 storey housing	Flinders Street Market, Flinders St, Adelaide	This land is now owned by the ACC. Could have shops and Retail and community services at the ground level and housing above. Possibly a supermarket to service the large number of residents now in this corner of the city
Other housing - please describe	110 East Terrace, Adelaide	The City of Adelaide is not the appropriate place for more 'housing' apart from ' apartments' (No pun intended). It is up to land owners to develop more 'apartments' given the planning laws and height restrictions. However, parts of public land in the east parklands and Victoria Park can be adapted for temporary housing using tiny homes, pre-fab homes , shipping container homes etc to create small 'villages' , for rent by public and people facing housing stress. Use the parklands for small community food gardens and thus create a sense of sharing and sustainability. Housing in the suburbs where it belongs, not the congested City with limited space and parking
12+ storeys housing	ANZ, Rundle St, Adelaide	The lantern will have to be demolished eventually- this will be a great opportunity for a big tower. Thinking bigger, it's an opportunity to reimagine this part of Rundle St- a "twin towers" approach with centrepoint? Then why not close Rundle St to cars and give people more outdoor dining space as we so successfully do during the fringe? Opportunities abound!
12+ storeys housing	22-40 Pulteney Street, Adelaide	As suggested re the lantern, there's an opportunity to leverage two really well located catalyst sites, both of which have current buildings which must be nearing end of life.
12+ storeys housing	15-19 Devonshire Place, Adelaide	Big surface car parks on land that must be too valuable to use for cars!
12+ storeys housing	Budget Car & Truck Rental Adelaide City, 274 North Terrace, Adelaide	Surely a hire car place isn't the best use of this land!

Pin Category	Address	Comments
12+ storeys housing	The Jade Monkey, 160 Flinders St, Adelaide	Small Carpark - underutilised space in a high traffic area. Student accommodation potential?
Other housing - please describe	188 North Terrace, Adelaide	Empty Gawler Chambers - this is a beautiful building that could be converted into living.
12+ storeys housing	198 North Terrace, Adelaide	Vacant Club 199 Building - Opportunities for more student housing.
6 - 12 storey housing	274 North Terrace, Adelaide	Currently an open air private car park which adds very little value to the surrounding Rundle St Precinct, Universities and Lot 13. Potential to be short stay accommodation or student housing.
12+ storeys housing	151 Grenfell Street, Adelaide	Open air car park adds little value to area.
12+ storeys housing	238-240 Pirie Street, Adelaide	Very Rundown warehouse currently used as a car park.
12+ storey housing	290-294 Pulteney Street, Adelaide	Prime site for housing, the current open-air carpark is a terrible use of city land. Open-air carparks should be levied with a high tax to discourage land banking.
12+ storey housing	281-301 Pulteney Street, Adelaide	A petrol station isn't appropriate in the city anymore, this could be a prime site for housing
12+ storey housing	416-418 King William Street, Adelaide	Mugen House is a great restaurant, but the building itself is on underutilised land. A great opportunity for high density housing
12+ storey housing	290-294 Pulteney Street, Adelaide	Vacant/carpark close to facilities prime for high rise housing.
12+ storey housing	97-109 Angas Street, Adelaide	Carpark/empty warehouse. prime site close to facilities for high rise housing.
12+ storey housing	322-360 King William Street, Adelaide	Large site prime location and close to facilities. Previously had 2 x 30+ story accommodation buildings approved. Great area for high rise housing especially being close to the markets.
12+ storey housing	400 King William Street, Adelaide	This is a prime spot for high rise housing, close to facilities.
3 - 6 storey housing	11-13 Penny Place, Adelaide	Vacant block for low - mid rise housing
6 - 12 storey housing	28-30 Surflen Street, Adelaide	Open-air carpark, could be housing instead
6 - 12 storey housing	15 Surflen Street, Adelaide	This parking could be used for housing, there are plenty of other parking opportunities nearby and plenty of other transport options
6 - 12 storey housing	33 Hume Lane, Adelaide	Two large open-air carparks, could be two large blocks of housing
12+ storey housing	290-294 Pulteney Street, Adelaide	This land has been just a car park for as long as I've lived in the City. Terrible use of space.

Pin Category	Address	Comments
12+ storey housing	141-151 Angas Street, Adelaide	Huge site currently used as car park. Potential for mixed use podium with multiple residential towers above.
12+ storey housing	193-199 Gouger Street, Adelaide	large vacant lot
12+ storey housing	440 Morphett Street, Adelaide	The old Salvation Army site should be used for affordable housing similar to the Troppo site. But there should be conditions attached: Australian citizens, an income cap and NO investors. There should be a stop to Air BnBs. It is what is helping to ruin the market for young home owners.
12+ storey housing	267 Gouger Street, Adelaide	Instead of an ugly storage facility in the city, this is a large space that can be used more effectively for affordable housing. There should be places for our First Nations People and the disenfranchised to go to. Many are not “dry” so are unable to find shelter.
12+ storey housing	301-319 King William Street, Adelaide	Whats going on with this prime piece of Transit connects land?
12+ storey housing	86-88 Wright Street, Adelaide	I believe something might already be planned?
12+ storey housing	120 Wright Street, Adelaide	I believe something might already be planned?
12+ storey housing	101-112 West Terrace, Adelaide	You can make much better use of this land than a HJ's
1-3 storey townhouse housing	138 South Terrace, Adelaide	I've always found it interesting that in the situation where we have a lack of housing and so many empty offices there seems to be a lot of beautiful heritage houses, particularly on the Terraces, that get used for businesses like lawyers and consulting rooms.
1-3 storey townhouse housing	19 Vinrace Street, Adelaide	Lot appropriate for Townhouses
1-3 storey townhouse housing	Third Street, Adelaide	Good opportunity for Townhouses
1-3 storey townhouse housing	27 O'Halloran Street, Adelaide	Possibly something planned already? Good place for Townhouses to not block views of nearby Apartments
1-3 storey townhouse housing	23 Claxton Street, Adelaide	Good spot for townhouses
3-6 storey housing	43-69 Sturt Street, Adelaide	large vacant lot
3-6 storey housing	22 Hocking Court, Adelaide	More affordable housing with conditions applied that it should be owner occupied by applicants with an income cap. No investors allowed.
3-6 storey housing	12-14 Hocking Place, Adelaide	A revamp of this entire area. Either refurbish the existing cottages or build affordable housing.
3-6 storey housing	19a Logan Street, Adelaide	Good opportunity for Mixed use housing

Pin Category	Address	Comments
6-12 storey housing	36-40 Logan Street, Adelaide	Good opportunity for Mixed use housing
6-12 storey housing	2-8 Gilbert Street, Adelaide	Weird ugly block that looks awkward, should be better connected with Apartments next door and still Mixed Use.
6-12 storey housing	135-140 West Terrace, Adelaide	Could make much better use of this land
6-12 storey housing	193-199 Gouger Street, Adelaide	Please put a mixed use with pedestrian plazas and parks here.
12+ storey housing	171-177 Gouger Street, Adelaide	This is large vacant site located on a prime street with the Adelaide City Zone. This has opportunity to be turned into a master planned mixed use site featuring retail, public plaza and high density residential at varying heights and scales. This would inject life into this quarter of the city which is otherwise unvisited by tourists.
12+ storey housing	171-177 Gouger Street, Adelaide	This is large vacant site located on a prime street with the Adelaide City Zone. This has opportunity to be turned into a master planned mixed use site featuring retail, public plaza and high density residential at varying heights and scales. This would inject life into this quarter of the city which is otherwise unvisited by tourists.
12+ storey housing	Soccer Central, 30 Grote Street, Adelaide	Abandoned site behind the Central Market Precinct. Perfect opportunity for high rise residential or mixed hotel/serviced apartments.
12+ storey housing	59 Norman Street, Adelaide	Large vacant block. Opportunities are presented for a master planned mixed use site including retail, hospitality and high density residential.
12+ storey housing	43 Sturt Street, Adelaide	Large open air carpark, this is under utilised and prime land to provide residential
12+ storey housing	20 Myers Street, Adelaide	Open air carpark, underutilised and baron space.
12+ storey housing	41-45 Stafford Street, Adelaide	Large open air car park. Baron site where no one visits other than to park their car.
12+ storey housing	46-48 Light Square, Adelaide	This site would suit a tall building (adjacent Currie St business district) with existing building retained as a street scale/heritage podium.
12+ storey housing	6 West Terrace, Adelaide	Zoning along West Tce should favour high density residential development allowing the Western Parklands greater usage and greater passive surveillance. Current usages (i.e. Car Sales yards) are inappropriate given the frontage to significant high quality open space, and given West Terrace is the primary boulevard that welcomes new visitors to the city from the Airport.
6-12 storey housing	53-59 Light Square, Adelaide	Currently carparking - would be much better served by dense housing with ground floor activation
12+ storey housing	23 Franklin Street, Adelaide	Large open car park in a bustling high pedestrian area. Car Parks appear to be reserved for the local businesses. Site has potential to offer high density residential (Similar to new Victoria Tower development next door)

Pin Category	Address	Comments
12+ storey housing	199 Currie Street, Adelaide	Large concrete block currently adds little societal value to the precinct. Opportunities for a master planned and retail precinct.
12+ storey housing	11-19 Newmarket Street, Adelaide	Open Car Park - Potential for temporary accommodation within the Hospital Precinct.
12+ storey housing	23-29 Liverpool Street, Adelaide	Perfect location for student accommodation.

Amenities Drop Pins Comments

Pin Category	Address	Comment	Why Needed
Cafes & Restaurants	76-78 Flinders Street, Adelaide	Lots of people. Need businesses.	Lots of residents. Retail and restaurants needed
I love this place	110 East Terrace, Adelaide	This park has wonderful bird life and huge old growth trees and a creek running through. A cool green space for relaxing and fitness.	High density living means people need parks for relaxation, sport and mental health. It is also cool and green in the hot summer weather.
I love this place	217 Pirie Street, Adelaide South Australia 5000, Australia	I loved the volleyball. Cheerful happy sounds of healthy city residents having fun. Sorry it has gone	Mixed use spaces in the city make it vibrant.
I love this place	2 Bartels Road, Adelaide South	Fantastic playground - just would be great if the seating area was undercover, for sun protection.	A great spot for kids to play and families to enjoy.
Public & Active Transport	254 Rundle Street, Adelaide	Improvement in cyclist safety, high risk of injury to cyclists along this corridor due to lack of separated bike lane	Improve sustainable transport for growing population
Public & Active Transport	227 North Terrace, Adelaide	Dangerous cycling route for cyclists trying to travel along east-west corridor through the city	Important travel corridor with ample space to put separated cycling lane. Important to encourage ongoing uptake of cycling within the community and improve safety.
Public Artwork	54-96 Ifould Street, Adelaide	This wall would be a great opportunity for a mural/artwork - please get in contact with me if you would like to get in touch with the community plan group to discuss :)	Would improve the aesthetic of the street.
Urban Greening & Shade Trees	20 Louisa Street, Adelaide	This large concrete wall would be a great green wall to cool down the city.	High density living means people enjoy green space. mental health . It is also cool and green in the hot summer weather.
Urban Greening & Shade Trees	244 Flinders Street, Adelaide	This high density residential area with hotels and apartments would benefit from street trees, a green medium strip and verge gardens. Apartment residents could be asked to volunteer to make this happen.	High density living means people need public green space
Urban Greening & Shade Trees	230 Flinders Street, Adelaide	Green space for residents. More aesthetically pleasing and cooler.	High density living means people need parks for relaxation, sport and mental health. It is also cool and green in the hot summer weather.

Pin Category	Address	Comment	Why Needed
Urban Greening & Shade Trees	54-96 Ifould Street, Adelaide	Would be great if this tunnel was cleaned up (so much bird poo!) and greening added - perhaps a great opportunity for vines across the garage metal wire grid.	Would be a great urban greening opportunity.
Urban Greening & Shade Trees	48 Ifould Street, Adelaide South	Would be great if trees were planted along this footpath, to continue the work on Daly St.	A great urban greening opportunity.
I love this place	Midnight Spaghetti, Adelaide	Cranker is so important to our city's live music culture! It is crucial to giving vitality and character to this part of the city. Would be heartbreaking if it was closed down for more student accommodation	Cranker is so important to our city's live music culture! It is crucial to giving vitality and character to this part of the city. Would be heartbreaking if it was closed down for more student accommodation
This place is important	186-198 Grenfell Street, Adelaide	Crown and Anchor is one of the establishments that underpins Adelaide's Pub and Live Music Culture.	Crown and Anchor is one of the establishments that underpins Adelaide's Pub and Live Music Culture.
Urban Greening & Shade Trees	12 Flamingo Key, Adelaide	Hindmarsh square is largely open fields of lawn. This isn't appetising to visit. The addition of landscaping and play/sporting amenity particular to the southern portion would add value to this precinct.	Hindmarsh square is largely open fields of lawn. This isn't appetising to visit. The addition of landscaping and play/sporting amenity particular to the southern portion would add value to this precinct
I love this place	Adelaide Botanic Garden, North Tce, Adelaide	My family and I go to the park often and have celebrated many family events and seen plays, and just had picnics there for fun.	Green spaces are essential for our mental health
I love this place	112a O'Connell Street, North Adelaide	The whole of O'Connell street footpath needs upgrading. Looks old and wound out. Looks more like a 3rd world country town footpath. Footpaths needs cleaning everyday. Sections of the footpath looks filthy.	people visit this part of the regularly.
Other - please describe	199 Jeffcott Street, North Adelaide South	Needs traffic lights or better traffic management	this intersection badly needs lights or better marking
Other - please describe	110 Strangways Terrace, North Adelaide South	I would love to see some exercise equipment placed in the park opposite Calvary Hospital, as there isn't a lot on this side of North Adelaide.	To enable residents on the Western end of North Adelaide to access outdoor exercise equipment without walking too far.
Public & Active Transport	195 Montefiore Road, North Adelaide	Better footpaths would make walking to city easier.	Good walking and cycling amenities would encourage more people to not use their cars.

Pin Category	Address	Comment	Why Needed
Public & Active Transport	Jeffcott Road, North Adelaide	Public transport and better footpaths between North Adelaide and Bowden would make it easier to visit both areas, use supermarkets etc. Currently only real way is to have a car, cut through parkland or go into city and out again.	Not much shopping available at Bowden so could encourage shopping in North Adelaide
Public & Active Transport	68 Strangways Terrace, North Adelaide South	make this a useful bike path so people can commute to the city safer	We need more paths for active transport
Public & Active Transport	6026 King William Road, Adelaide	This place needs more usable bike racks.	The current bike racks are not safe for parking bikes, and only a few bikes can be parked safely.
Public & Active Transport	201 Montefiore Road, North Adelaide	This road needs segregated bike lanes and wide footpaths.	This road is a key connection between North Adelaide and the city. Having segregated bike lanes and wide footpaths will allow people to cycle or walk to the city safely and reduce cars in the cities.
Public & Active Transport	72 Hindley Street, Adelaide	I wish Hindley St is pedestrian-only like Rundle Mall.	Safer road and more space for people
Public & Active Transport	76 Pirie Street, Adelaide	Pirie St needs segregated bike lanes.	Segregated bike lanes will allow people to ride to the city safely and reduce traffic. Currently it is unsafe to ride because of dooring and car speed.
Public & Active Transport	6026 King William Road, Adelaide	This crossing needs to prioritise pedestrians. Right now it takes a long time for the pedestrian traffic light to turn green.	The traffic lights should be designed in a way that prioritises the comfort and safety of pedestrians, hence encouraging more people to walk and reduce traffic.
Urban Greening & Shade Trees	Botanic Park, Frome Rd, Adelaide	Green spaces are essential for our mental health. Tree climbing is part of that. My family have had many picnics and the kids have climbed trees here.	See above
Urban Greening & Shade Trees	100 Wellington Square, North Adelaide	I wish this square could be better utilised by adding more benches, picnic table style seating, maybe some more shade and a water feature.	Green spaces are essential for our physical and mental health
Public & Active Transport	68 Strangways Terrace, North Adelaide	make this a useful bike path so people can commute to the city safer	We need more paths for active transport

Pin Category	Address	Comment	Why Needed
Other - please describe	199 Jeffcott Street, North Adelaide	Needs traffic lights or better traffic management	this intersection badly needs lights or better marking
I love this place	112a O'Connell Street, North Adelaide	The whole of O'Connell street footpath needs upgrading. Looks old and wound out. Looks more like a 3th world country town footpath. Footpaths needs cleaning everyday. Sections of the footpath looks filthy.	people visit this part of the regularly.
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Other - please describe	110 Strangways Terrace, North Adelaide	I would love to see some exercise equipment placed in the park opposite Calvary Hospital, as there isn't a lot on this side of North Adelaide.	To enable residents on the Western end of North Adelaide to access outdoor exercise equipment without walking too far.
Cafes & Restaurants	81-83 Hutt Street, Adelaide	Great Italian restaurant for all ages. Good food and excellent value for money	good value, good food
I love this place	Beaumont Road, Adelaide	Victoria park wetlands is an exceptional example of rejuvenating green spaces and better utilising the Park Lands.	Fantastic green and blue space. More needed
I love this place	241 Hutt Street, Adelaide South	My favourite pub	Excellent food, wine and socializing

Pin Category	Address	Comment	Why Needed
I love this place	260-266 Hutt Street, Adelaide	Hutt Street has a great vibe, it is where I walk to if I want to go to a cafe or do some shopping.	Hutt Street is a local retail and cafe hub that I can walk to and it is convenient and it has a great vibe.
I love this place	Marshmallow Park, Adelaide,	This parkland is lovely for families with small children and I took my own grandson there regularly when he was small. Also, surrounding facilities, e.g. picnicking, basketball, tennis, playing, is marvellous	I walk by this park every day on my regular parklands walk. It is always full of families, who go there to celebrate birthdays, and the play apparatus is great for small children.
I love this place	Vic Park Exercise Zone, Adelaide	I walk through Victoria Park every day on my parklands walk. It is a major feature of the city landscape and must be protected.	Victoria Park is a major asset for the city and I walk there every day
Public & Active Transport	67-69 Halifax Street, Adelaide	I ride my bike here to get home. But I don't like riding between cars/buses driving 50km/hr and reversing cars. It would be more pleasant with a 30km/hr speed limit, or as a shared zone, or with separated cycling facilities.	This is the main street of the western Halifax neighbourhood, but it's treated like a thoroughfare for cars instead of a destination and it's hard to enjoy cycling here
Public & Active Transport	164 Sturt Street, Adelaide	Traffic calming is desperately needed, quite dangerous to cycle here. Need a 30km/hr speed limit, reduced carparking and/or protected cycling infrastructure. Also need a median with trees	It feels unsafe to cycle here, especially for school kids. Car traffic is prioritised too much
Public & Active Transport	230-232 Gilles Street, Adelaide	The N-S bikeway crosses here, it would be good to see active transport have priority over the E-W car traffic. Stop signs or a raised wombat crossing or similar would be welcome.	It can be difficult to cross here and slows down active transport users while prioritising the movement of inefficient cars
Public & Active Transport	27 Ely Place, Adelaide South	The N-S bikeway crosses here, it would be good to see active transport have priority over the E-W car traffic. Stop signs or a raised wombat crossing or similar would be welcome.	Ely Pl is a small street with little traffic, we need to prioritise active transport
Public & Active Transport	220 Hutt Street, Adelaide	I want to access more shops and cafes on Hutt Street but I don't feel safe cycling here. A separated bikeway with more greening would be perfect.	To allow easier access for more transportation options
Public & Active Transport	85 Hutt Street, Adelaide	My local stop, I can just about anywhere from here	Valuable public transport

Pin Category	Address	Comment	Why Needed
Public & Active Transport	94-98 Hutt Street, Adelaide	my other local stop, again I can get most places I need to from here	Valuable public transport
Shops & Supermarkets	14 Sturt Street, Adelaide	Since Coles Grote St closed, the south has become an affordable grocery desert. The IGAs are too expensive and the Central Markets don't offer everything. What can council do to encourage a Coles/Woolworths/Aldi into the south?	Convenient grocery shops make the area more liveable
Shops & Supermarkets	240 Hutt Street, Adelaide	Local IGAs are not great and only really serve for emergencies. Day to day service needs of local community needs to be improved in Hutt St if it truly wants to function as a village. Greengrocer, butcher and better supermarkets needed. Don't understand why there are two on Hutt St, but both arguably mis the mark. Council should work with traders to improve offering.	Important for servicing local needs and living locally - walkable neighbourhood.
This place is important	235 Hutt Street, Adelaide	Hutt st library gives me my weekly book fix! It's small but well stocked and lovely helpful staff	provides valuable library services
Urban Greening & Shade Trees	22a Sturt Street, Adelaide South Australia 5000, Australia	The median of Sturt St (east) is ripe for greening. It would help make for cooling cycling conditions too	Reduce urban heat island effect, encourage cycling, beautify the street, calm traffic
Urban Greening & Shade Trees	6-8 Howard Florey Street, Adelaide South Australia 5000, Australia	Greening opportunity at either end of Howard Florey and/or at either end of Catherine Helen Spence. Both streets are used as rat runs. A green modal filter(s) could be built to add trees and more greenery while also calming car traffic and still permitting all residents car access to their homes.	Reduce urban heat island effect, encourage cycling, beautify the street, calm traffic
Urban Greening & Shade Trees	73 Angas Street, Adelaide	All of Angas Street could have a planted median down the middle. Remove some of the street carparking to make room for a protected cycleway and more greenery.	Angas St is hot and not pleasant to cycle

Pin Category	Address	Comment	Why Needed
Shops & Supermarkets	322-328 Carrington Street, Adelaide	Hutt st needs a bigger supermarket. Talk with Aldi they do this in Europe all the time and have one in ground floor of a residential high-rise or office high-rise. Other close by streets are also an option for supermarket.	It should be a walking distance from apartments and homes.
Public & Active Transport	112-140 Flinders Street, Adelaide	Separated and protected bike lane would be awesome.	Safer for cyclists.
Public & Active Transport	6023 Anzac Highway, Adelaide	Protected bike lane. Just a white line on the side of the rode is not a bike lane and safe.	cyclists in danger on current road
Public & Active Transport	60 Wakefield Street, Adelaide	Perfect road for a new tram line.	it would improve public transport in the city.
Public & Active Transport	Reconciliation Plaza, Adelaide	Trams station on Wakefield st, next to a Victoria square tram station. Off course needs a tram line also.	Improve public transport.
Public & Active Transport	1648 King William Road, North Adelaide	New tram line and stop at the oval.	Improve public transport.
Other - please describe	128 Hurtle Square, Adelaide	Some smaller sport fields would be nice. Maybe a basketball hoop and an outdoor fitness station.	Recreational possibility for nearby residents.
Other - please describe	Rymill Park Kiosk, Rymill Park, Adelaide,	Outdoor fitness facility. Go for a run in the park and do some fitness as well.	Health and wellbeing
I love this place	Local Government Association, 148 Frome St., Adelaide	Love the bike path here.	More bike infrastructure like this please.
I love this place	38-40 Halifax Street, Adelaide	The streetscape along Halifax St is great - especially the street trees & the water management swales.	Shade, water management
I love this place	253 Hutt Street, Adelaide	The Arab Steed is a great pub that seems to attract a really broad cross section of the community.	Centre for social connection & belonging
I love this place	Beaumont Road, Adelaide	Pakapakanthi wetlands have been done really well, it's great for water capture as well as an excellent public amenity	Green & blue space

Pin Category	Address	Comment	Why Needed
This place is important	6018 Hutt Road, Adelaide	It would be good to see some purpose-built futsal courts around the area. A lot of people play informal soccer games on the pitches around the place.	Futsal is extremely popular - this would be as well used as public basketball / tennis courts
Cafes & Restaurants	22-30 Field Street, Adelaide	restaurants	can't say we don't have ample places to eat out nearby
I love this place	Veale Gardens, Adelaide	i love this place	green space is so important
I love this place	Kurrangga Park, Adelaide,	running track	great for running and walking
I love this place	Rymill Park, Rundle Rd., Adelaide	Rymill Park island	love it
I love this place	Veale Gardens, Adelaide,	It would be great if the gardens could be expanded further south as it can get a bit crowded on weekends, especially if there's weddings/events happening. Plus I can see it being a real drawcard having a giant European style garden/park.	It's a great spot to relax while you're in the city.
Library & Community Centre	69 Rundle Mall, Adelaide	city library	libraries are proof that society is good
Library & Community Centre	161 Sturt Street, Adelaide	library drop box	it's very convenient to have a library drop off close to home
Other – please describe	6028 West Terrace, Adelaide	This playground feels disconnected. It is not easy to access with children, you need to cross a busy road (West Terrace). It's not within a suitable walking distance for residents.	I'm not sure this playground is in the right location. It could be relocated to Whitmore Square and have more usage. This space would be more suitable for active/gym equipment along the shared path.
Other – please describe	422-424 Morphett Street, Adelaide	There are a lot of accidents at this intersection.	It seems like traffic lights would help.
Public & Active Transport	237a Frome Street, Adelaide	bike way	love this bike way but it sure is out of the way, we need more safe bike paths in the city

Pin Category	Address	Comment	Why Needed
Public & Active Transport	143 Sturt Street, Adelaide	It's great we have a bike lane along Sturt Street, but it just ends, it would be nice if it continued seamlessly and directly to Whitmore Square. Also if it was safer to navigate the crossing from Sturt onto Whitmore Square, for both walking and cycling. Cars take this at speed.	Increased connectivity for people cycling or walking in this part of the community
Public & Active Transport	Whitmore Square Sliplane, Adelaide	This corner was upgrade a couple years ago, but it has made it more unsafe for walking. Cars speed from Whitmore Square onto Wright Street and you only have a narrow little median to stand in while you wait for cars passing you on both sides. It also is disconnected for cyclists wanting to turn left around the square, it only caters for cyclists moving across into to the square.	safety improvements needed to provide continuous access for people on foot. Pinch point for pedestrians.
Public & Active Transport	Sir Lewis Cohen Avenue, Adelaide	This area needs better connectivity to the city for pedestrians and cyclists. It would be good as a shared path or at least a footpath.	The existing shoulders of the road are rubble and not accessible.
Public & Active Transport	138-140 Gray Street, Adelaide	It would be good to make these streets quieter to allow them to be used by bike during peak traffic periods. It's often full of cars that are rat running during peak times. If they had more traffic calming measures it would make it safer for everyone.	Traffic calming to improve safety for pedestrians and cyclists
Public Artwork	228 Rundle Street, Adelaide	street art	more street art like this that ISN'T just a giant face!
Public Artwork	441-445 Morphett Street, Adelaide	It would be great to see more stobie pole artwork in the South West.	We need more artwork on the stobie poles in the south west. There is so many stobies and no artwork.
Shops & Supermarkets	1-9 Market Plaza Arcade, Adelaide	markets	it's great to have the markets close by but I am definitely missing a good supermarket

Pin Category	Address	Comment	Why Needed
Shops & Supermarkets	188 Sturt Street, Adelaide	We need an affordable supermarket around this area of the South West. It lacks basics, all affordable supermarkets are in Rundle Mall or outside the City. Leads to needing to either drive or commute to the Mall and can only carry small quantities.	Having an affordable supermarket in this area would make it more accessible for the community. Closer access and reduce the need to make trips either outside of the city for affordable groceries.
Shops & Supermarkets	176 Franklin Street, Adelaide	I like the IGA here, it feels like this area could have great potential if the surrounding vacancies were filled with interesting businesses.	While a proper supermarket is still needed in the area, this is the best option for easily accessible groceries in the area currently available.
This place is important	10 Millers Court, Adelaide	Opportunity for SW Community Centre based around Westcare, and extending into vacant land off Gouger Street. Could include greening of Millers Court, use of Baptist Church, coffee/food services, a health centre, showers/laundry facilities, social support, and low rise social housing. Millers Court could be renamed Archie Roach (he sang there once) or Lowitja O'Donoghue Court (who often helped there). Could link to present medical practices and Burdekin Centre in Selby Street.	This area is frequented by disadvantaged, homeless and indigenous people, who need more social housing, amenities and support services. Council should intervene in the development of vacant land.
Urban Greening & Shade Trees	1640 War Memorial Drive, North Adelaide	the torrens	beautiful green space
Urban Greening & Shade Trees	186 Fullarton Road, Adelaide	wetlands	this is one of the best things the council has done in years
Urban Greening & Shade Trees	52-56 Russell Street, Adelaide	This street has no trees and is one of the only links to be able to walk through when you live this end of the city. All the trees are on private property, but nothing that helps shade the street as you walk along it.	This street needs shading to make it more comfortable to walk along
Urban Greening & Shade Trees	Reconciliation Plaza, Adelaide	I avoid walking through this area as the pedestrian crossings take a long time to change. The worst is at the north end crossing from west to east as you have to run to be able to make it in one light cycle.	I feel like there needs to be more shade around Victoria Square for pedestrians as you often get stuck waiting a long time for the lights.

Pin Category	Address	Comment	Why Needed
Urban Greening & Shade Trees	121 South Terrace, Adelaide	It would be great to add a lot more trees along this edge of the park lands to help with shading the shared path	Shading the shared path will make it more comfortable to walk along during summer
Urban Greening & Shade Trees	71-73 Gouger Street, Adelaide	Gouger street while being a lively and full pedestrian activity space is still quite ugly, under maintained and have a lot of space for asphalt and very little for outdoor dining and Greenspace despite being a pedestrian forward area.	Good health of the city and aesthetic reasons
Shops & Supermarkets	66-70 Sturt Street, Adelaide	There's no affordable supermarkets in the SW since the Coles was demolished as part of the Market development.	It takes a tram ride / bus ride to get to a supermarket now.
Urban Greening & Shade Trees	Australia Post, 195 Sturt St., Adelaide,	More trees on Sturt St	There is little shading on Sturt St, especially West of the Square.
Public & Active Transport	136 Sturt Street, Adelaide	Pedestrian crossing	The lights at this site should be replaced with a pedestrian crossing. They discourage walking
Public Artwork	44 Whitmore Square, Adelaide	More art!	There isn't much public artwork in the SouthWest Corner
This place is important	Whitmore Square, Adelaide	Well lit space needs to be available for people to use if they need it.	There needs to be a place for people to have safe fun (even if it's noisy for us residents).
Public & Active Transport	CIBO Espresso, 41 Gouger St., Adelaide	More pedestrian friendly Gouger St	It would be helpful to get City buses down Gouger St (closer to the Markets) and to increase amount of pedestrian throughfare. Get rid of on-street parking (and also get rid of through-traffic)
This place is important	20-24 North Street, Adelaide	Green Gate Community Garden	Beautiful green space in the west end
Public & Active Transport	132 Franklin Street, Adelaide	This intersection is very dangerous for cyclists as there are regularly vehicles parked in the bike lane.	This intersection is very dangerous for cyclists there are regularly cars parked into the bike lane on Flinders Street. They are regularly Adelaide City Council vehicles. The recent Morphett Street

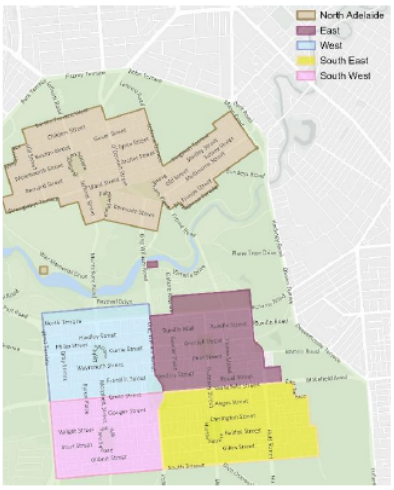
APPENDIX B: FOCUS GROUP SUMMARIES

City of Adelaide – 2036 City Plan

Focus Group 1: Hutt Street & Southeast

Date and time: 18th April 5:45pm – 7:15pm

Group Summary



The southeastern precinct of the city was described as 'laid-back', sociable, outgoing and friendly. Residents cherished the tight-knit community spirit, the area's slower pace compared to other areas of the city, being "close to where the action is", city vibrancy, its walkability and ease of getting around, coupled with its abundant amenities, services and treasured local businesses. Residents further highly valued that, despite living in the city centre, they felt connected to nature by having greenery, parklands and bird life in their local area.

The 2036 City Plan with its emphasis on city greening, enhancing connectivity, and nurturing neighbourhood identities, resonated and was seen to align with what they value about living in the city.

The prospect of growth was welcomed, particularly for its potential to invigorate local businesses, encourage a greater variety of businesses to open in the local area, and provide housing for more people. Main concerns centred around maintaining the balance between development and preserving treasured greenery and open spaces.

When looking at the growth forecast scenarios, it was appreciated that there was limited development planned in the southeast, preserving its tranquil character while still benefiting from increased urban activity and updated amenities. Ensuring diverse housing options to accommodate varying income levels was underscored as crucial for fostering a diverse and inclusive community.

Key insights

- **Transport** - The ease and convenience of getting around the city was highly valued, with many not needing a car for most activities. There was strong agreement that the free city bus is a great and well-used service. Suggestions to improve transportation included a better connection to North Adelaide (Tram extension), a better-connected pedestrian and cycling network in the parklands, as well as improvements in the public transport networks (frequency, reliability and service options) connecting the city with the outer suburbs.

- **Parking** – Parking was a key issue causing frustrations among those living in the city, with some not being able to have easy access to their house or grocery stores, along with impacts to businesses for client parking. Business owners suggested they be allowed to have parking permits, and residents were concerned that populations in high-rise buildings would only add to the strain of available parking.

- **Treasured local amenities** – The Adelaide City Library, Cafes and pubs on Hutt St (Ballabooster, Coffee Lab, Fivehouses, Sarisons Head), being close to the Central Market and bars and restaurants in the East End

- **Greenery** - Japanese Himeji Gardens, city squares, and parklands were especially valued, with many expressed the importance of them being maintained alongside City growth

- **Lighting** - Improved lighting was pointed out as a key area for desired improvement in the local area. Specifically, street lighting in Hutt St to bolster safety and visibility. Additionally, participants discussed including more special light installations across the city and fairy lights to cultivate a more welcoming and inviting atmosphere.

- **Suggestions for complementing future growth forecasts:**
  - Car free CBD
  - Importance of ensuring new buildings are built in a green/ sustainable way
  - Focus on maximising currently underutilised spaces and vacant buildings
  - Developing sites with old buildings before developing new ones

- **Suggestions for amenities:**
  - Nightlife and late-night options were desired to attract more people to the city centre and provide opportunities for social interaction and promote greater foot traffic for local businesses
  - Medical centre, vet clinic, supermarket, 24 hour chemist

Focus group composition

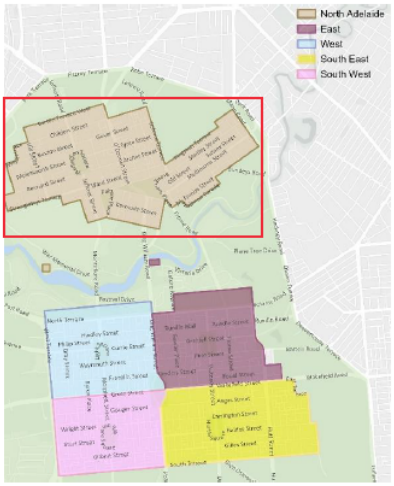
Gender	Age	Business/ resident	Length of time living in City of Adelaide	Rent/ own	Type of property
Female	40-54	Resident	More than 10 years	Rent	Semi-detached / town house / courtyard home
Male	31-39	Resident	3-5 years	Own	Apartment / unit with 5 or more storeys
Female	55-64	Resident	3-5 years	Own	Semi-detached / town house / courtyard home
Female	31-39	Resident	1-2 years	Own	Semi-detached / town house / courtyard home
Male	65+	Resident	More than 10 years	Own	Apartment / unit with 5 or more storeys
Female	65+	Resident	More than 10 years	Own	Semi-detached / town house / courtyard home
Female	55-64	Resident	More than 10 years	Rent	Apartment / unit with 5 or more storeys
Male	18-24	Resident	3-5 years	Rent	Apartment / unit with 5 or more storeys
Female	55-64	Resident	3-5 years	Rent	Semi-detached / town house / courtyard home
Male	55-64	Business - Retail	n/a	n/a	n/a
Male	31-39	Business – Professional Service	n/a	n/a	n/a

City of Adelaide – 2036 City Plan

Focus Group 2: North Adelaide

Date and time: 23rd April 5:45pm – 7:15pm

Group Summary



North Adelaide was described as relaxed, casual, "a bit of a snob", older, and defensive about its space and progression. Residents valued being "close to the city, but not too close". There was an overall perception that North Adelaide stands out as distinctly separate from the rest of the city and residents valued the area's diverse mix of hospitality options.

Many commented on the variety of green and open spaces around their local area and highly appreciated the parks, playgrounds and nearby horse paddocks. They made comparisons to other cities, noting that those living close to the city centre often would not get to experience the same aesthetics as they do.

This group was less enthusiastic about the City Plan and projected growth overall with many questioning its necessity and preferring the city to remain unchanged. Concerns were raised about the City Plan's focus on increasing population size while being green, the desirability of living in small apartments, and the plan's effectiveness in attracting enough people to the city. Others were concerned that more high rises would be built, particularly in North Adelaide, fearing it would detract from the area's charm. There was a strong sentiment around maintaining and protecting the Park Lands to not lose this unique city-living feature. Ensuring a diverse range of housing types at various affordability levels for future residential developments was further highlighted as highly important.

Despite concerns, growth was associated with increased foot traffic and providing more of a 'buzz' for North Adelaide's atmosphere and surrounding local businesses to help them stay open. Many were happy to see that North Adelaide wasn't expected to change too much in either the low or high-density growth forecasts.

Key insights

- **Transport** - The majority of North Adelaide residents prefer walking or using public transportation over getting around by car. The free bus and tram services are popular, and there was overall agreement that extending the tramline to better connect the city and North Adelaide is highly desirable. Those who ride their bikes mentioned that bike lane improvements are needed to avoid dangerous incidents on the road, suggesting that road design is too heavily focused on accommodating cars with more consideration toward integrating other modes of transport needed, especially if there will be a move toward reducing cars in the city in the future.

- **Treasured local amenities** – Specific restaurants/ cafes mentioned included: Pastel Wine Bar; Lord Melbourne; The Lion; Platfrm; O'Connell Bakery; Tony Tomatoes.

- **Local businesses –** There was a desire for a wider variety of shops to open up in North Adelaide, but it was noted that many face challenges in remaining viable due to insufficient foot traffic and the area's predominantly older demographic.

- **Greenery -** Helicopter Park, Adelaide Oval Park, the nearby horse paddocks, and green spaces/ parks in general around the area were highly valued.

- **Lighting -** Although many felt safe in the city and North Adelaide, females, in particular, disagreed and expressed the need for more security cameras, as well as well-lit streets and parks. One specific area mentioned was around the back of Adelaide Oval and the pub located nearby.

- **Suggestions for complementing future growth forecasts:**
  - 10th Street between O'Connell Street and Wellington Square would be optimal for any future residential developments.
  - Focus on maximising currently underutilised spaces and vacant buildings
  - Focus on better public transport networks (particularly an extension of the Tram network to connect North Adelaide with the CBD and outer suburbs such as Prospect)
  - Reduced cars in the CBD and minimising lanes

- **Suggestions for amenities:**
  - More schools to accommodate an increased number of families living in the city
  - More playgrounds and finished park areas suitable for children, in addition to natural green spaces
  - Support services for homeless populations, in addition to improving safety and accessibility of public spaces

Focus group composition

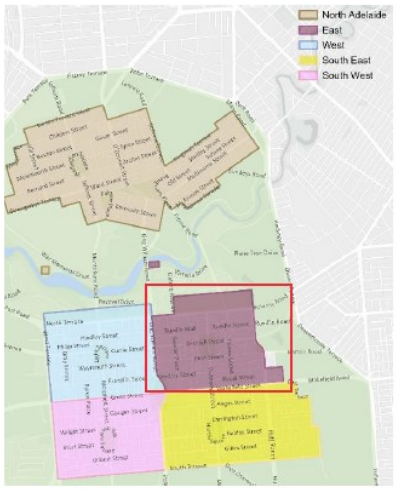
Gender	Age	Business/ resident	Length of time living in City of Adelaide	Rent/ own	Type of property
Female	65+	Resident	More than 10 years	Own	Detached house
Male	65+	Resident	6-10 years	Rent	Apartment / unit with 5 or more storeys
Male	40-54	Resident	3-5 years	Rent	Apartment / unit with 5 or more storeys
Female	18-24	Resident	1-2 years	Rent	Apartment / unit with 5 or more storeys
Male	18-24	Resident	More than 10 years	Own	Semi-detached / town house / courtyard home
Male	40-54	Resident	3-5 years	Own	Detached house
Female	31-39	Resident	6-10 years	Own	Semi-detached / town house / courtyard home
Female	40-54	Resident	More than 10 years	Included in Salary	Apartment / unit with 5 or more storeys
Female	31-39	Business-Retail	N/A	N/A	N/A
Female	40-54	Resident	More than 10 years	Own	Semi-detached / town house / courtyard home

City of Adelaide – 2036 City Plan

Focus Group 3: East

Date and time: 23rd April 5:45pm – 7:15pm

Group Summary



City East was considered to be the safest and most accessible area in the city by most participants. Many residents and business owners view it as sociable, friendly, and vibrant. One commented they thought their part of the city was like a famous pop star – always busy, vibrant, and liking the attention. They appreciate the convenience and proximity to amenities that come with living in the city centre, as well as the ease of travel within the city. Additionally, this group placed very high value on the heritage aspects of the city.

The general sentiment toward the City Plan was supportive but with some concerns. The majority of business owners and residents agreed with the goals of growth and development but wanted to ensure infrastructure, amenities, and heritage preservations were maintained. There was also a call to balance growth across the city rather than just focusing on one area and balancing residential with commercial growth. Overall, residents and business owners were open to the plan but wanted more details on how goals of growth would be achieved, with some mentioning that infrastructure and the availability of services should come before attracting more residents to the city areas.

Despite some concerns about how the city will grow, many expressed that attracting more business and new talent to the city was highly desirable, especially among business owners. Others also spoke of how the plan, if achieved, would help to boost the state economy and benefit local service industries, making the city more vibrant and diverse.

Key insights

- **Transport -** The issue of e-scooters being parked on footpaths is causing problems for people with accessibility challenges and wheelchair users. There are also safety concerns, which may require separate lanes for e-scooters.
- Free public transport on buses and trams is highly appreciated and widely used by most.
- There is an opportunity to improve the public transport connections of the eastern precinct with other parts of the city, particularly by extending the free bus and tram networks. However, some further discussed the importance of improving communication regarding the public transport offer as many people who come into the city are not aware of it.

- **Treasured local amenities –** The Central Market was mentioned as a place with a good atmosphere, with many excited to see the new development. However, some were concerned that the influx of new people to the city may change its atmosphere by facilitating a modernisation that is not wanted in such an authentic part of the city.

- **Local businesses –** Businesses expressed their opinion that the City Plan should prioritise attracting more businesses to the city rather than exclusively focusing on residential growth. The primary rationale behind this was to ensure that the shops and other commercial establishments around residents could cater to the increased needs of the local area first.

- **Greenery -** Preserving the heritage and character of the city was very important for East City residents/ businesses. One potential opportunity discussed in the group was to preserve facades, renovate and build them up.

- **Suitable areas for growth –** Quieter areas/ mostly residential (southwest-southeast)

- **Areas not suitable for growth –** North Terrace and demolishing heritage buildings to build high rises; surrounding Park Lands

- **Suggestions for complementing future growth forecasts -** In the next 10 years many would like to see a city that embraces and innovates in being a smart city run on renewables (e.g., street lights with solar panels, screens, more functional charging stations, EV friendly, less cars). Other also mentioned the need for essential services to accompany growth, like schools, childcares/ kindy's, playgrounds,

- **Suggestions for amenities -** Accessibility and connectivity within the city was highly valued. The opportunity to have more amenities in all parts of the city was expressed to meet growth forecasts of increasing population sizes. This included shops such as retail, cafes, grocery stores etc.

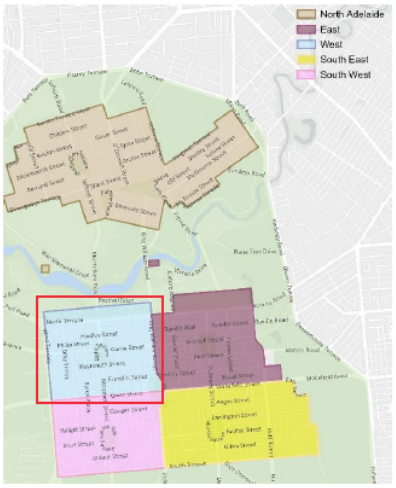
Focus group composition

Gender	Age	Business/ resident	Length of time living in City of Adelaide	Rent/ own	Type of property
Male	40-54	Business-Professional Services	N/A	N/A	N/A
Female	25-30	Resident	3-5 years	Rent	Apartment / unit with 1 to 4 storeys
Female	31-39	Business-Professional Services	N/A	N/A	N/A
Male	65+	Resident	More than 10 years	Rent	Apartment / unit with 5 or more storeys
Male	65+	Resident and business-	More than 10 years	Own	N/A
Female	65+	Resident and business-Retail	More than 10 years	Rent	Apartment / unit with 5 or more storeys
Male	65+	Resident	More than 10 years	Rent	Detached house
Female	40-54	Resident	6-10 years	Own	Apartment / unit with 5 or more storeys
Female	25-30	Resident	less than 1 year	Own	Apartment / unit with 1 to 4 storeys
Female	55-64	Resident	3-5 years	Own	Apartment / unit with 5 or more storeys
Male	40-54	Resident	More than 10 years	Rent	Apartment / unit with 1 to 4 storeys

City of Adelaide – 2036 City Plan

Focus Group 4: West

Date and time: 29th April 5:45pm – 7:15pm



Group Summary

City West was described as vibrant, gregarious, "alcoholic", active, loud, extroverted, and having a professional feel during the day but a wild side at night. Residents and business owners primarily loved the closeness and convenience that this part of the city provides them. For many, this was about connectivity, and for others, it was about less time being wasted getting around and travelling to and from work unlike those who live outside of the city. It was highly appreciated that there is lots to do nearby, with the Festival Centre, museums, art galleries, River Torrens, various events, as well as a variety of retail and hospitality options within walking distance. Business owners further discussed valuing their location as it enables them to leverage the surge in foot traffic during events, activations, or football games at Adelaide Oval.

The overall sentiment toward the 2036 City Plan was positive, with many realising the opportunities for job growth, social connections, greater diversity, and increased foot traffic for businesses. There was an overall sense that the western part of the city has a lot of potential and participants expressed excitement about a potential "revamp" of their local area.

Some voiced concerns about needing to ensure the right infrastructure was available first to allow the city to expand (e.g., public transport, shops, parking, safety, lighting, medical facilities, improvements to traffic flow etc.). Others expressed the need to preserve and maintain heritage buildings as well as the character of the city. It was further highlighted that there should be a focus on diverse housing options as well as activating currently under-utilised and vacant spaces.

While the low growth projection was described as "not much" and "not seeming to suit the ambitions of the City of Adelaide", the high growth scenario received a positive response overall with suggestions to focus on increasing retail options in residential clusters as well as opportunities for further growth in the southern parts of the city.

Key insights

- **Transport -** Residents felt that public transport could be improved through greater connectivity, more frequent services and more digital signage displaying arrival times. It was further suggested to extend the tram line, along with offering free public transport for all city residents.
    - Most liked not having to rely on a car and got around the city on foot, by bike or using public transport. However, there was agreement that safer infrastructure was needed to encourage more active transport options, including more pedestrian crossings.
    - Suggestion to convert additional streets into pedestrian-only zones by restricting vehicle access.
    - Introduction of more EV charging stations and green transportation options (ie. electric buses, etc)

- **Treasured local amenities –** Residents cited the Central Market as an important community hub, the broad variety of hospitality options, as well as community centres, libraries and shared spaces that bring people together.

- **Local businesses –** Business owners felt that city growth would provide more opportunities for businesses if supported by improved infrastructure. They saw events and activations as important to attract foot traffic and suggested the Council work with property owners to encourage a more diverse mix of businesses to serve the growing population.

- **Greenery -** Providing incentives for green rooftops on new developments to absorb heat; improving existing parks within the city with more landscaping, benches, and playgrounds; planting more trees throughout the city to provide shade and a more pleasant walking environment.

- **Suitable areas for growth –** Hindley Street (Morphett Street to West Terrace strip); West Terrace; Franklin Street; Whitmore Square, southern parts of the city.

- **Areas not suitable for growth –** Heritage buildings; 'tissue box' houses.

- **Suggestions for complementing future growth forecasts -** Closing more streets to vehicles to make way for trees and canopies to help cool the city; additional schools, childcare centres, medical centres and public housing to support a growing population.

- Suggestions for amenities –
  - More medical centres and pharmacies, including some with 24/7 services
  - Increased availability of public toilets, water refill stations and 10C recycling kiosks across the city
  - More well-maintained community centres
  - Improved wayfinding including maps and directional signs
  - Activating underutilised spaces and improving city squares
  - Focus on city vibrancy through increased laneways, street art, light installations and year-round events
  - Developing mixed-use event spaces that can be booked by community groups

Focus group composition

Gender	Age	Business/ resident	Length of time living in City of Adelaide	Rent/ own	Type of property
Female	65+	Resident	More than 10 years	Own	Apartment / unit with 5 or more storeys
Female	40-54	Business (hospitality)	N/A	N/A	N/A
Male	31-39	Resident and Business (technical services)	6-10 years	Rent	Apartment / unit with 1 to 4 storeys
Male	25-30	Resident	6-10 years	Rent	Apartment / unit with 5 or more storeys
Male	18-24	Resident	1-2 years	Rent	Student Accommodation
Female	25-30	Resident	3-5 years	Own	Apartment / unit with 5 or more storeys
Male	31-39	Resident	3-5 years	Rent	Apartment / unit with 5 or more storeys
Male	25-39	Business (hospitality)	N/A	N/A	N/A
Female	25-30	Resident	6-10 years	Own	Apartment / unit with 5 or more storeys
Female	40-54	Resident	6-10 years	Rent	Apartment / unit with 1 to 4 storeys
Male	55-64	Resident	3-5 years	Rent	Apartment / unit with 5 or more storeys

City of Adelaide – 2036 City Plan

Focus Group 5: South West

Date and time: 30th April 5:45pm – 7:15pm

Group Summary



Residents and business owners of the Southwestern precinct of the city described their corner as a hub for diversity and music combined with a quieter, "suburban" feel while still having access to the city lifestyle. They felt that their part of the city had a 'quirky' and 'grungy' side to it and was accepting of people from all different walks of life and cultures, down to earth, and friendly.

The general sentiment toward the City Plan from the residents and business owners was positive. Many appreciated that there was a cohesive long-term vision for sustainable and inclusive growth. Overall, the plan aligned well with the priorities and values discussed by the group, such as green spaces, walkability and maintaining local character. However, some concerns were raised about ensuring adequate infrastructure and affordable housing to support doubling the population.

This group placed a high emphasis on fostering diversity within the city's housing landscape. It was considered highly important to ensure a wide range of housing options would be supplied to accommodate individuals across diverse income brackets to both preserve and promote a diverse population within the city.

Participants saw opportunities for growth and benefits for city residents and businesses including more jobs, increased foot traffic, a boost in economic activity, increased safety, and vibrancy. There was further excitement that a larger population would support improved amenities and services in the city.

Key insights

- **Transport** - This group valued the free public transport but felt cycling and walking infrastructure needed improvements to be safer and more accessible, as narrow footpaths, parked cars blocking bike lanes, and poor lighting were issues (particularly for individuals with accessibility challenges). With population growth, residents were concerned about increased traffic and felt a focus on alternative transport options was important.
    - E-scooters were raised as a potential safety issue if left blocking paths or ridden quickly on footpaths, although some mentioned that better systems for these could improve their use in the city.

- **Treasured local amenities –** Residents treasure a range of local amenities, from the cleanliness ensured by ample bins, Central Markets to the convenience of the local library drop-off. They also value the accessibility of nearby dance studios and sports fields, the natural beauty of the Untouched Bush, West Parkland Wetlands, and social hubs like Café Troppo and local BBQ areas. Prince Alfred was mentioned as a popular choice for affordable Friday beers, while the Brunswick on Gilbert Street was liked for its vibrant atmosphere.

    - The workers cottages were valued by residents for contributing to the city's heritage and character. Residents wanted to see these cottages preserved as the city develops, to maintain the unique qualities and sense of place they provide. Protecting the workers' cottages from overdevelopment was important to residents.

- **Local businesses –** Business owners saw potential benefits from the City Plan's vision of growth and were excited to see a greener, cooler CBD and that population growth could present opportunities for their business through more potential customers. They also expressed hope to see less red tape and closer communication between the Council and local tenants.

- **Greenery** - Residents felt more greenery needed to be incorporated into new developments, not just around the edges. City greening was seen as important to help cool the city as the population and number of large buildings increases. Maintaining the surrounding Park Lands was further considered key.

- **Suitable areas for growth –**
  - Gouger Street (former post office site)
  - Large parcels of land near the post office site on Gouger Street and West
  - CBD (radiating outwards)
  - West Terrace car yards
  - Hutt Street
  - Mayfield site
  - Hutt Street development area

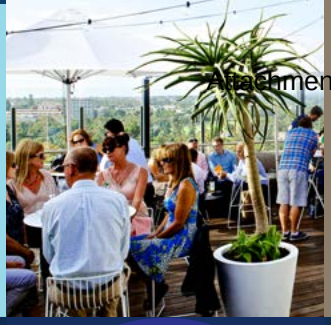
- **Areas not suitable for growth –**
  - Character/ heritage buildings (not just saving facades)
  - Park Lands
  - The Cranker
  - Central Markets

- **Suggestions for complementing future growth forecasts -** Residents suggested providing more affordable housing options, incentives for developers, and ensuring community infrastructure like schools, childcare and supermarkets were built to support families. They also felt it was important to include aged care facilities in the city, so the aging population wasn't forced to leave their communities, as well as maintaining local character and supporting local businesses through rate discounts.

- **Suggestions for amenities –**
  - More childcare centres and kindergartens to attract families to live in the city.
  - Additional supermarkets (especially in the southwestern part of the city), as the small local ones were insufficient for major shopping trips.
  - Improved cycling infrastructure and bike paths separated from vehicle traffic.
  - Better footpath accessibility with issues like narrow widths and bins addressed.
  - Increased green spaces, parks and tree canopy coverage throughout developments.
  - Additional community and cultural facilities like art spaces and performance venues.

Focus group composition

Gender	Age	Business/ resident	Length of time living/ running business in City of Adelaide	Rent/ own	Type of property
Female	55-64	Resident	1-2 years	Own	Semi-detached/townhouse/ courtyard home
Female	65+	Resident	Less than one year	Own	Row Cottage
Male	40-54	Business (Retail)	More than 10 years	N/A	N/A
Male	40-54	Business (Retail)	More than 10 years	N/A	N/A
Male	18-24	Business (Retail)	6-10 years	N/A	N/A
Male	25-30	Resident	1-2 years	Rent	Semi-detached/townhouse/ courtyard home
Female	40-54	Resident	3-5 years	Rent	Apartment/ unit with 1 to 4 storeys
Female	31-39	Resident	6-10 years	Own	Semi-detached/townhouse/ courtyard home
Male	40-54	Resident	6-10 years	Own	Semi-detached/townhouse/ courtyard home
Female	55-64	Resident	More than 10 years	Rent	Semi-detached/townhouse/ courtyard home



OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

May 2024

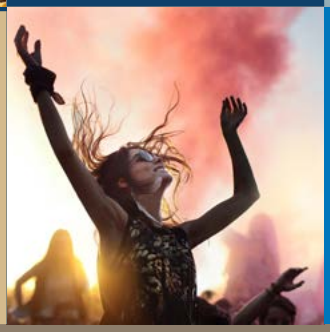












Adelaide.
Designed for Life.

ARUP

CITY OF ADELAIDE

Acknowledgement of Country

The City of Adelaide and Arup acknowledge that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.







OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

Version

Draft 24.04.26

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Document Control

Rev	Date	Approved By	Description
DRAFT 01	13/02/2024	JY	For internal review
DRAFT 02	15/04/2024	JY	For internal review
FINAL DRAFT	01/05/2024	JY	For Council Review

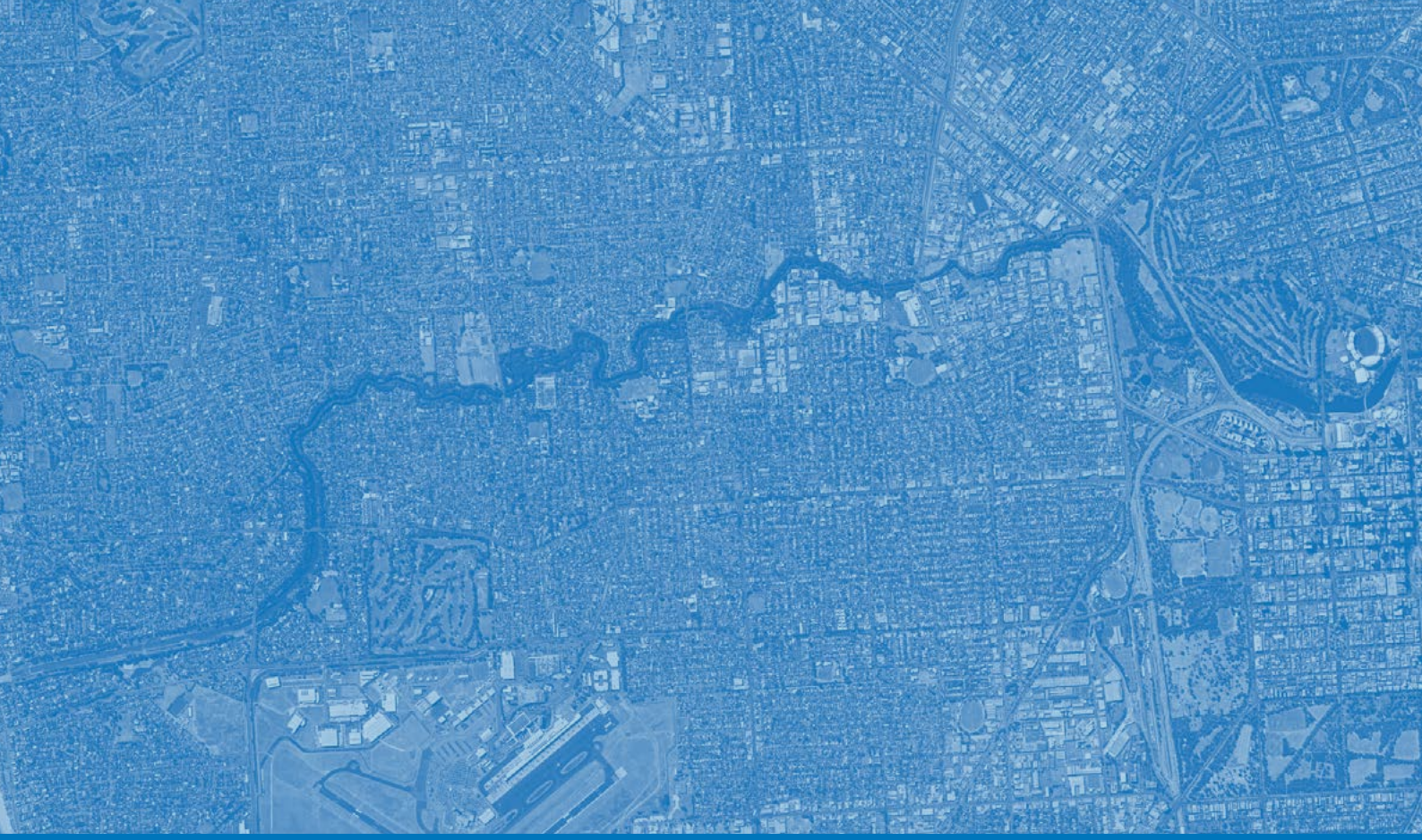


The Purpose of this Document

The City Plan is an urban design framework to guide planning for growth within the City of Adelaide to achieve a target population of 50,000 residents by 2036. Informed by extensive stakeholder and community engagement and a robust evidence base, the City Plan has been developed as City of Adelaide's strategy for sustainable growth and development.

The objectives of City Plan are:

- To set priorities, directions and coordinate planning for growth in the City of Adelaide
- To articulate what the city and its different spatial areas could become
- To proactively plan for sustainable growth and change
- To ensure increasing density creates liveability
- To ensure opportunity for current and future sectors to support growth and prosperity
- To provide a central place to spatially apply and align strategies
- To provide a prospectus to support investment
- To enable city stakeholders to discuss challenges and opportunities.



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Lord Mayor's Foreword

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Dr. Jane Lomax Smith

Lord Mayor of Adelaide



Executive Summary

The City Plan – Adelaide 2036 is the spatial plan of our City that communicates how the City of Adelaide will grow and develop.

The City Plan is informed by a significant body of research, city-wide spatial analysis developed and distilled from over 400 datasets and stakeholder engagement. The datasets have been used to develop metrics to analyse and measure interventions, outcomes, and progress. These metrics will be used to assess, track and monitor outcomes and growth across the city.

The City Plan responds to our aim for a population of 50,000 residents by 2036. In doing so, the City Plan seeks to respect our past, build resilience for future growth, and create a city that welcomes all people.

To achieve sustainable growth requires diversity in housing options, encouraging mixed use development and supporting good neighbourhood design to cater to a range of needs and demographics. Aligned to the City of Adelaide Housing Strategy: Investing in our Housing Future, meeting our housing needs will incorporate the full housing spectrum incorporating market, affordable and social housing. Focus areas include the 'missing middle', which is the consideration of medium density housing to sit within existing strengths in low and high density housing across the city. It also considers Adaptive Reuse as a further strategy to other existing forms of development that supports repurposing underutilised buildings and improving our performance on character, heritage and embodied carbon across our city. We will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.

To stimulate growth and investment, the City Plan identifies strategic sites and places including the city's main streets, in which the City of Adelaide will invest in greening, technology, public realm, amenity, and social and civic infrastructure as well as considerations such as underutilised sites. This will be achieved through a local area framework that provides an urban design strategy for local neighbourhoods. This framework addresses the North, West, East, South and Centre of our city through a series of thirteen local neighbourhoods. As an example the West incorporates West Terrace and the Western Edge and the Grote Street Gateway, Light Square and Whitmore Square neighbourhoods, whilst the North incorporates Wellington Square, O'Connell Street and Melbourne Street neighbourhoods.

Environmental sustainability is a cornerstone of the City Plan with a focus on increasing green space and streets throughout the city and the Adelaide Park Lands. The City Plan emphasises

the importance of a well-connected and efficient transportation network, with a focus on mode shift to active transport and greater transit diversity.

As our population grows and temperatures increase, the role of green spaces as cool refuges and connections are increasingly important. Through the City Plan we will create cooler, greener streets by connecting our city Squares to one another and the Adelaide Park Lands. While respecting their historical importance, our Squares will be reimagined as places for active and passive recreation for residents, workers, businesses and visitors.

As a city of neighbourhoods, the City Plan will prioritise the enhancement of the many individual identities and places within the broader city fabric and embed place based objectives for growth. The City Plan supports diversity in housing options and neighbourhood design and will cater to a range of needs and demographics, along with public realm and social infrastructure needs of our residents, visitors and businesses.

The city boasts key attractions in North Adelaide and the Central Business District (CBD). The City Plan will develop the central urban spine of the city to connect North Adelaide to the CBD, and people to places through active and public transport. This includes linking key attractions including the Aquatic Centre, O'Connell Street, Adelaide Zoo, King William Street, the Adelaide Central Market and the southern and western Adelaide Park Lands.

The potential of our streets and laneways for social connection, business activation and active transport connections can be enhanced. The City Plan will activate more north-south streets and laneways for pedestrians, businesses and visitors. This includes extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace, connecting the Southern Park Lands to the Easte End via Hutt Street, and creating a new network of laneways in the west.

The city's unique places and urban fabrics will be walkable experiences from east to west. Through the City Plan we will encourage development along the main east west connections ensuring essential active and public transport connections.

The City Plan's focus on transit diversity and improving pedestrian and walkable experiences will be complemented by seeking improvements to active transport and cycling along with e-mobility and the support infrastructure in the public realm for the transition to more electric based transport. Public transport options and investigations will be progressed with our partners in the medium and longer term through investigations into a Light Rail Corridor that provides for sustainable movement, transit-led growth and connected neighbourhoods and places. We recognise that as the city grows, planning will continue to consider the key role that cars and vehicular movements will continue to play as part of our transit diversity, along with the infrastructure needs of the transition from petrol to electric vehicles.

In implementing the City Plan, the City of Adelaide will play a number of roles. The City Plan outlines where the City of Adelaide will lead, partner, facilitate, advocate and regulate.

Structure of the Plan

City Plan Framework

The City Plan Framework is comprised of two parts:

1. The City Plan; an **Urban Design Framework** – that sets the principles, priorities, city wide strategies and local area framework for future growth
2. The **City of Adelaide Digital Explorer** (CoADE) - a dynamic digital tool that provides a 2D and 3D visualisation of the City and brings together over 400 data layers which inform, track and monitor the progress of this growth.

City Plan Principles

The City Plan is underpinned by the following three principles:

Respecting our past — Respecting our past acknowledges the City of Adelaide's rich history, cultural heritage, and the contributions of its diverse communities. It emphasises the preservation and celebration of the city's unique identity while fostering inclusivity, understanding, and appreciation of different cultures, traditions, and perspectives. This principle ensures that the City Plan honours and integrates its past, creating a sense of pride and belonging among its residents.

Building resilience — Building resilience for future growth recognises the challenges and uncertainties that lie ahead. This principle focuses on enhancing the city's ability to withstand and adapt to various social, economic, and environmental changes. By incorporating sustainable practices, infrastructure development, and climate adaptation strategies, the city can foster long-term viability and prosperity, ensuring the well-being and quality of life for its residents.

Welcoming for all people — A city that welcomes all people embodies inclusivity, accessibility, and social cohesion. This principle seeks an environment that embraces diversity, fosters equality, and provides opportunities for all individuals and communities. The city aims to be a place where everyone feels valued, supported, and empowered to contribute to its social fabric and economic growth. By embracing inclusivity, the city strengthens its social capital and cultivates a vibrant and harmonious community.

City Plan Priorities

There are four City Plan priorities for sustainable growth in the city.

Priority 1: A Greener and Cooler City

Priority 2: Transit Diversity

Priority 3: A City of Neighbourhoods

Priority 4: Housing Diversity for a Growing Population

Principles



Priorities

A Greener and Cooler City

Environmental sustainability is a cornerstone of City Plan with a focus on increasing green spaces and streets throughout the city and the Adelaide Park Lands.

Transit Diversity

The City Plan emphasises the importance of a well-connected and efficient transportation network, with a focus on mode shift to active transport and greater transit diversity.

A City of Neighbourhoods

As a city of neighbourhoods, the City Plan will prioritise the enhancement of the many individual identities and places within the broader city fabric and embed place based objectives for growth.

Housing Diversity for a Growing Population

The City Plan supports diversity in housing options and neighbourhood design and will cater to a range of needs and demographics including the missing middle of housing.

Structure of the Plan

City Wide Strategies

City wide strategies have been developed to unlock the growth potential of the city and target intervention and investment in sustainable growth. Grounded in the evidence base provided by the city wide spatial analysis, the strategies provide direction for future investigations, investment, advocacy, planning and policy interventions.

City wide strategies align with the objectives outlined in the Planning Development and Infrastructure Act 2016, and the Greater Adelaide Regional Plan (GARP). This approach ensures that the City Plan serves as a strategic document informing future Code Amendments and Policy, effectively guiding development and growth in accordance with regional priorities.

Local Area Framework

The local area framework sets out strategies for each local neighbourhood by defining a local area statement, place principles, and the data metrics to be used for monitoring and reporting.

This work builds upon the evidence base and links back to the City Plan priorities.

Implementation Plan

The City of Adelaide recognises that it doesn't control all the levers to achieve the strategies identified in the City Plan. To achieve the ambitions set out in the City Plan council will:

- **Lead** – The city will invest time and/or resources.
- **Partner** – The city will actively seek partnership opportunities.
- **Facilitate** – The city will utilise levers available to support implementation.
- **Advocate** – The city will seek out support and/or partners to undertake state or nationally significant actions.
- **Regulate** – The city will fulfil legislative roles and requirements.

City of Adelaide Digital Explorer (CoADE)

Master planning and growth forecasting require continual refinement based on economic shifts, demographic trends, technological advancements, and environmental factors.

Recognising this, the City Plan includes a dynamic tool (digital explorer) for ongoing use. It is designed to incorporate real-time data and feedback mechanisms and remain relevant and responsive to a changing city.

CoADE includes metrics and the database with spatial planning targets and commitments across the city's strategic plans and priorities. CoADE enables integrated planning of local and State Government initiatives and provides quantifiable measures to evaluate progress towards the City Plan and guide future interventions.

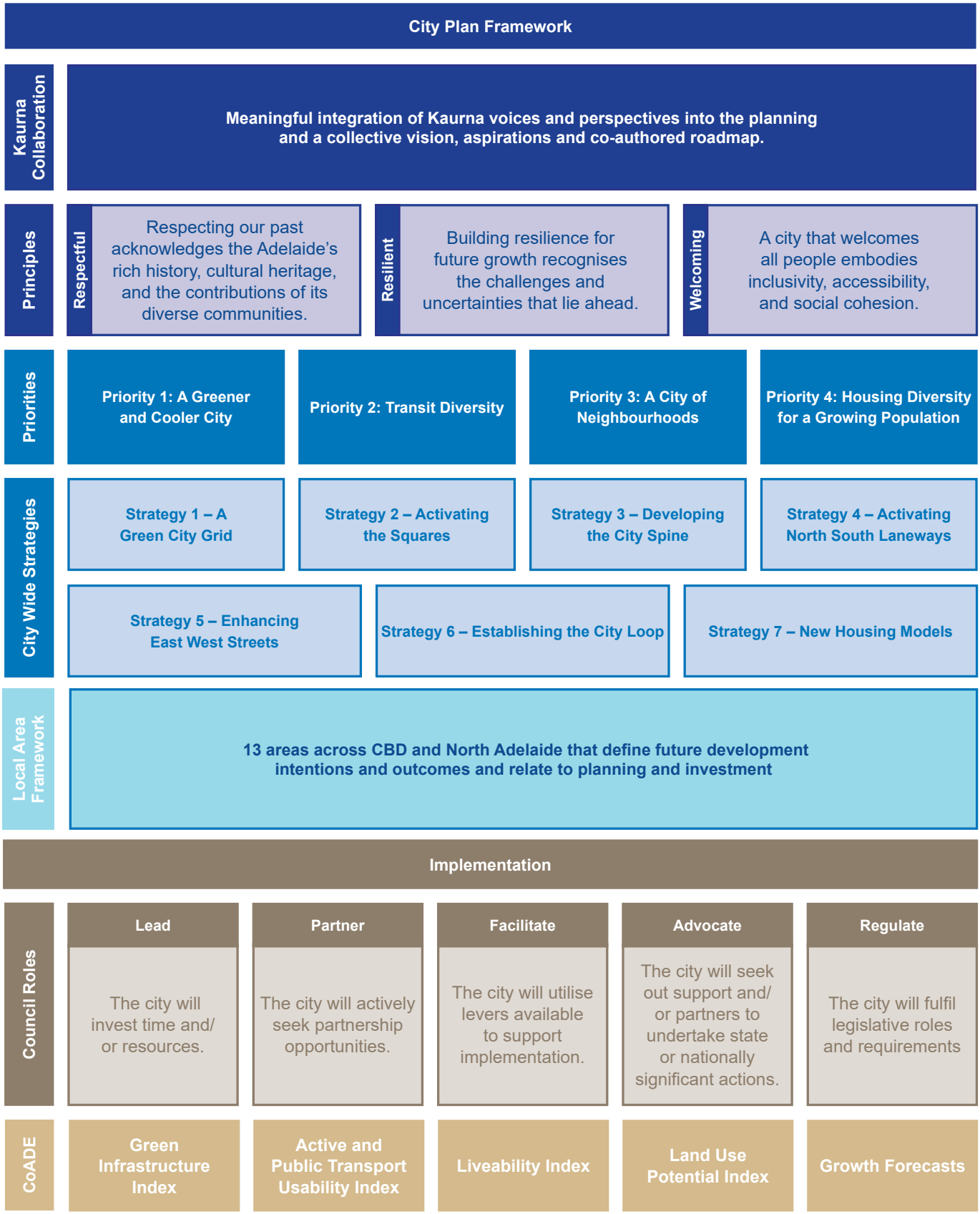


Figure 1.1 City Plan Structure – Plan on a page

Introduction

Role of the City Centre in Greater Adelaide

The City of Adelaide sits at the heart of the Greater Adelaide region. it is the CBD, the economic epicentre, cultural core, higher education hub, the centre of transit and supports the liveability for all Greater Adelaide.

The primacy of the city centre within Greater Adelaide has an important role in leading the direction of and supporting the growth for South Australia. This role also continues to change and evolve as more people choose to live in the city, and the Greater Adelaide region.

The City of Adelaide has the capacity and potential to contribute to and support the 300,000 homes needed across metropolitan Adelaide by 2051 as identified by the Greater Adelaide Regional Plan Discussion Paper.

As the business centre of the State, the city provides opportunities for business growth and amenities in the public realm, attracting the skilled talent and workers that will further grow businesses and increase population in Greater Adelaide.

World class facilities such as the Royal Adelaide Hospital, Biomedical Precinct currently home to SAMHRI, Australian Bragg Centre and future new Women's and Children's Hospital, Lot Fourteen Innovation Precinct as well as premier destinations for learning, entertainment, recreation and sporting activities add to the city's attraction.

The city centre reinforces Adelaide's liveable reputation and vibrant festival attraction, encouraging more people to live, work, visit and invest in Greater Adelaide.

Surrounded by the Adelaide Park Lands, the city provides access to open public green spaces; a green belt of recreation, community gathering, and central squares that is unparalleled nationally. These spaces provide for festivals and events whilst simultaneously increasing the city's biodiversity and sustainability. The Adelaide Park Lands are a major recreational, sporting and tourism destination providing a natural and open space that connects the city to the surrounding suburbs. They are also home to the Adelaide Botanic Gardens.

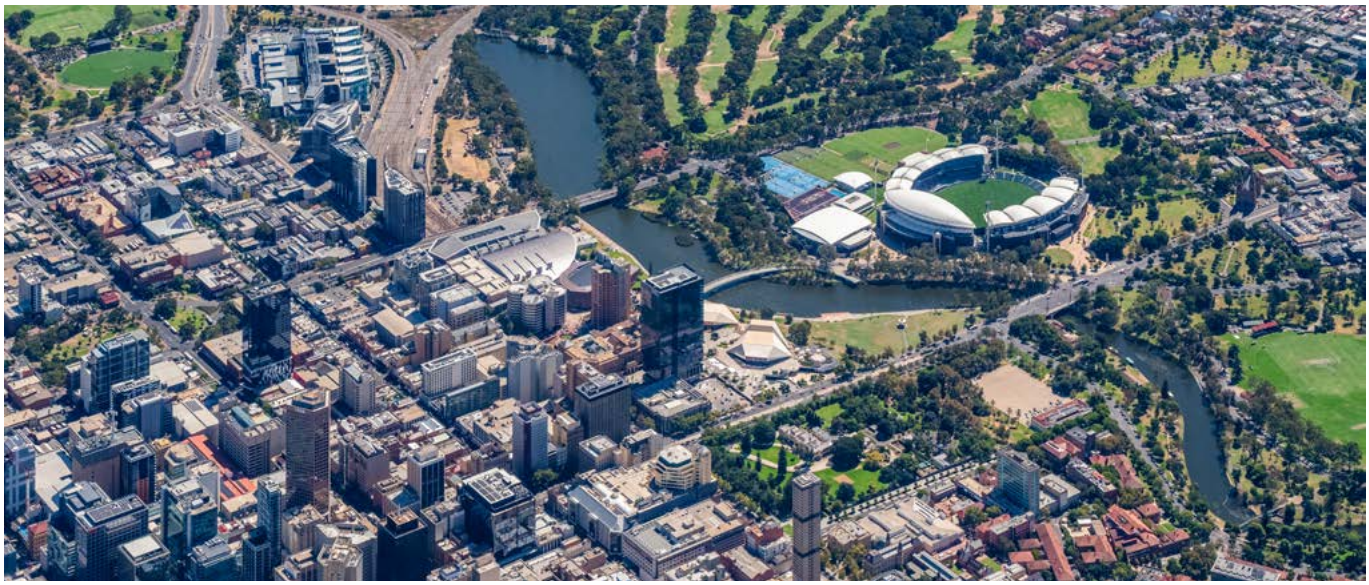
As with most capital cities, Adelaide is a centre connecting multiple public transport modes, as well as supporting active transport options like walking and cycling.

The City Plan has been developed as the City of Adelaide's spatial response to the Greater Adelaide Regional Plan and is an urban design framework to drive growth and investment to realise the city's potential.





City Plan: a Spatial Roadmap to Grow the Cty



The City Plan —Adelaide 2036 communicates how we foresee development to achieve a range of key objectives in support of our city's growth.

To stimulate growth and investment, the City Plan identifies strategic places and sites including the city's main streets, in which the City of Adelaide will invest in greening, technology, public realm, amenity, and social and civic infrastructure to stimulate investment by others.

We will create cooler, greener streets by connecting our city Squares to one another and the Adelaide Park Lands. While respecting their historical importance, our Squares will be reimagined as places for active and passive recreation for residents, workers, businesses and visitors.

The City Plan strengthens a central urban spine to connect people to places through active and public transport, activating more north-south streets and laneways for pedestrians, businesses, and visitors. Through the City Plan, we will encourage development along the main east-west connections, ensuring essential active and public transport connections.

The City Plan's focus on transit diversity promotes a transition to active transport and alternative transport modes including improved public transport, while acknowledging the rise in electric vehicles and the continuing role that the car will play in the city.

Walkable experiences will be complemented by consideration of new public transport infrastructure options such as a Light Rail Corridor that provides for sustainable movement, transit-led growth and connected neighbourhoods and places.

The City Plan recognises the need for multiple housing options, from market-led housing to affordable housing and student accommodation. It also focuses on the 'missing middle' to deliver a broad range of housing options that will welcome people of all ages, cultures, and economic backgrounds to the city.

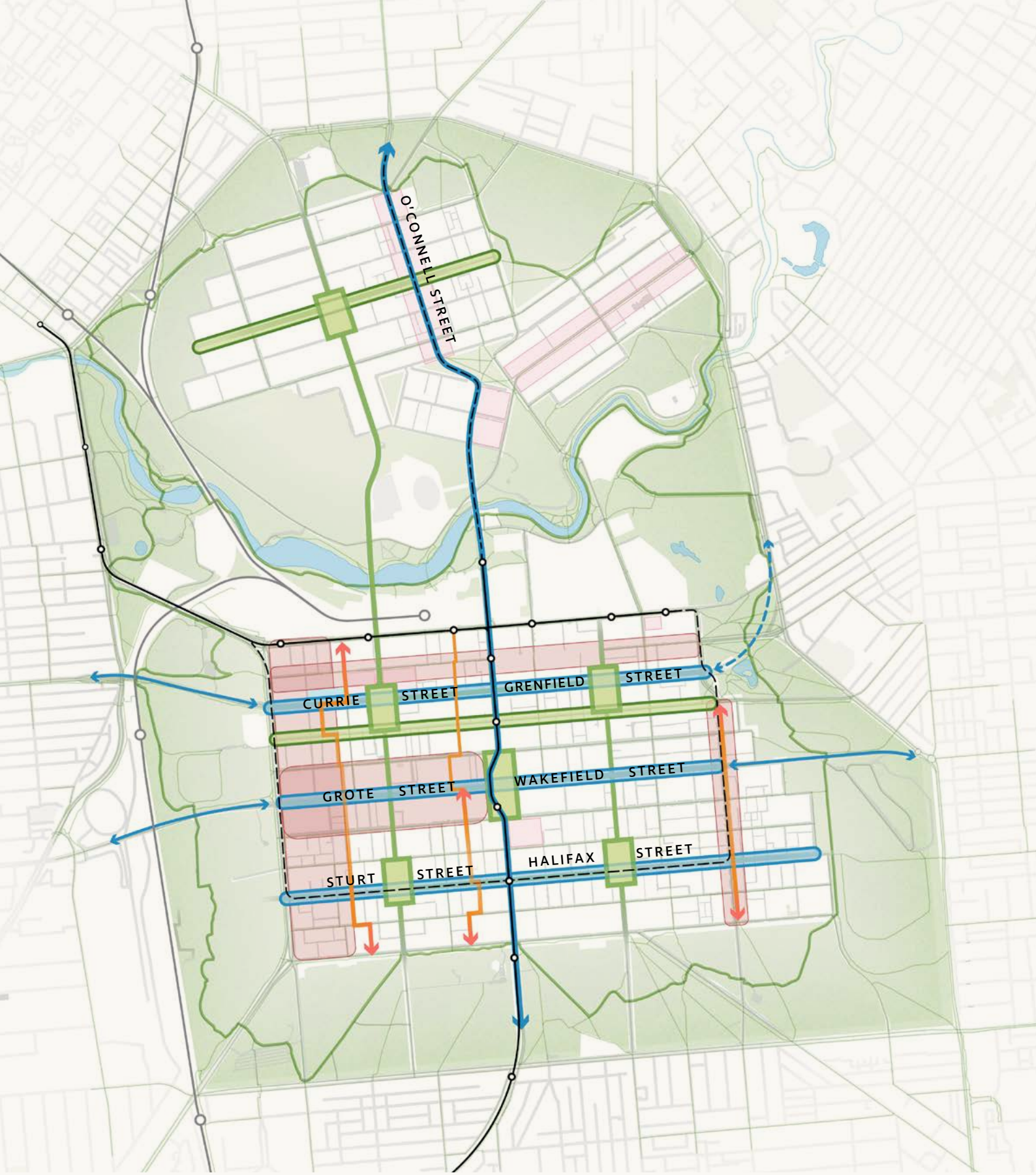
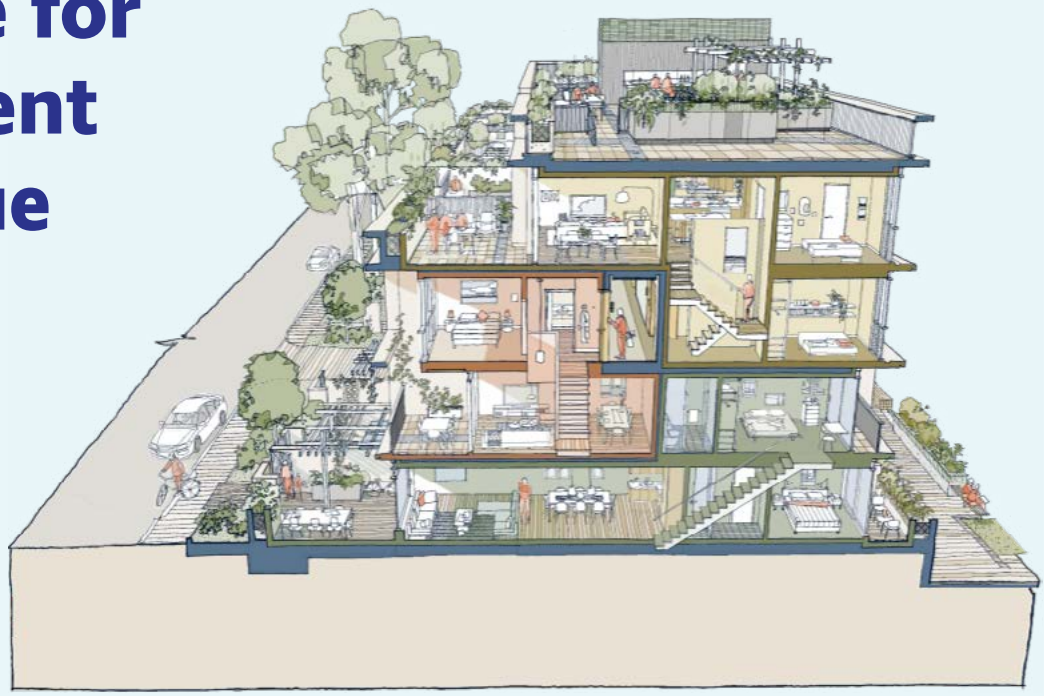


Figure 1.3 CIty Wide Strategies

- City Squares
- City Spine
- Priority Green Streets and Active Transport Network
- East West Public and Active Transport Priority Streets
- North South Activated Laneways and Streets
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Sites and Places

The Case for Investment and Value Creation



Successful cities around the world have strong residential populations living locally. With a state-wide population projection expected to grow by over 730,000 residents requiring 300,000 new dwellings by 2051, the City of Adelaide is committed to contributing to this growth through interventions to support doubling of the resident population from 26,000 to 50,000 by 2036.

Land supply studies for the city identify more than adequate privately held land to meet future development demand. This can be supported by the work City Plan is doing to ensure planning policies incentivise and enforce supply of diverse, affordable and environmentally sustainable developments.

While faced with the geographic constraints and comparably less 'vacant' sites than metropolitan and regional areas, the City Plan responds by creating opportunities for new populations through vertical growth leveraging new uses in existing buildings , adaptive reuse, heritage considerations, city built form character and social infrastructure that supports a growing population.

As a capital city state the role the City of Adelaide will play in supporting this growth cannot be underestimated.

Infrastructure SA identified that land development costs in the CBD are significantly lower than costs in master planned greenfield developments. This is a strong argument for prioritising further investment in the infrastructure and amenity the city needs to realise its full growth potential.

Adelaide is set apart by its enviable lifestyle, natural features and its affordability. This is particularly the case for costs of doing business.

The City Plan's focus on improving transit diversity and creating pedestrian streets provides opportunity to reduce the reliance on personal vehicle ownership (and use) by residents in the city. International studies report that urban design features which facilitate walkability and attract pedestrians have a positive effect on commercial and residential rents and sale values, and on retail revenues. They also provide benefits to local business owners, for example walking interventions can increase the number of people entering shops by up to 40%; of sales by 172%.

In addition to benefits to local business owners, current and future residents will benefit from a more walkable city. This includes through ease of access to businesses, health benefits through a more active lifestyle and less polluted city and financial savings through not owning a car. Together these benefits increase Adelaide's attractiveness as a destination to live and work.







Images (Clockwise from top left) Merri Northcote, MAB with Six Degrees Architects; Nightengale Bowden; Nightengale Village, Brunswick, VIC; Brunswick Village by Carr

How the City Plan was Developed

The City Plan is informed by spatial analysis distilled from over 400 datasets, including population and density, open space, public transport infrastructure, community facilities, local services, retail amenities, night-time economy, and cycling networks.

The city's current state across various domains was used to develop three metrics that contribute to the liveability, sustainability, and inclusivity of the city:

1. Population and jobs growth
2. Climate resilience
3. Equitable access and wellbeing

By applying a 'walkability rating' for each allotment in the city, a measure of areas with higher or lower access to services was created. This is referred to as the 'accessibility' score, which will appear throughout the City Plan as a metric to assess and monitor progress.

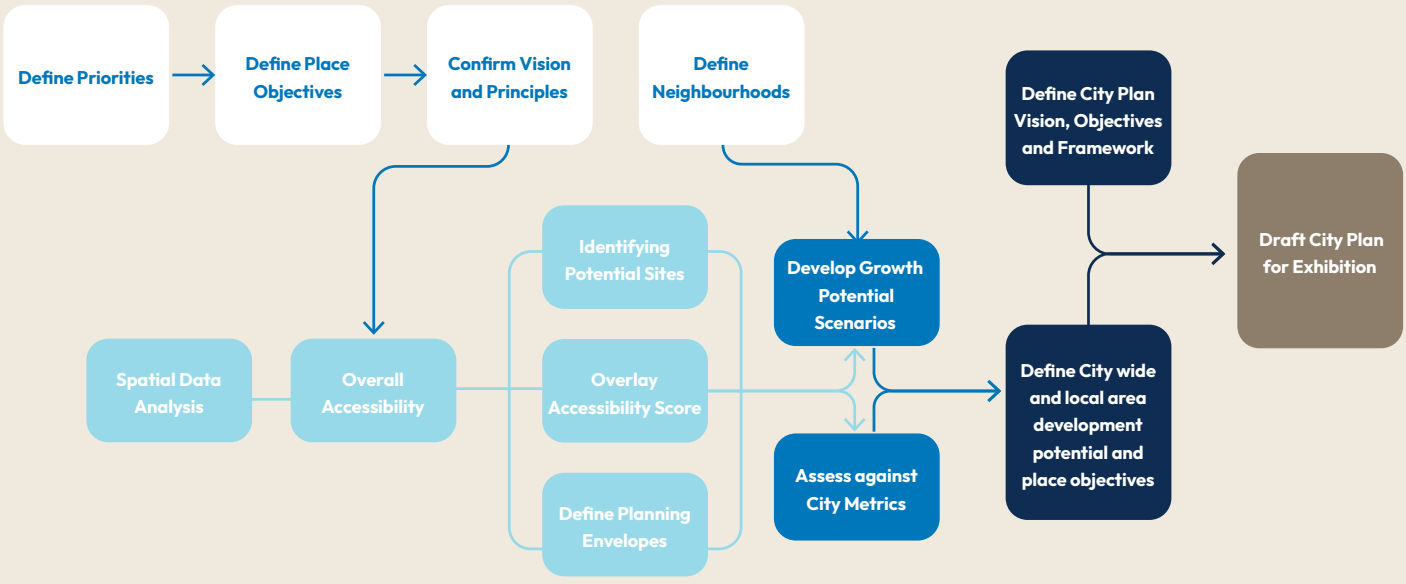
Exhibition and Engagement

The City Plan metrics, principles and priorities were tested and consolidated through the City Plan Studio (September 2023,) with over 350 participants and stakeholders sharing their knowledge of the city.

The city wide strategies and local area framework was developed through review and analysis of the evidence base, key strategic documents, urban design testing, and engagement (March to May 2024).

The draft City Plan is available for public consultation May to June 2024.

Figure 1.4 City Plan Process and Methodology



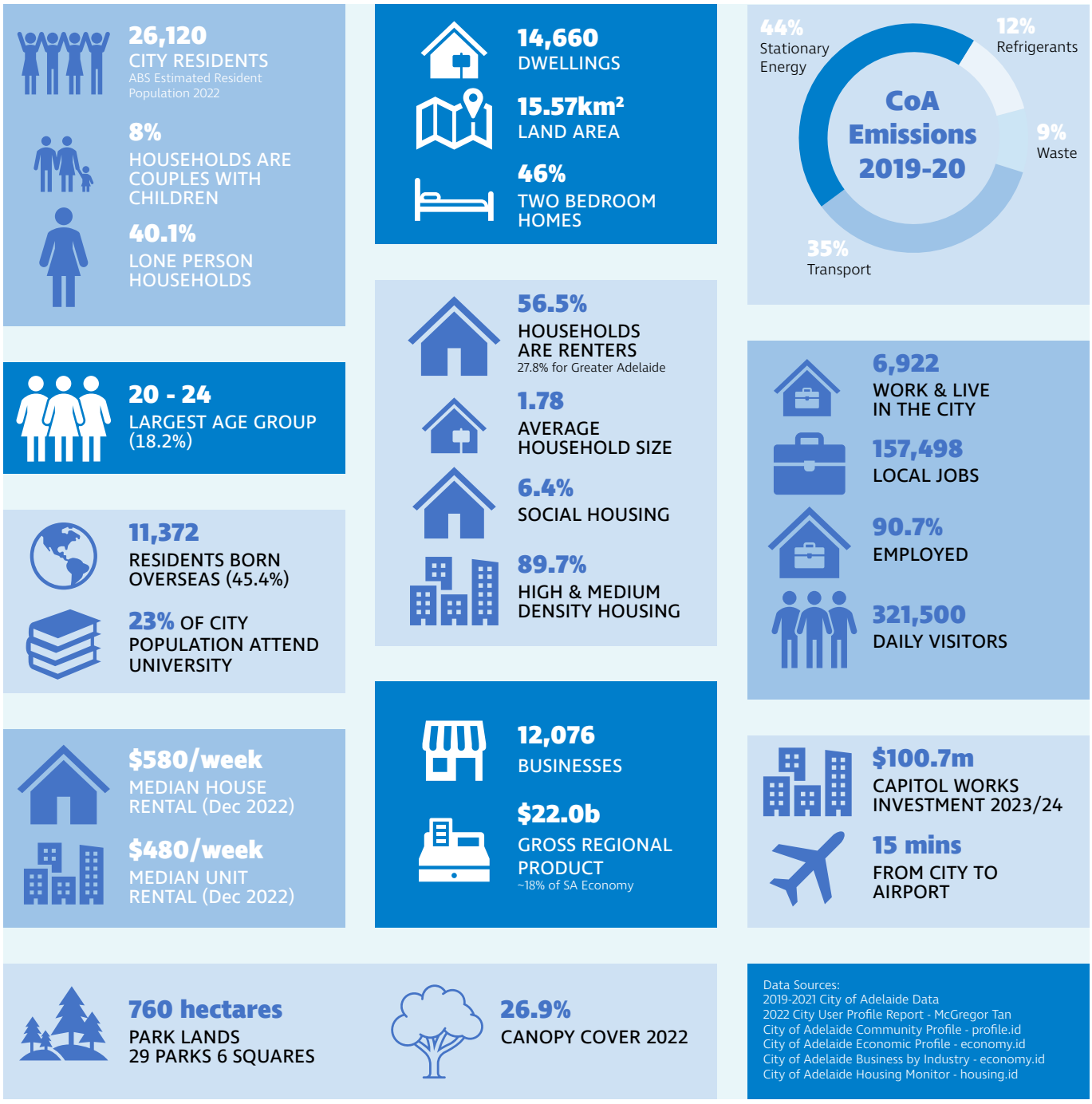


Figure 1.5 Base data sets used to inform the city plan

Strategic Context

The City Plan provides the framework to deliver on planning strategies and priorities at both the State and Local Government levels, guiding city wide strategies and the local area framework. The City Plan aligns with overarching objectives such as climate action, sustainable development, and urban growth management, while also considering infrastructure management and asset renewal.

State Government Strategies

The State Planning Policies set out a framework for land use that aims to improve the liveability, sustainability and prosperity of the state. They provide, at a state-wide level, the vision for South Australia's planning and design system.

State Planning Policies represent the highest level of policy in our planning system, and address the economic, environmental and social planning priorities for South Australia, and define the planning priorities, goals and interests for Regional Planning and the Planning and Design Code.

The City Plan aligns to the sixteen State Planning Policies, however provide additional focus and relevance to these at a Council-wide level.

Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan (GARP) (in development) is the State Government's strategy for the region for the next 30 years. It will identify long-term urban land and infrastructure needs to sustainably support growth over a 15-30 year timeframe.

The City Plan will inform the development of the GARP with aligned, evidence based priorities and strategies recognising the role the city plays in the broader metropolitan context and contributing to overall sustainable growth.

The State Government has acknowledged that for the purposes of regional planning the State Planning Policies can be grouped under four interconnected themes of:

- People, Housing and Liveability
- Productive Economy
- Natural Resources, Environment and Landscapes
- Infrastructure and Transport.

These strongly align with the four priorities of the City Plan.

South Australian 20- Year State Infrastructure Strategy

The State Infrastructure Strategy Discussion Paper released in October 2023 contains the themes of enabling infrastructure, liveable and well planned places and improved resilience.

These priorities align with the priorities of the City Plan and the shared ambition of the City of Adelaide and the State Government to grow the city's resident population to 50,000 by 2036.

Providing the enabling infrastructure that will support the city's capacity to double both its resident population and the 390,000+ current daily users will put Adelaide in a strong position to contribute to improved prosperity and wellbeing of all South Australians.

City of Adelaide Strategies

Strategic Plan 2024-2028

The ambitions of the City of Adelaide are outlined in several key strategic documents, under the umbrella of the Strategic Plan. The Strategic Plan articulates the overarching vision for Adelaide and outlines the strategic goals and priorities that the Council aims to achieve over the next four years. As the capital city of South Australia, Adelaide has a vital role to play in shaping the future of our state.

Our Adelaide. Bold. Aspirational. Innovative.



Figure 1.6 Key documents referenced for the City Plan

Housing Strategy – Investing in our Housing Future

The Housing Strategy is a comprehensive 10-year plan to increase housing supply and affordability in the City of Adelaide centred around goals of housing affordability, diversity, and sustainability. Targets such as the delivery of affordable rental properties and the promotion of electrification and adaptive reuse, directly contribute to the city's broader objectives of creating inclusive, resilient, and sustainable communities.

Integrated Climate Strategy 2030

The Integrated Climate Strategy aims to halve emissions by 2030 and achieve net zero by 2035, emphasising climate resilience, decarbonisation, and the protection of natural ecosystems.

Integrated Transport Strategy (in development)

The Integrated Transport Strategy, is anticipated to align closely with the objectives of the City Plan, particularly in transitioning to active and public transport-centric systems within the city. Emphasising the city's commitment to creating more equitable and sustainable streets through integrated land use and transport planning to enhance the overall urban environment.

Economic Development Strategy – A Thriving Economy for All (in development)

The Economic Development Strategy sets out how the City of Adelaide will achieve its vision of a thriving economy for all. The Strategy is focused on Adelaide's existing advantages, including its green grid and creative industries and building on them, with consideration to global trends and challenges.

Action Plans and Master Plans

The City of Adelaide's Action Plans and Master Plans including the Stretch Reconciliation Action Plan 2024-2027 (in development), Disability Access and Inclusion Plan 2024-2028, Heritage Strategy and Action Plan 2021-2036, and Public Art Strategy inform the City Plan through the Local Area Framework. Master Plans such as the Hutt Street Master Plan and Light Square Master Plan (in development) as well as the Main Street Program provide detailed guidance for implementation.

Caring for Country

Caring for Country



Embedding First Nations perspectives and knowledge into the shaping of our city requires meaningful integration of Kaurna voices and perspectives into the planning and a collective vision, aspirations and co-authored roadmap.

The City of Adelaide recognises the Kaurna people as the Traditional Owners of the Adelaide Plains and the Kaurna Yerta Aboriginal Corporation as the cultural authority for Kaurna Country.

The City of Adelaide is committed to meaningful engagement with Kaurna people. This section outlines the process and approach to meaningfully embed First Nations perspectives and knowledge into our planning.

We will continue to listen and learn from Kaurna people as we implement the City Plan.

Kaurna Country

The following text has been written by Corey Turner as the City Plan's Aboriginal advisor and Senior Kaurna Man – It is through his advice that the Kaurna context of the Local Areas (refer Chapter 5) has been developed. Adelaide, traditionally known as Tarndanyangga (Red Kangaroo dreaming place) is situated at the heart of Kaurna County. Also at this location is the central catchment of the Karraiirra Parri Dreaming. These Dreaming stories originated on Kaurna County and are essential to the creation of Kaurna, its people and Country. They reflect Country and how Kaurna have evolved over time.

Kaurna people have a strong connection with Country, they see her values and strengths and they recognise her spirit, place, and purpose. The ancestors and the spirit of this Country are linked to all First Nations people. First Nations people are taken back through time, drawing a continuous connection to our past and to our traditions, instilling an ongoing respect for our land.

When looking forward, we all must contribute to leaving this Country in a better state to which we found it. We also must overlook some old and out of practice policies and start to recorrect procedures, so we are able to walk together in reconciliation.

Kaurna Collaboration

The City Plan has been developed with input from First Nations people and businesses. Through this collaboration, spaces and places that hold strong interest have been articulated.

In implementing the City Plan, the City of Adelaide will consider the International Association for Public Participation (IAP2) framework at appropriate times, that may hold interest to:

- Kaurna Yerta Aboriginal Corporation (KYAC), the Traditional Owner of Adelaide
- KYAC's Native Title interests
- KYAC's Heritage and cultural values
- KYAC and First Nation peoples historical and cultural significant events and or moments
- KYAC and First Nation peoples modern and or artistic interest may be located now or in the future

Recognition of Country using IAP2		
Empower and Collaboration	Primary locations	Karra Wirra Pari and its surrounding, Park Lands included. All current and future development within 250m from the banks of the river.
Collaboration and Involvement	Secondary locations	All surrounding Park Lands, including Tarndanyangga (Victoria Square), Light Square, Whitmore Square, Hindmarsh Square and Hurtle Square.
Involvement and Consultation	Third tier of locations	• Registered and/or known Aboriginal sites within CoA. • Recognised landmarks, streets, buildings and known locations. • Recognised monuments, impacts, moments and stories associated to First Nations and Kaurna history, culture, and stories.
Consult and Inform	Fourth tier of location	All other development including major build development, location or site/places were the integration of First Nations and Kaurna culture can be built upon.

Figure 1.7 The above table highlights where Kaurna Yerta Aboriginal Corporation (KYAC) and First Nations interests within COA planning and development processes may occur.

What is IAP2

IAP2 is the International Association of Public Participation, commonly known as Spectrum of Public Participation. This international tool helps build clarity when engaging the public or community, when planning and making decisions on values and interest that will impact that community. It helps to identify how much influence the community has within that decision making process and planning.

Guiding Principles

The principles mentioned below are important to KYAC and the Kaurna community, as they help guide how Kaurna people's lands and natural resources should be used and managed. They are shared here to help guide better engagement with others who share our country and who potentially will become partners in the care and restoration of Country.

Culture

KYAC will strive to uphold their cultural obligations as it relates to Caring for Country for future generations. KYAC aim to restore, revitalise and reconnect our traditional cultural customs and practices, and finally to maintain this connectivity for the future by ensuring Kaurna are not frozen in time.

Partnerships

All lands, waters and living resources on Kaurna Country form the traditional Aboriginal landscapes and are maintained via the need for continuing connection to land, spirit and sky. Our partners must be clear and transparent about their rights and responsibilities in regards to helping restore and care for County.

Kaurna will be vigilant when collaborating on proposals and options for using country and its resources. Progress must have shared and complete understanding of risks and consequences of developments and impacts that may be had on Kaurna Country. We expect the appropriate participation and collaboration, when there are decisions that will affect the interests and rights of this land and Kaurna people. Free, prior, and informed consent will be rewarded with strong, life long relationships and partnership.

Caring for Country

KYAC is Kaurna's Representative and Peak advisory body. All matters impacting on the care of Country, land, sea and water rights, rivers and estuary, parks and reserves, and significant heritage and cultural sites and places are expected to have appropriate engagement with KYAC at all opportunities.

This also includes:

- Where damage has been done through past activities, a sustained effort will be made to heal our Country
- In the conservation and protection of the environment
- In the use and management of medicinal and edible plants and animals
- The use of Kaurna traditions, songline, tools and practices.

This is to impart knowledge of who the Traditional Owners of Adelaide are, and that people are welcome to respect and enjoy Kaurna Country as Kaurna people have for thousands of years and for a thousand more to come

Kaurna Traditional Knowledge

Kaurna traditional knowledge will remain in the ownership of Kaurna people. There will be nothing that should or could impact on the right of Kaurna people and their intellectual knowledge. KYAC and Kaurna people will strive to maintain, control, protect and develop our traditional knowledge and cultural expression and practices.

Economics

Care for the economic and social development of Kaurna People on Kaurna Land is a shared responsibility. KYAC and Kaurna people will exercise their right to pursue Kaurna economic and social development. City of Adelaide and other Government Agencies are strongly encouraged and could become leaders when make reasonable actions to include KYAC and Kaurna people in the broader economic development of the State. All activities should be aware and designed to minimise harmful impacts on Country, particularly where significant cultural and heritage values occur.

By effectively implementing these principles, both through our own efforts and by supporting those of others, it is anticipated that:

- KYAC and Kaurna people will be increasingly recognised as the original owners of this Country with ongoing rights and obligations, and also seen not only as traditional owners but also as contemporary and future managers.
- KYAC and Kaurna will have their intellectual and cultural property rights respected in all activities that relate to looking after Country.
- KYAC and Kaurna's partners and stakeholders will have a greater understanding and appreciation of Kaurna's cultural values and responsibilities, and how supporting this relationship can make a strong positive contribution to the health and wellbeing of the broader community.

The City Plan prioritises the meaningful integration of Kaurna voices and perspectives into the planning and growth of Adelaide as we collectively establish the aspirations and roadmap for shaping the future of our city. By actively engaging with the Kaurna community, the plan aims to honour First Nations people's heritage and ensure that future city development embraces their cultural values and aspirations.



Urban Design Framework

Urban Design Framework

The City Plan is underpinned by three principles: respecting our past, building resilience for future growth, and a city that welcomes all people. There are four City Plan priorities for sustainable growth in the city.

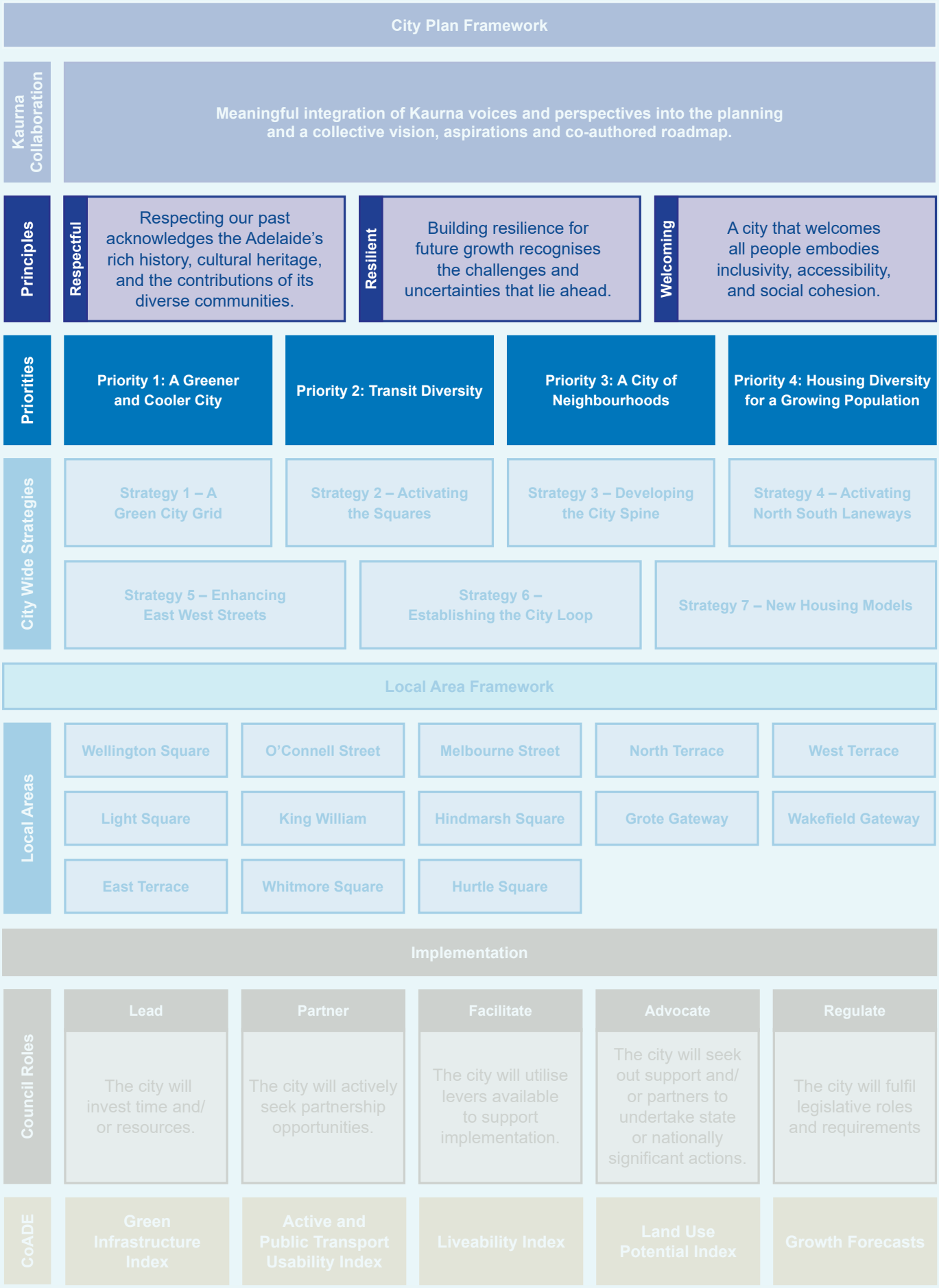


Figure 3.1 Plan on page

Urban Design Framework

This City Plan document is an urban design framework that establishes a place-based blueprint for growth. It ensures that Adelaide remains a welcoming and vibrant destination for residents, workers, and visitors alike. It fosters prosperity and a sense of belonging within the community while Adelaide grows.

The Urban Design Framework responds to the existing performance of Adelaide according to three metrics:

- Population and jobs growth
- Climate resilience
- Equitable access and wellbeing.

To enhance city performance, the City of Adelaide is using an evidence-based index to measure the walking accessibility of its residents to social infrastructure and public amenities including open space, public transport, community facilities, local services and retail.

The index uses a 15 minute walking distance calculation (called an isochrone) which measures the distance people in the city need to walk to obtain the services and amenities they require for their health and wellbeing. 15 minutes represents a well-established average for how far people are willing to walk (or wheel) before they choose another form of transportation. The index is adjusted for a 1.5 degree Celsius increase in temperature resulting from climate change.

The index shows population growth follows amenity, and business and jobs growth follow population. Each is interdependent.

The overall accessibility index draws on key indicators aligned with the City Plan priorities that contribute to the city wide strategies (Section 4), Local Area Framework (Section 5) and will be used to assess performance in implementing the City Plan (Section 6):

- Green Infrastructure Index
- Active and Public Transport Usability Index
- Liveability Index
- Land Use Potential Index
- Growth Forecasts.

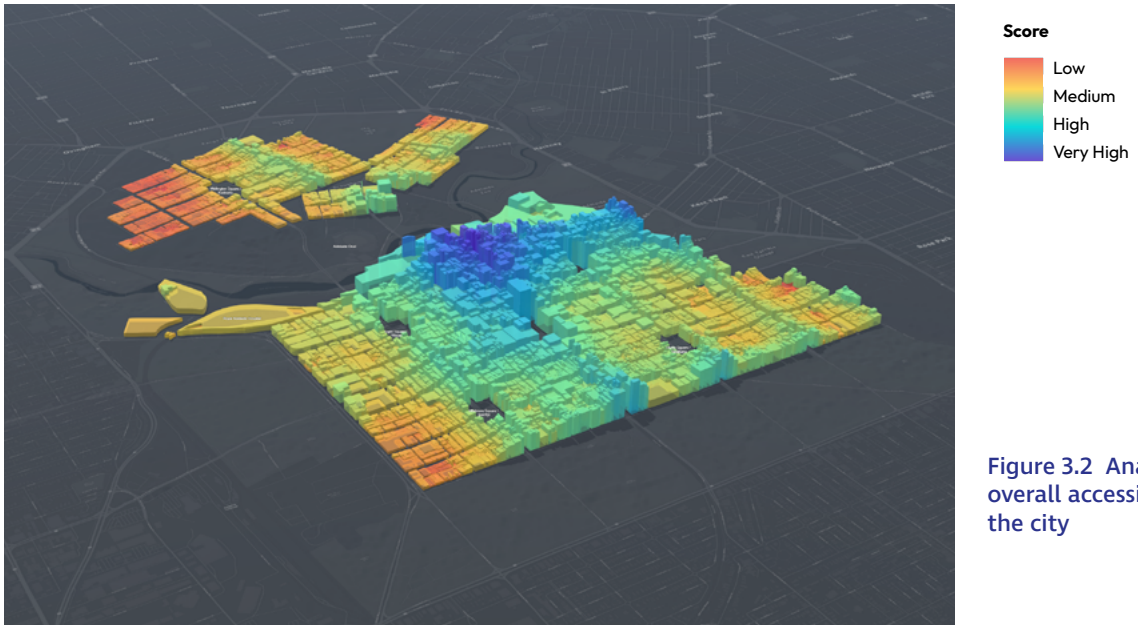
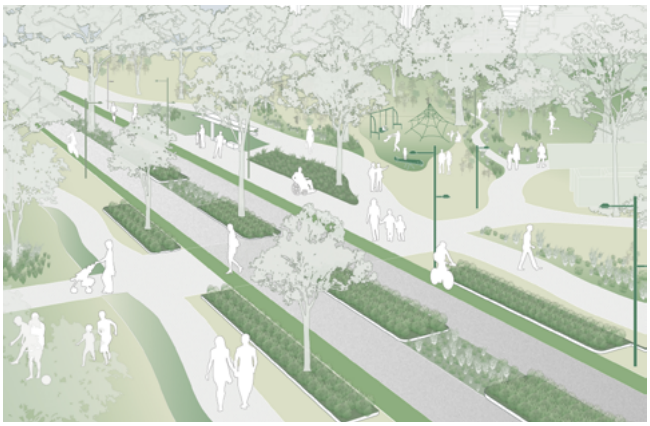


Figure 3.2 Analysis of overall accessibility within the city

City Plan Priorities

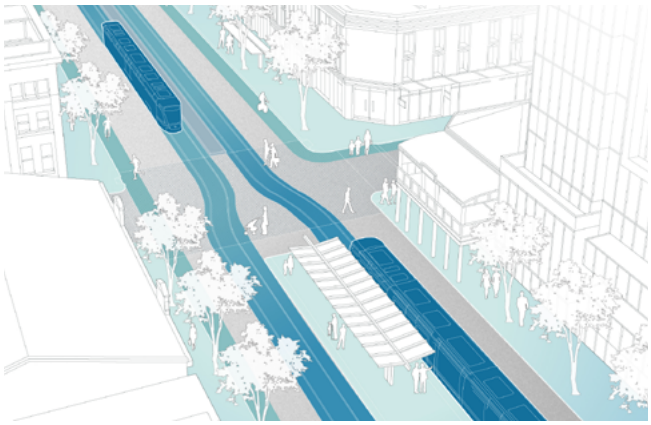
The Urban Design Framework identifies where population growth should be accommodated in the City of Adelaide while still enabling access to services, amenity, and quality open space.

It identifies four City Plan priorities for sustainable growth in the city.



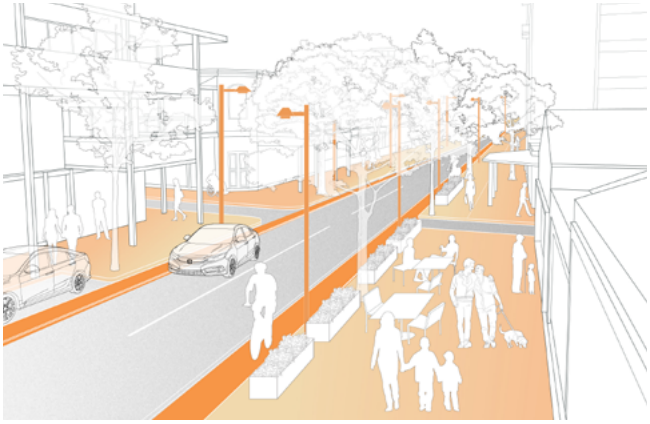
A Greener and Cooler City

Environmental sustainability is a cornerstone of City Plan with a focus on increasing green spaces and streets throughout the city and the Adelaide Park Lands.



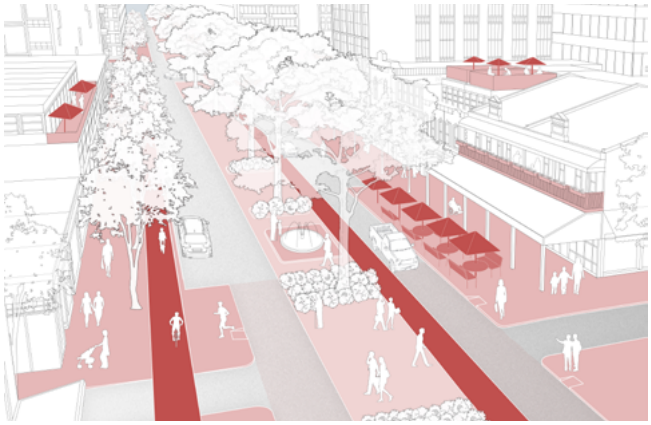
Transit Diversity

The City Plan emphasises the importance of a well-connected and efficient transportation network, with a focus on mode shift to active transport and greater transit diversity.



A City of Neighbourhoods

As a city of neighbourhoods, the City Plan will prioritise the enhancement of the many individual identities and places within the broader city fabric and embed place based objectives for growth.



Housing Diversity for a Growing Population

The City Plan supports diversity in housing options and neighbourhood design and will cater to a range of needs and demographics including the missing middle of housing.

A Greener and Cooler City

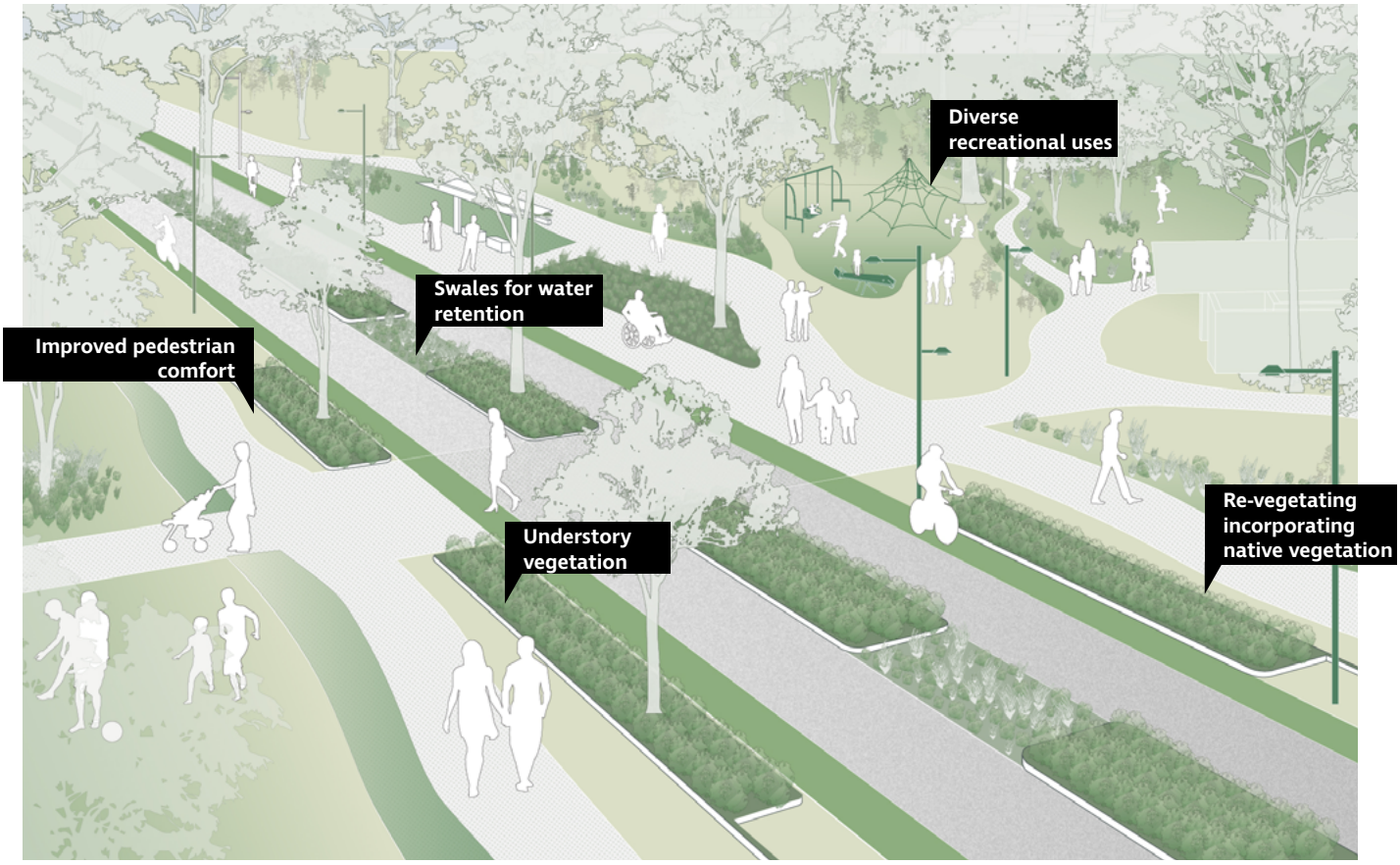


Figure 3.3 Principles for promoting a greener cooler city

As our population grows and temperatures increase, the role of green spaces as cool refuges and connections are increasingly important. The City Plan seeks to create a green grid that enables 20 minutes of walking in continuous shade.

The City Plan addresses disparities in access to open space across the city by prioritising connection with, and improving amenities in, the western Adelaide Park Lands. Greening and cooling of city streets is prioritised where urban heat mapping identifies the hottest pedestrian locations and to provide connections between the city Squares.

Expanding the open space network in underrepresented areas will be considered. This could entail acquiring additional land for park development, converting vacant lots into green spaces, or repurposing underutilised areas for recreational use.



Figure 3.4 Urban Heat Island Effect



Figure 3.5 Green Infrastructure Index

Green Infrastructure Index

The Green Infrastructure Index has been developed as a tool to measure and track progress towards achieving a Greener and Cooler City. By analysing factors such as the extent of urban heat effects, tree canopy cover, and the distribution and quality of open space, this index offers insights into the current state of green infrastructure across the city. The analysis provides a comparative measure to identify areas requiring focused investment in Green Infrastructure. The index serves as a foundation for informing the development of strategic greening initiatives aimed at enhancing the urban environment, and can track the impacts of future greening initatives.

One of the key components of the index is its urban heat analysis, which identifies "heat islands" or areas with significantly higher temperatures compared to surrounding areas. This data, coupled with an assessment of tree canopy cover, offers a comprehensive understanding of the city's environmental resilience to withstand extreme heat events and identifies areas vulnerable to future climate impacts. Additionally, the index takes into account the access and quality of open space across the city, examining factors such as proximity to parks, greenways, and recreational areas, as well as the condition and amenities available within these spaces.

A Greener and Cooler City



Figure 3.6 Existing Typical Street and Public Space



Figure 3.7 Greener and Cooler Typical Street and Public Space

City Wide Strategies

The City Plan communicates where we need to create cooler, greener streets by connecting our city Squares to one another and the Adelaide Park Lands, through green infrastructure.

While respecting their historical importance, our Squares will be reimagined as places for active and passive recreation for residents, workers, businesses and visitors.


VIETNAMESE
LAUNDRY
Street Food and Bar
VIET
ROLLS
152 STURT STREET
Ruby

Transit Diversity

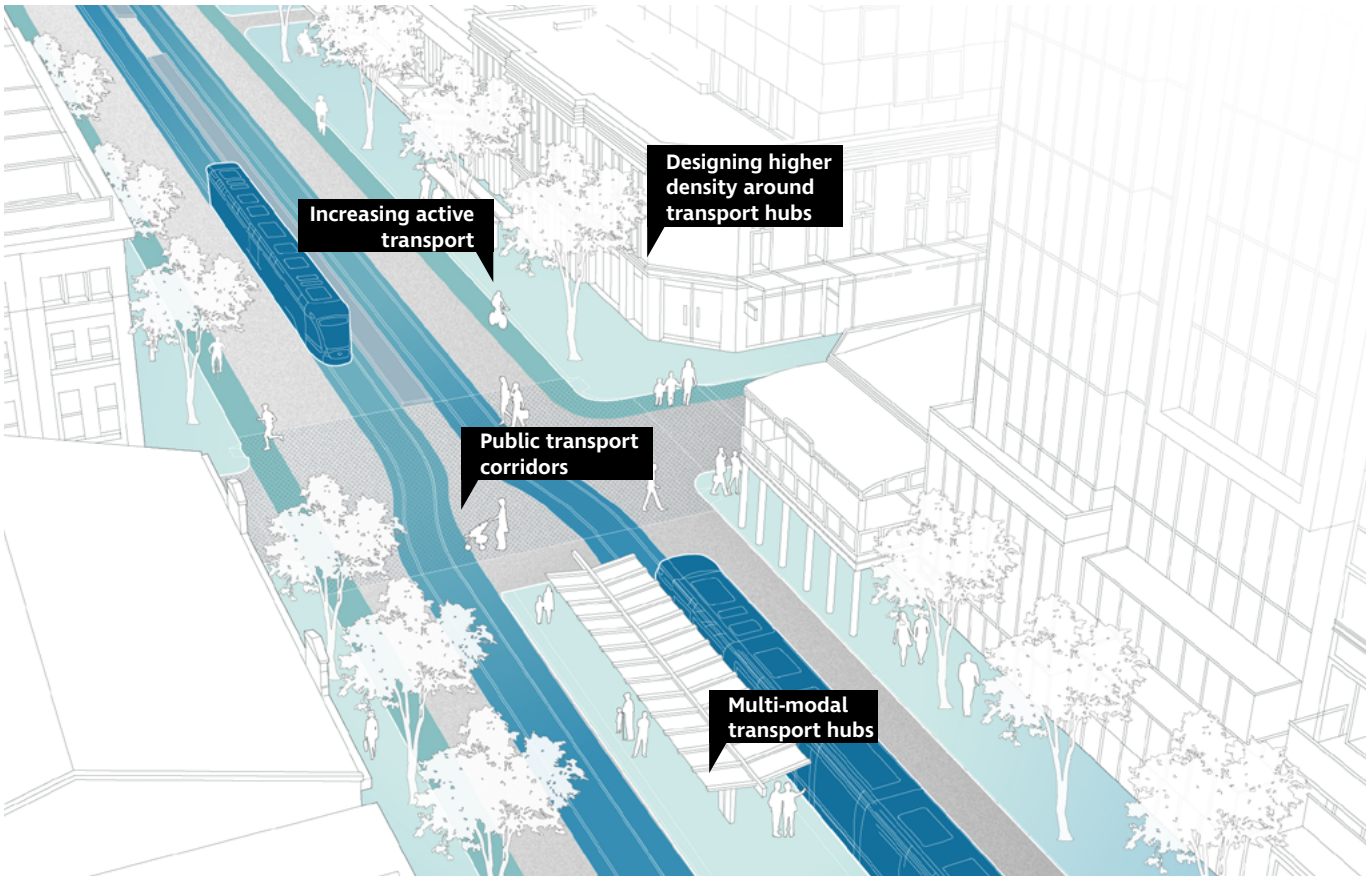


Figure 3.8 Principles for promoting transit diversity

The city boasts key attractions in North Adelaide and the Central Business District (CBD) which can be better connected through active and public transport.

The City Plan seeks to encourage more people to choose to walk or cycle by tripling the number of city workers who cycle to work, and doubling the number of residents who walk to work.

The City Plan prioritises future investment in transport infrastructure in areas with capacity for significant growth and where disparities exist.

The Urban Design Framework advocates for investment in public transport, this includes the bus boulevard along Grenfell and Currie Streets, and areas of high population growth such as the Adelaide Central Market, West Terrace, East Terrace and O'Connell Street.

Future infrastructure investment includes the investigation of expansion of the light rail network in North Terrace and King William Street to North Adelaide.

Cycle networks across the city will be prioritised to address movement within the city for its residents and to support movement to and through the city to areas where public transport accessibility is low and to optimise connections to cycle networks that connect into the city from the inner suburbs.

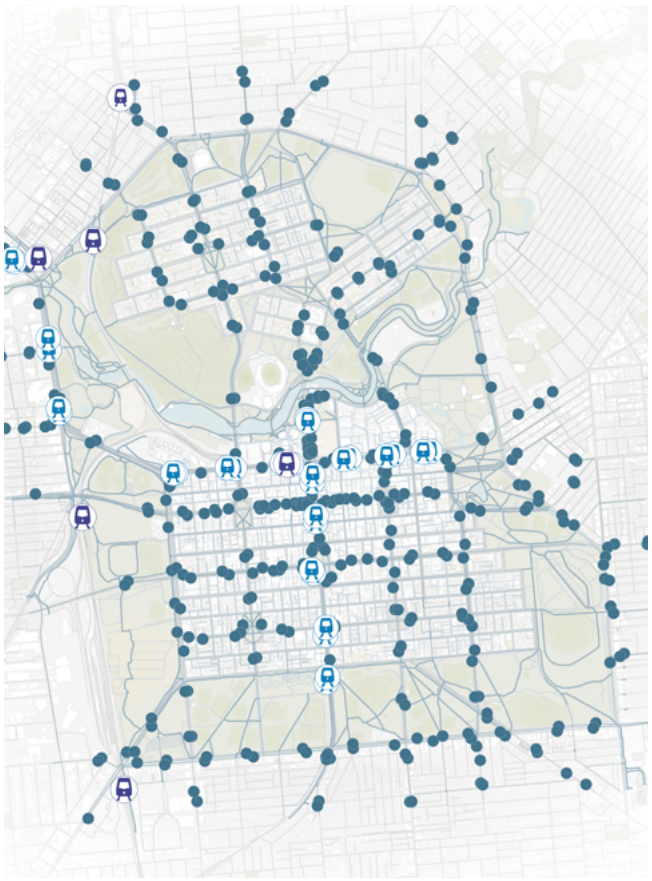


Figure 3.9 Public Transport Accessibility

- Train Stations
- Tram Stops
- Bus Stops

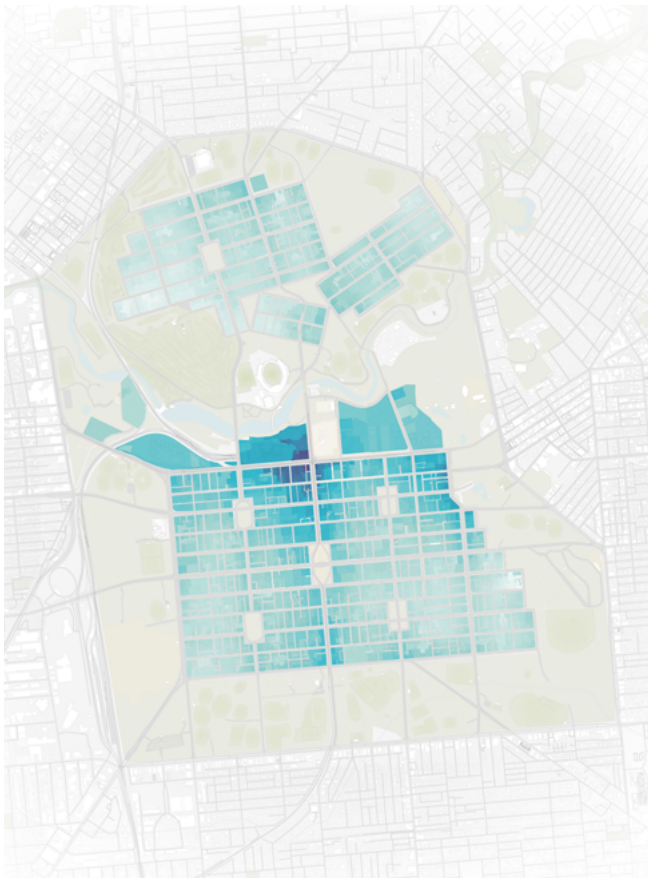


Figure 3.10 Active and Public Transport Usability Index (Existing)

High

Low

Active and Public Transport Usability Index

The Active and Public Transport Usability Index serves as a tool to evaluate the effectiveness of movement networks within the city, and support the prioritisation of public transport, cycling, and walking. By integrating public transport accessibility mapping and cycling accessibility mapping, this index provides valuable insights into the usability of active and public transportation options, and priority areas within the City for future street upgrades.

Through combining multiple layers of analysis, the index assesses the safety and overall experience of pedestrians and cyclists on movement corridors throughout the city. By examining factors such as route connectivity, infrastructure quality, and traffic flow, it offers a comprehensive understanding of the usability of these modes of transportation.

Transit Diversity



Figure 3.11 Existing Typical Street



Figure 3.12 Potential Public and Active Transport Corridor

City Wide Strategies

The City Plan will develop the central urban spine of the city to connect North Adelaide to the CBD, and people to places through active and public transport. This includes linking key attractions including the Aquatic Centre, O'Connell Street, Adelaide Zoo, King William Street, the Adelaide Central Market and the southern Adelaide Park Lands.

The City Plan's focus on transit diversity and walkable experiences will be complemented by linking our priorities. The delivery of A Greener and Cooler City, will direct contribute to a more walkable City promoting greater Active Transport. These infrastructure interventions will support the dual outcomes of cooling the city and combating the urban heat island effects, whilst and improving active transport infrastructure in support of pedestrian, cycling and e-mobility devices through the City. Continued planning and assessment on public transport service provision and infrastructure, such as the Light Rail Corridor continue a focus on sustainable movement, transit diversity in the context of city growth and connecting neighbourhoods and places across the City.


MAJESTIC

A City of Neighbourhoods

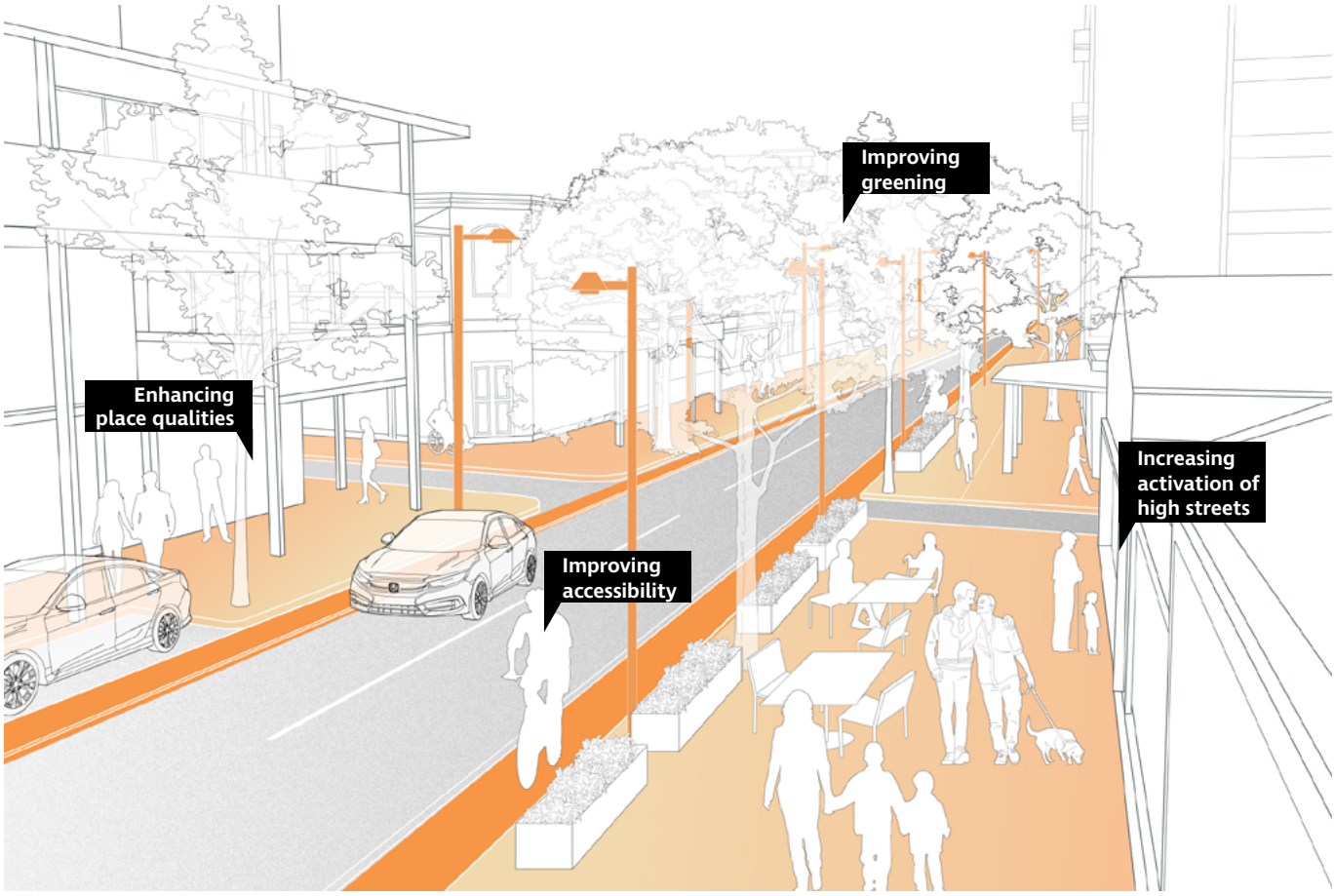


Figure 3.13 Principles for creating a city of neighbourhoods

The potential of our streets and laneways for social connection, business activation and active transport connections can be enhanced. The City Plan seeks to grow the number of people employed in the city from 157,498 in 2022.

North Terrace, King William Street and Victoria Square are highly accessible parts of the City of Adelaide. Accessibility to community facilities is higher in most areas compared with access to retail, local services and the night-time economy.

The City Plan prioritises linking people to areas of high accessibility and improving the local neighbourhood offer to activate streets and laneways and create unique walkable experiences.

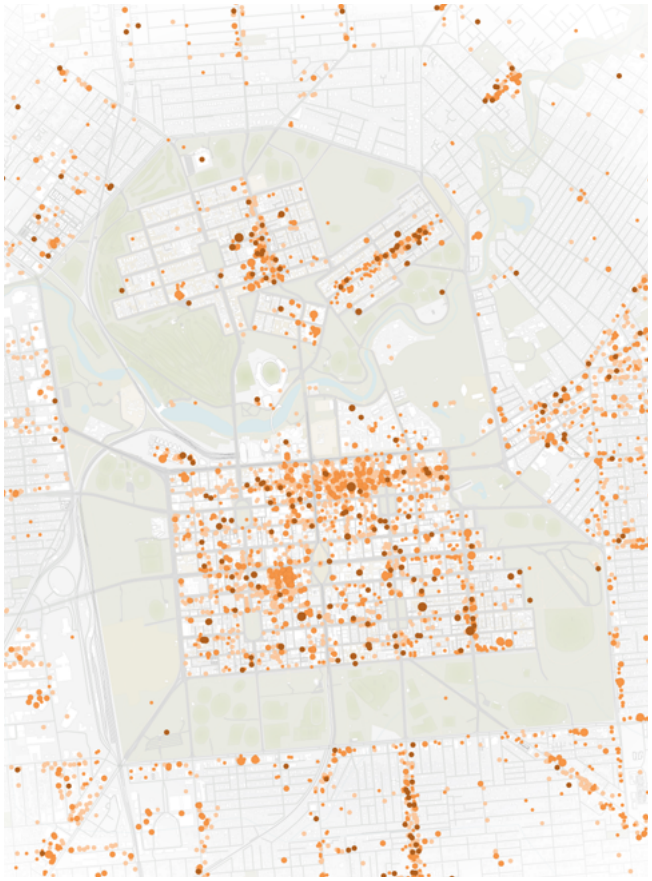


Figure 3.14 Liveability Locations

- Community Facilities
- Local Services
- Retail Amenity

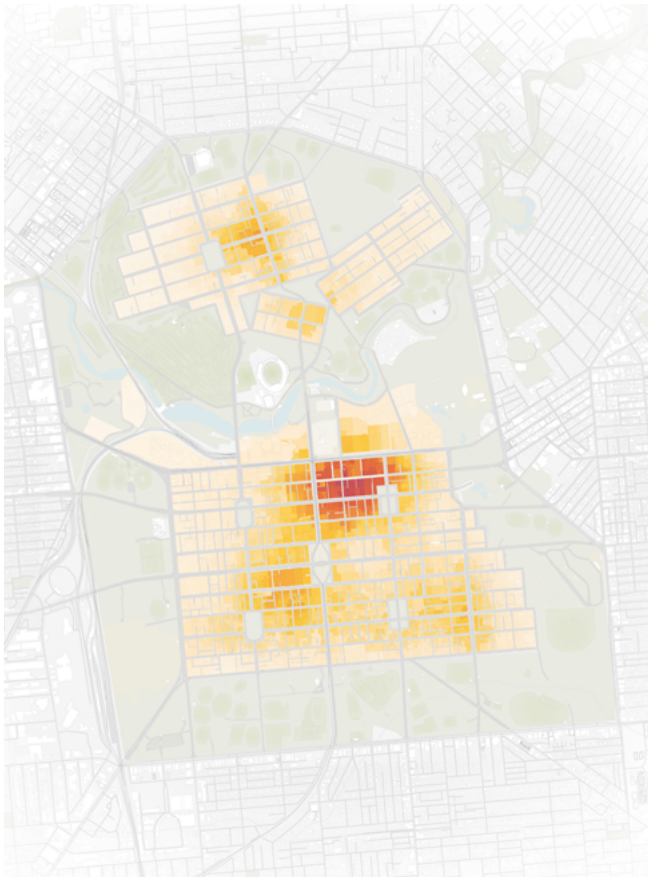


Figure 3.15 Liveability Index

Liveability Index

The Livability Index serves as a valuable tool for assessing the overall quality of life within the City and offers insights to enhance the vibrancy and diversity of existing neighbourhoods. Through a thorough analysis of accessibility to essential services and amenities, including community facilities, local services, and retail outlets, this index provides valuable insights into the livability of each neighbourhood. By synthesising this data, the index offers a comprehensive view of the city's walkability and identifies areas where improvements are needed to meet community needs and support future growth.

This dataset not only evaluates the availability of social infrastructure and public amenities but also highlights the accessibility of these facilities within neighbourhoods. The analysis helps identify areas requiring additional investments to enhance livability and create vibrant, inclusive neighbourhoods. By pinpointing areas with limited accessibility to essential services and amenities, city planners can prioritise targeted interventions to improve walkability and enhance the overall livability of neighbourhoods.

A City of Neighbourhoods

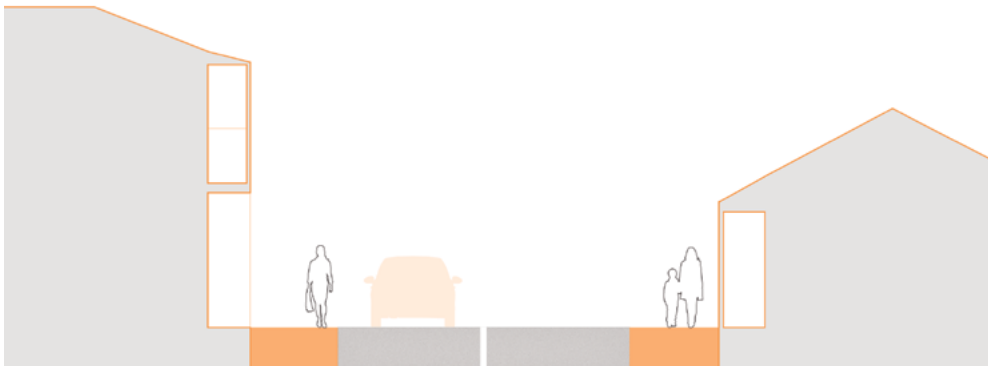


Figure 3.16 Existing Typical Laneway



Figure 3.17 Potential Laneway Activation



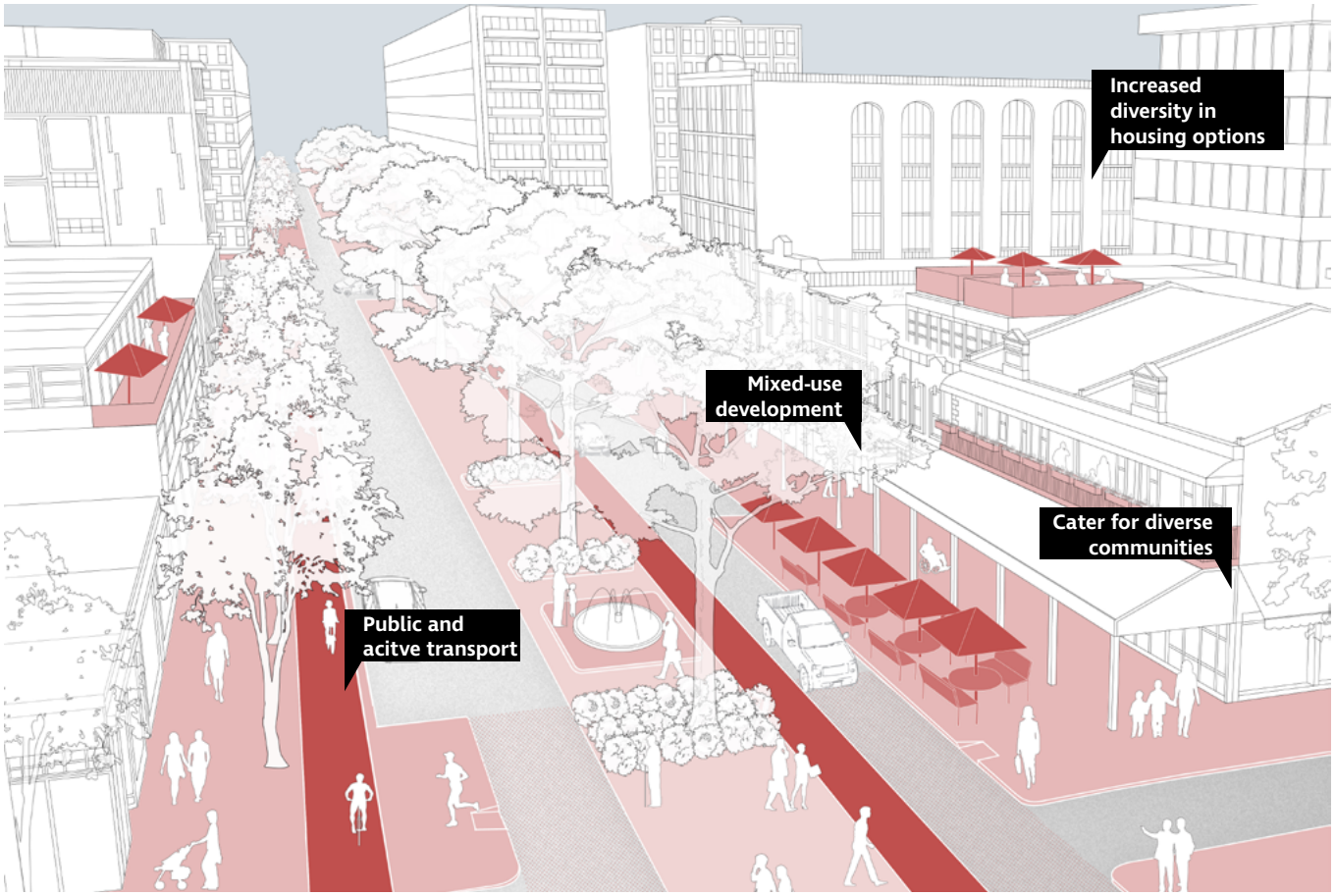
City Wide Strategies

The City Plan will activate more north-south streets and laneways for pedestrians, businesses and visitors. This includes extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace, connecting the southern Adelaide Park Lands to the Easte End via Hutt Street, and creating a new network of laneways in the west.

The city's unique places and urban fabrics will be walkable experiences from east to west. Through the City Plan we will encourage development along the main east west connections ensuring essential active and public transport connections.



Housing Diversity for a Growing Population



To achieve sustainable growth requires diversity in housing options, encouraging mixed use development, and supporting good neighbourhood design to cater to a range of needs and demographics. The City Plan seeks to grow the population to 50,000 by 2036 by adding approximately 1,000 dwellings per year over this timeframe.

Our spatial plan looks to support and address housing diversity in the context of the City of Adelaide Housing Strategy: Investing in our Housing Future.

Diversity of housing supply in this context means Housing for all, driving housing outcomes that attract and retain our residential population. This means market housing, social housing, affordable housing, student housing, adaptive reuse, located within parts of the city where housing is supported by social infrastructure and transit diversity. This also seeks to improve the number of lone households in the city and improve our average per person dwelling rate of 1.8 persons per dwelling.

The number of higher density towers has increased in recent years related to increasing overseas student numbers. Forward-thinking and flexible housing options with adaptable floor plans could accommodate a broad range of people at all stages of life: students, singles, couples, families, key workers and the ageing.

There is opportunity for build-to-rent and other alternative housing models to create greater density and diversity across the city.

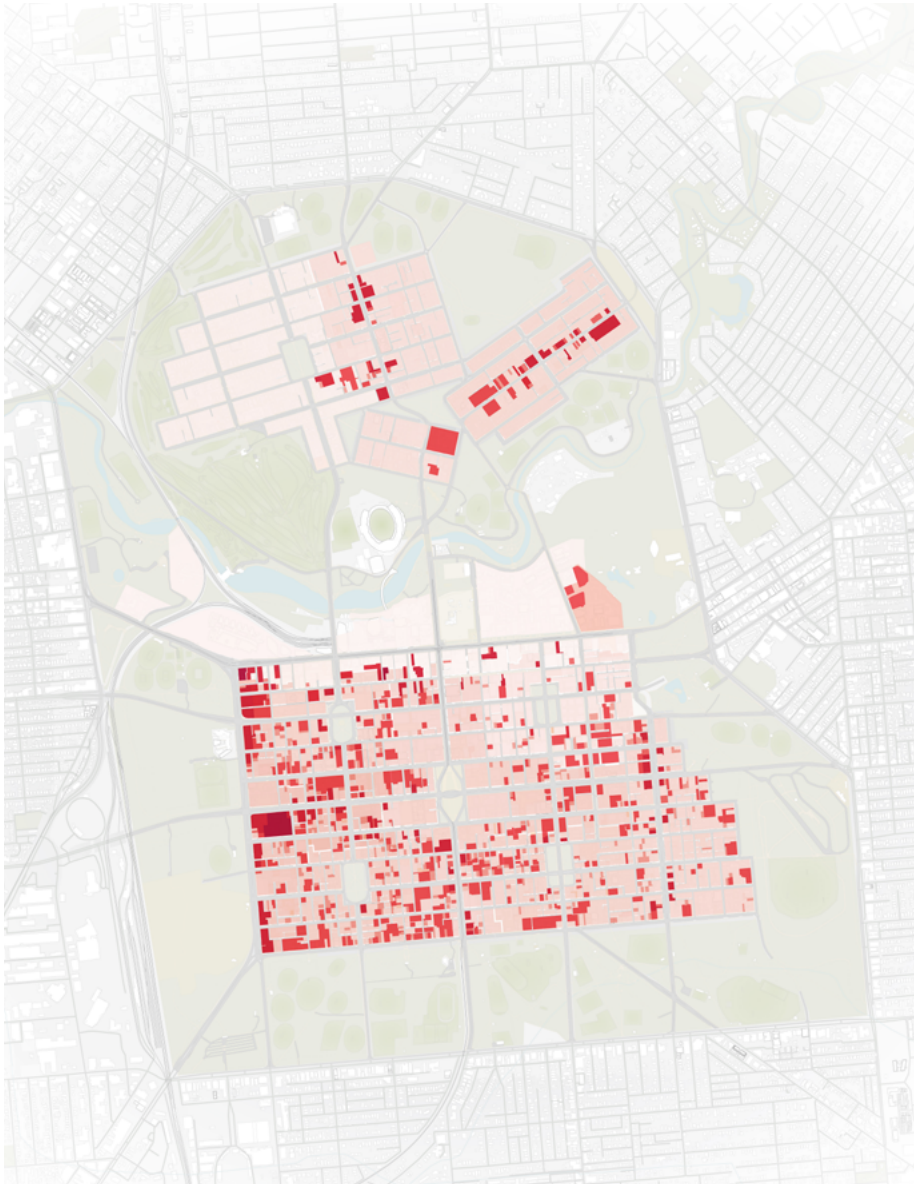


Figure 3.18 Land Use Potential Index

The City Plan identifies areas that have the capacity to accommodate higher levels of population growth. These areas will require investment in infrastructure to enhance accessibility, amenity and stimulate private investment in new housing.

Land Use Potential Index

The Land Use Potential Index has been developed as a tool to assess and track progress towards promoting Housing Diversity for a Growing Population within the City. By synthesizing development potential metrics with development likelihood metrics, this index provides valuable insights into the current capacity of the city for growth and the potential for diverse housing options. Utilising the Land Use Potential dataset, city planners can assess the feasibility of various typologies and uses, laying the groundwork for a more inclusive and diverse urban landscape as the population grows to 50,000.

The analysis considers a range of factors, including land ownership patterns, surrounding land uses, amenity, and development, to inform decision-making processes. By identifying areas with high development potential and likelihood, the index helps prioritise interventions aimed at promoting diverse housing options. This holistic approach ensures that urban development aligns with the Housing Diversity Priority, fostering a vibrant and inclusive cityscape that caters to the needs of a growing population.

Housing Diversity for a Growing Population



Figure 3.19 Relevent diverse housing types and scales

City Wide Strategies

A focus on the 'missing middle' will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.

Terraces, with their compact yet flexible design, offer an opportunity for infill development and revitalisation of existing urban fabric, fostering a sense of neighborhood identity and character. Adaptive reuse initiatives breathe new life into heritage buildings and industrial sites, providing unique housing solutions while preserving the city's architectural heritage. Medium density housing typologies such as walk up apartments strike a balance between density and livability, offering a transition between low-rise and high-rise buildings, and integrating seamlessly into established neighborhoods.

Shop top housing presents an innovative approach to urban living, combining residential units with ground-floor commercial spaces, thus enhancing walkability and supporting local businesses. As the city grows, 4 to 6-storey mid-rise buildings offer increased density without compromising on quality of life, providing residents with access to amenities and green spaces. Higher density (8-storey-plus high-rise developments) cater to the growing demand for vertical living, offering spectacular views and high-density living options in strategic locations within the City. Together, these housing typologies contribute to a vibrant and inclusive urban environment, ensuring that the City remains a desirable and accessible place to live for all its residents.



City Wide Strategies

City Wide Strategies

City Wide Strategies have been developed to unlock the growth potential of the city and target intervention and investment in sustainable growth. Grounded in the evidence base provided by the city wide spatial analysis, the strategies provide direction for future investigations, investment, advocacy, planning and policy interventions.

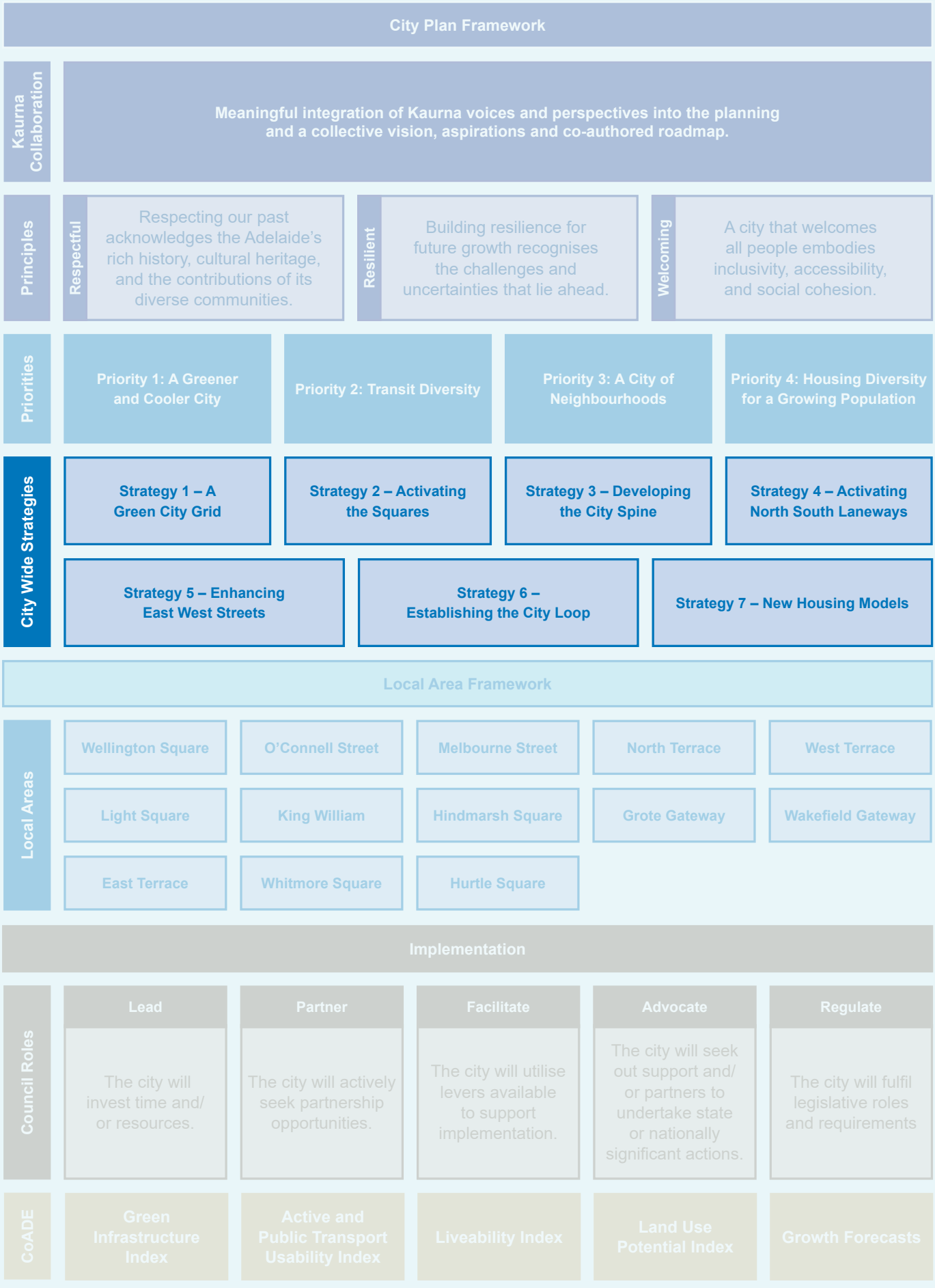


Figure 4.1 Plan on page

Overview of Strategies

City wide strategies have been developed to unlock the growth potential of the city and target intervention and investment in sustainable growth.

The city wide strategies respond to the strategic context of the City of Adelaide and Greater Adelaide Regional Plan (GARP), are grounded in the evidence base provided by the City Plan spatial analysis and informed by engagement. City Plan policy alignment with the GARP is shown in brackets following the policy statement, i.e. (SPP 4.4).

The seven strategies provide direction for future investigations, investment, advocacy, planning and policy interventions.

Strategy 1 – A Green City Grid

Strategy 2 – Activating the Squares

Strategy 3 – Developing the City Spine

Strategy 4 – Activating North South Laneways

Strategy 5 – Enhancing East West Streets

Strategy 6 – Establishing the City Loop

Strategy 7 – New Housing Models



Figure 4.2 Overview of City Wide Strategies

Urban Design Elements—The Primary Components

The City Wide Strategies employ a range of urban design elements which are designed to promote a vibrant, liveabile and functional city.

A Greener and Cooler City

Multi-Functional Public Space –Incorporating amenities such as playgrounds, sports facilities, community gardens, and seating areas, as well as enhancing biodiversity through native plantings and habitat restoration projects.

Pedestrian Network – Creating pedestrian networks, installing lighting for safety, and establishing green, shaded corridors to link between open spaces.

Public-Private Realm – Blurring the lines between public and private green spaces and pedestrian areas for a highly permeable city.

Civic Plazas – Creating vibrant communal spaces that foster social interaction, cultural exchange, and civic engagement within the city.

Transit Diversity

Light Transit – Advocating for State Government investment in public transport corridors with a focus on expanding the light rail network.

Safe Crossing Points – Undertaking safety upgrades to all road and path crossings by 2036.

Separated Bikeways – Delivering infrastructure for safe, separated and connected bikeways and walkways in the city and linking to the inner suburbs.

Boulevards – Transforming unsafe car-dominated roads into leafy boulevards that enhance pedestrian safety, promote sustainable transportation options, offer a safer and more vibrant city environment.

A City of Neighbourhoods

Laneways – Improving the narrow multi-modal thoroughfares nestled between buildings; ensuring they are safe and enhancing them with planting, character, and opportunities for social interactions.

Urban Streets – Improving the safety and function of these mid-scale thoroughfares enabling diverse activities to converge with improved safety and appeal for cyclists, pedestrians, and retail spill out alike.

Main Streets – Creating a series of Main Streets to be the vibrant arteries of urban life in the city—serving as the heart of the city's commercial and social activity.

Boulevards – Transforming unsafe car-dominated roads into leafy boulevards that enhance pedestrian safety, promote sustainable transportation options, offer a safer and more vibrant city environment.

Housing Diversity for a Growing Population

Alternative housing Models – Exploring alternative housing models to address affordability challenges, meet community needs and build dynamic communities.

Adaptive Reuse – Repurposing buildings for viable new uses and modern functions.

Tenure Diversity – Encouraging housing tenure diversity to create a more resilient and inclusive community by providing options for renting, owning, and alternative housing arrangements, catering to diverse socio-economic needs and preferences

Typological Diversity – improving equity, inclusivity, and resilience by offering a range of housing options, including townhouses, apartments, and mixed-use developments, catering to varied lifestyles, life-stages and preferences within a community.

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Multi-funcitonal Public Open Space



Pedestrian Network



Public-Private Realm



Civic Plazas

Transit Diversity



Light Transit



Safe Crossing Points



Separated Bikeways



Boulevards

A City of Neighbourhoods



Laneways



Urban Streets



Main Streets



Boulevards

Housing Diversity for a Growing Population



Alternative Housing Models



Adaptive Reuse



Tenure Diversity



Typological Diversity

Strategy 1 – A Green City Grid

The city streets and Squares will form a green grid for the city, connected by shaded pedestrian paths and active transport. The green grid will create green corridors that contribute to cooling, climate resilience, biodiversity and comfort to the users of the city.

Through the City Plan we will create cooler, greener streets and connect our city Squares to one another and the Adelaide Park Lands.

Focused initially on the easy wins and less contested streets, greening will be prioritised on major thoroughfares such as Grote Street, Wakefield Street and Hindley Street. Greening initiatives will be staged incrementally across the city grid.

Tree canopy cover will be prioritised along key pedestrian and cycle networks including Currie Street and Grenfell Street. The key routes which have been identified are the primary streets which intersect the Squares and connect with the Adelaide Park Lands, as well as key north south laneways. Where tree planting for canopy is not possible, other forms of shade cover will be considered.

Streets that have limited potential for greening, such as those that are narrow or that have underground infrastructure that would prohibit deep soil planting, will be considered for footpath widening or removal of redundant utilities infrastructure.

The Adelaide Park Lands Trail will be enhanced to provide a continuous walking and cycling loop throughout the Adelaide Park Lands. Improvements will include connections across the river between the CBD and North Adelaide, along the Karrawirra Pari Linear Trail. Key cycling and pedestrian paths will be prioritised to connect with the inner suburbs along key routes including Linear Park, Outer Harbour Greenway, Gawler Greenway, Marino Rocks Greenway, Mike Turtur Bikeway, Glenside Bikeway. Norwood Bikeway and Westside Bikeway.



Figure 4.3 Diagram of the Green City Grid



North Terrace

Current Condition

The existing tree canopy cover data indicates that the City Core and the western edge of the city exhibit limited tree canopy cover. This suggests a disparity in green infrastructure distribution, potentially leading to higher temperatures, reduced air quality, and diminished biodiversity in these areas.



Figure 4.4 Existing Tree Canopy Cover

Strategy Impacts

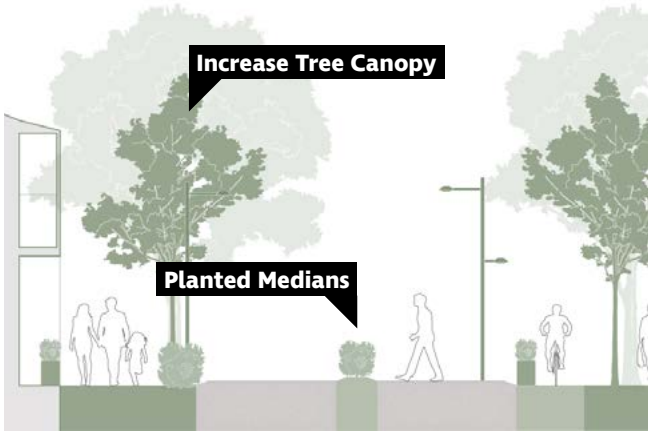
Employing the Green Grid Strategy to prioritise pedestrian streets, lane ways and city squares will lead to a targeted approach in completing the green grid throughout the city. By strategically enhancing tree canopy cover in these locations, the Green Grid Strategy will not only improve the aesthetic appeal of urban spaces but also bolster climate resilience. Increased vegetation will mitigate the urban heat island effect, improve air quality, and provide habitat for wildlife, contributing to a more sustainable and livable urban environment. In addition to this, by increasing tree canopy cover and green spaces in these areas, the Green Grid Strategy will enhance the walkability and pedestrian experience, encouraging more active modes of transportation and fostering a healthier urban lifestyle.



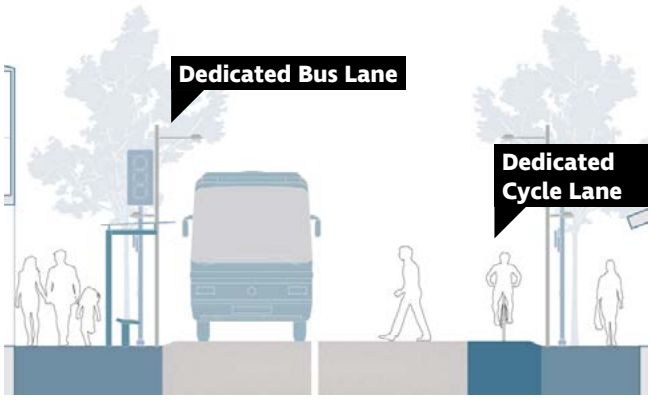
Figure 4.5 Potential Tree Canopy Cover

Strategy 1 – A Green City Grid

City Plan Policies



Typical Greening of East West Street



Active and Public Transport Priority Corridor

A Greener and Cooler City

1.1 Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (SPP2.13 & 11.10).

1.2 Lead the provision of a connected network of green infrastructure systems, including water sensitive urban design across the city and Adelaide Park Lands to mitigate the impact of extreme heat events (SPP 4.4 & 15.4)

1.3 Partner on the protection the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including enhancing pathways and connections to and from the Adelaide Park Lands (SPP 7.1 & 7.3).

1.4 Advocate for stronger provisions within the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, heat reflective materials and built shade (SPP 5.3 & 5.4).

Transit Diversity

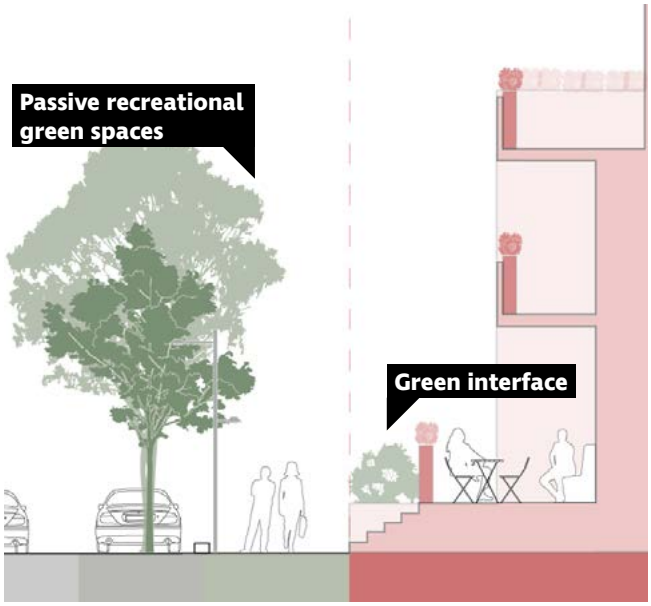
1.5 Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets (SPP 11.5).

1.6 Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function (SPP 11.4).

1.7 Advocate for contraction of the road network and return of roadways to active transport or greening to support the development of green transport corridors (SPP 11.5).



Typical Active Frontages



Residential Frontages

A City of Neighbourhoods

1.8 Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods. (SPP5.2)

1.9 Lead in infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night.

Housing Diversity for a Growing Population

1.10 Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth, with a focus on neighbourhoods which have high growth potential. (SPP 6.2 & 6.3).

Figure 4.6 Above: interaction with key city plan policies

Strategy 2 – Activating the Squares

The city Squares will be places for active and passive recreation and social engagement with a mix of urban uses around the Squares.

While respecting their historical importance, our Squares will be reimagined as places at the heart of local communities.

The City Plan recognises that the Squares will play an increasingly important open space function for residents, workers, businesses and visitors, particularly as the residential population grows and the density of the city increases.

A staged approach to master planning the Squares aligns with the Adelaide Park Lands Management Strategy and will be undertaken with an initial focus on the north west of the city at Light Square. The design of the Squares will consider Kaurna culture, National Heritage listing, surrounding land use mix and transport movements.

Each Square will be designed to respect its local fabric and identity while ensuring a cohesive role for all city Squares as an open space provision as the population grows.



Figure 4.7 Diagram of Square Activation



Whitmore Square



Whitmore Square

Current Condition

The existing recreational open space accessibility data highlights a notable disparity in access to recreational open spaces, particularly in the City Core and the Western edge of the city. This limitation is attributed to the programming of these spaces for community needs, as well as pedestrian barriers caused by vehicular movement. As a result, residents in these areas face challenges in accessing and enjoying recreational amenities, which may impact overall well-being and quality of life.



Figure 4.8 Existing Green Infrastructure Index

Strategy Impacts

Employing the Activating the Squares Strategy is targeted on addressing these accessibility gaps and fostering vibrant, inclusive neighborhoods. By prioritising city squares for community uses, such as recreational activities, cultural events, and social gatherings, the strategy transforms underutilised spaces into dynamic hubs of community engagement. Additionally, this approach facilitates the development of greater density neighborhoods, as enhanced public spaces contribute to the attractiveness and livability of urban areas, supporting population growth and sustainable urban development.



Figure 4.9 Potential Green Infrastructure Index

Strategy 2 – Activating the Squares

City Plan Policies



A Greener and Cooler City

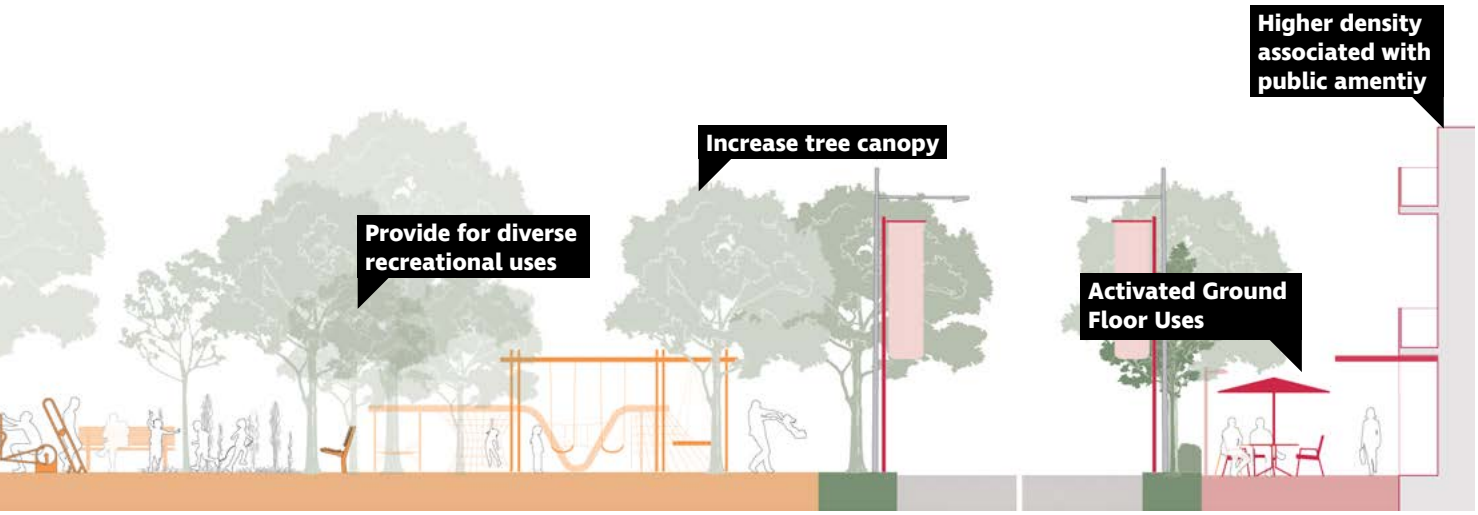
2.1 Lead improvements to canopy cover and green infrastructure in the city Squares to enhance climate resilience within the City, with a focus on reducing urban heat island effects (SPP 2.14).

Transit Diversity

2.2 Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to city Squares (SPP 11.5).

2.3 Lead the analysis of options for adjustments to north-south through traffic for city Squares, to enable improved pedestrian access to the squares (SPP 11.1 & 11.4).

2.4 Facilitate the expansion of public open space around the city Squares through the removal of slip lanes and side-roads, and adjustments to on-street car parking (SPP11.4).



A City of Neighbourhoods

2.5 Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around city Squares (SPP 2.10 & 11.4).

2.6 Activate the Squares through enhancing the programming and amenity of each square to accommodate flexible, adaptable and diverse recreational activites.

Housing Diversity for a Growing Population

2.7 Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth, with a focus on neighbourhoods which have high growth potential. (SPP 6.2 & 6.3).

Strategy 3 – Developing the City Spine

The City Plan will promote the city as the states civic, cultural and commercial life as well as providing a quality living environment and as a place where the best of South Australia is showcased to the rest of the nation.

North Adelaide and the CBD will be better connected by building upon the role of King William Street as a key movement corridor connecting the north to the south.

The City Plan will develop the central urban spine of the city to connect North Adelaide to the CBD, and people to places through active and public transport. This includes linking key attractions including the Adelaide Aquatic Centre, O'Connell Street, Adelaide Zoo, King William Street, the Adelaide Central Market and the southern Adelaide Park Lands.

The City Plan will prioritise extension of existing public transport connections into North Adelaide, investigate the potential for light rail expansion, and improve forms of active transport along the corridor.

The development of the city spine will support the targeted growth and sustainable development of key sites along O'Connell Street and reinforce its role and function as a high street.



Figure 4.10 Diagram of potential City Spine



King Wiliam Street Tram

Current Condition

The existing local services and retail accessibility data indicate a concentration of amenities along King William Street, particularly in the southern portion of the central spine of the city. However, there is a notable gap in connectivity between these services and the modes of walkability, cycling, and public transport. Addressing this gap is crucial, with a particular emphasis on bridging the connection between North Adelaide and the City through the central spine to ensure equitable access to amenities for all residents.

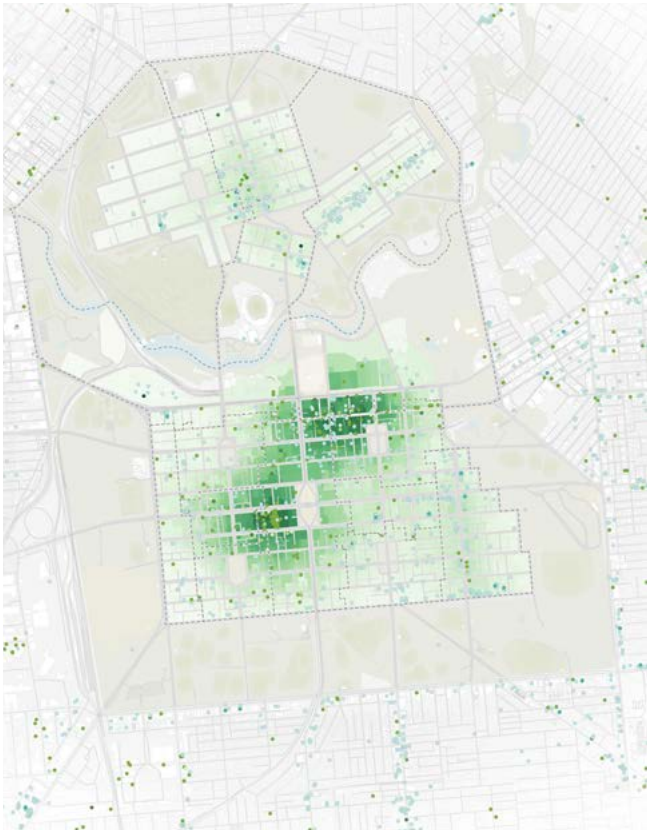


Figure 4.11 Local Services Accessibility



Strategy Impacts

Employing the Developing the City Spine Strategy to establish a new public transport connection from North Adelaide to King William Street will significantly enhance the liveability of the city. This initiative will not only improve access to essential services and retail hubs but also facilitate greater density in surrounding neighborhoods. By providing efficient and accessible transportation options, the strategy fosters a more connected and inclusive urban environment that supports the diverse needs of the community.

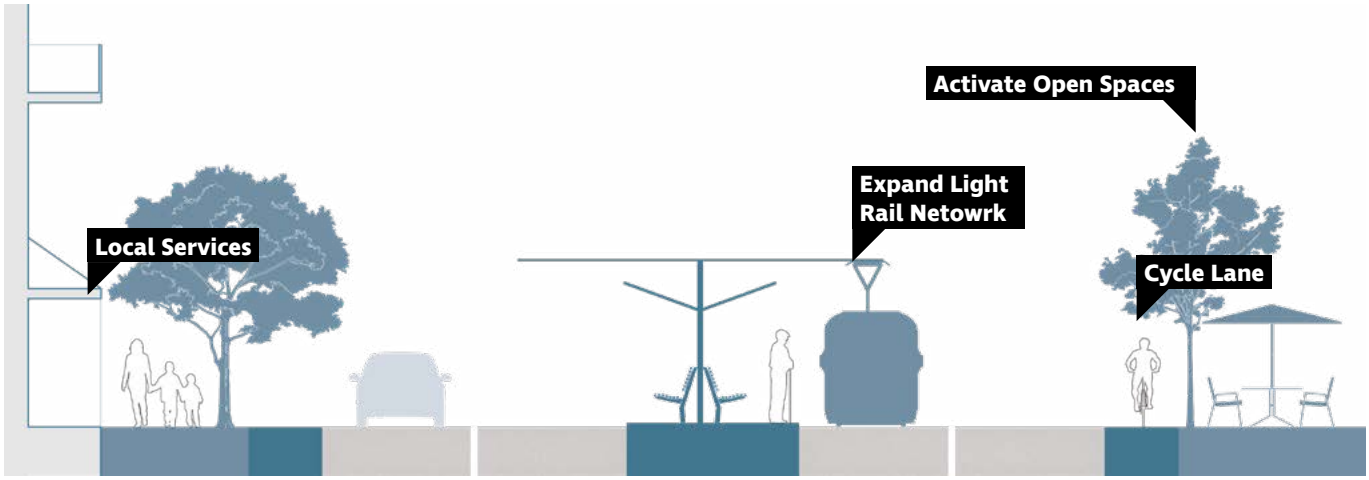


Figure 4.12 Retail Accessibility



Strategy 3 – Developing the City Spine

City Plan Policies



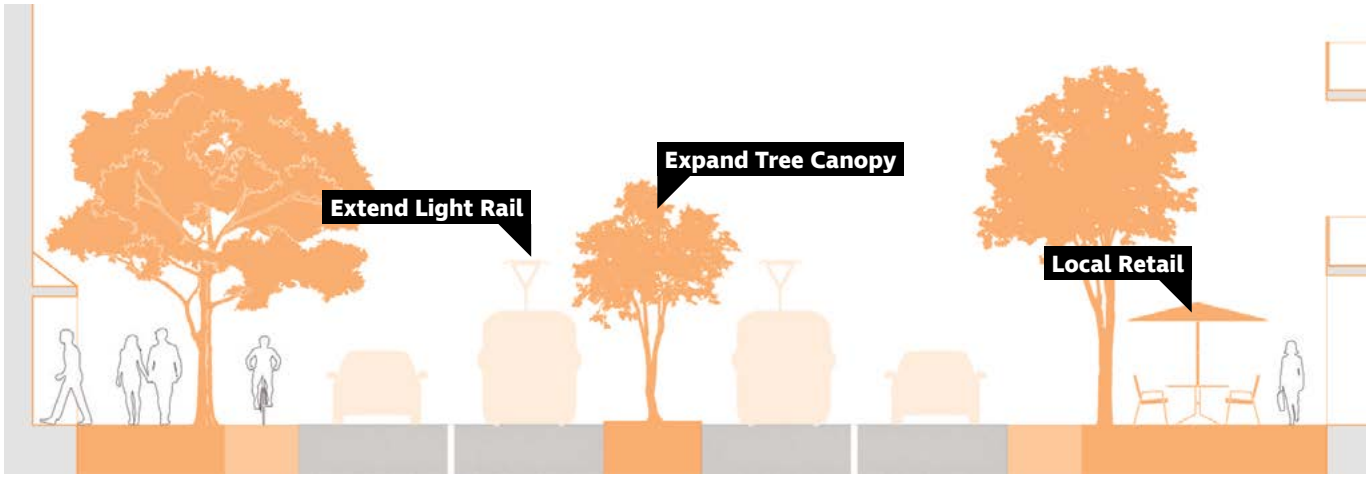
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3.1 Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection (SPP 5.1, 11.10 &15.4).

Transit Diversity

3.2 Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street (SPP11.5).

3.3 Advocate for a light rail connection from North Adelaide to North Terrace (SPP5.1 & 11.5).



A City of Neighbourhoods

3.4 Partner in the delivery of the Adelaide Aquatic Centre, Market Square and 88 O'Connell as key destinations and attractors along the city spine (SPP 2.5).

3.5 Facilitate community access to a broad range of convenient and affordable accommodation, services, employment and social opportunities with ease of access to the city spine SPP2.1, 9.2 & 9.10).

Housing Diversity for a Growing Population

3.6 Partner in the delivery of the Market Square and 88 O'Connell to contribute to the city's housing supply (SPP6.5).

Strategy 4 – Activating North South Laneways

North-south laneways will continue to be transformed into vibrant corridors for pedestrian movement, community connection, business activity and economic prosperity.

Extending the success of PeelLeigh Streets in the west of the city, the City Plan will activate more north-south streets and laneways for pedestrians, businesses and visitors. This includes extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace, connecting the southern Adelaide Park Lands to the East End via Hutt Street, and creating a new network of laneways in the west.

Design responses will seek to promote active ground floor building frontages and increased tree canopy cover. Whether through pop-up markets, outdoor seating areas, or cultural events, the city's laneways will become dynamic spaces that attract residents, workers and visitors.The City Plan identifies three key north-south connections as strategically significant:

Adelaide Markets Laneways

By extending the pedestrian link between the Riverbank and Adelaide Central Market to South Terrace, an integrated laneway experience will connect major cultural and commercial hubs and extend into residential areas.

Hutt Street

The enhancement of the Hutt Street active transport corridor will create a vital connection between the retail and recreation activity on Hutt Street and the dynamic commercial district of the East End, encouraging walkability and strengthening economic connectivity.

West Terrace Laneways

The establishment of a north-south pedestrian spine through the western part of the city will be achieved by enhancing street design, promoting greening, enabling active transportation and encouraging the development of vibrant business activities through the west.



Figure 4.13 Pedestrian Priority North South Links



Hutt Street

Current Condition

The Existing North-South Walkability data reveals several insights into pedestrian movement within the city. It indicates a scarcity of suitable north-south links for walking, with existing routes primarily serving vehicular and public transport needs. It highlights key locations where critical pedestrian connections, such as crossing points and through-site links, are lacking, contributing to challenges in pedestrian movement. The data analysis also highlights that existing north-south links are not direct, further complicating pedestrian navigation within the city.

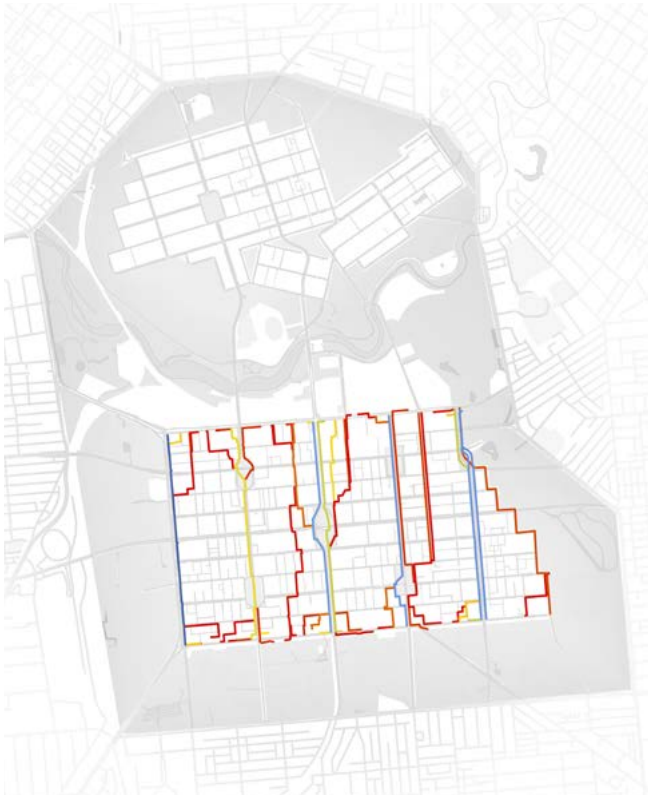


Figure 4.15 Existing North South Links

Strategy Impacts

Implementing the Activating North-South Laneways Strategy to prioritise key laneways and streets for pedestrian and active transport movement will significantly enhance the liveability of the city. By creating safer and more accessible pedestrian routes, this strategy will encourage active lifestyles, foster community engagement, and support the development of higher-density neighborhoods. The mapping to the right inidcates the priority streets for pedestrian north-south movement, realised by providing key pedestrian crossings and through site links. Enhancing walkability will reduce reliance on cars, alleviate traffic congestion, and contribute to a more sustainable and vibrant urban environment. By introducing new pedestrian links, walking through the city becomes more direct and safer, mitigating conflicts between vehicles and pedestrians and fostering a more pedestrian-friendly environment conducive to urban density.

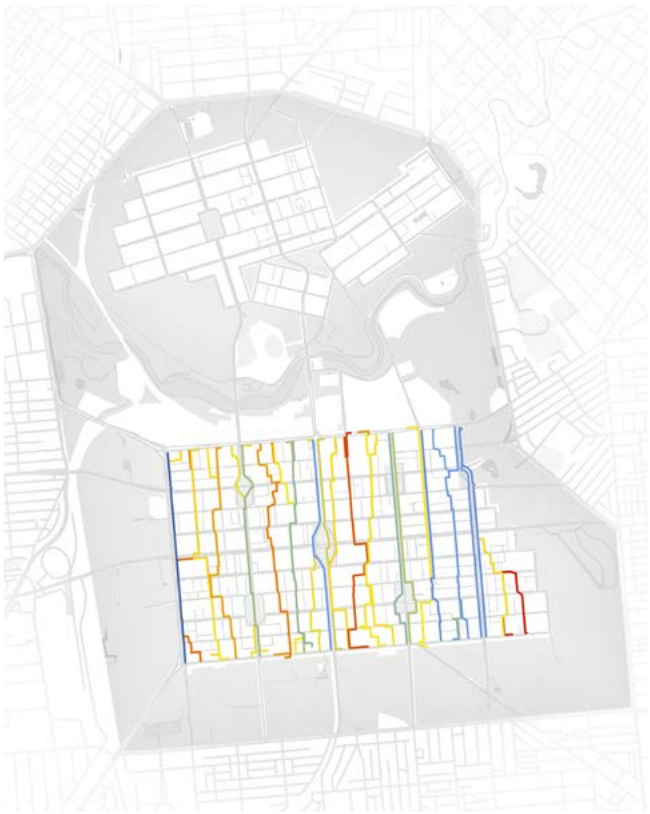
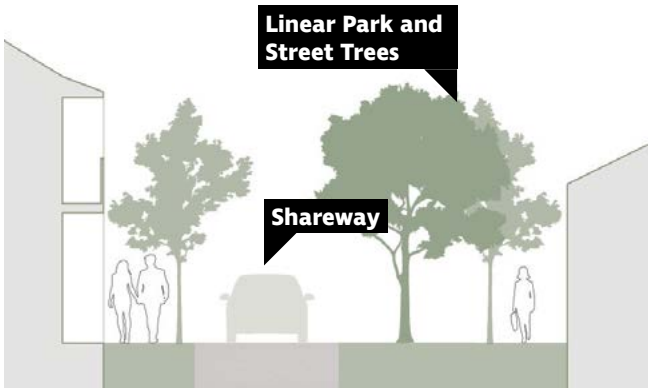
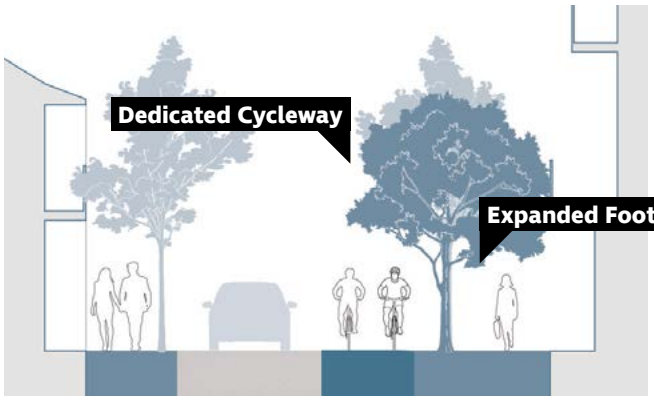


Figure 4.14 Potential North South Links

Strategy 4 – Activating North South Laneways

City Plan Policies





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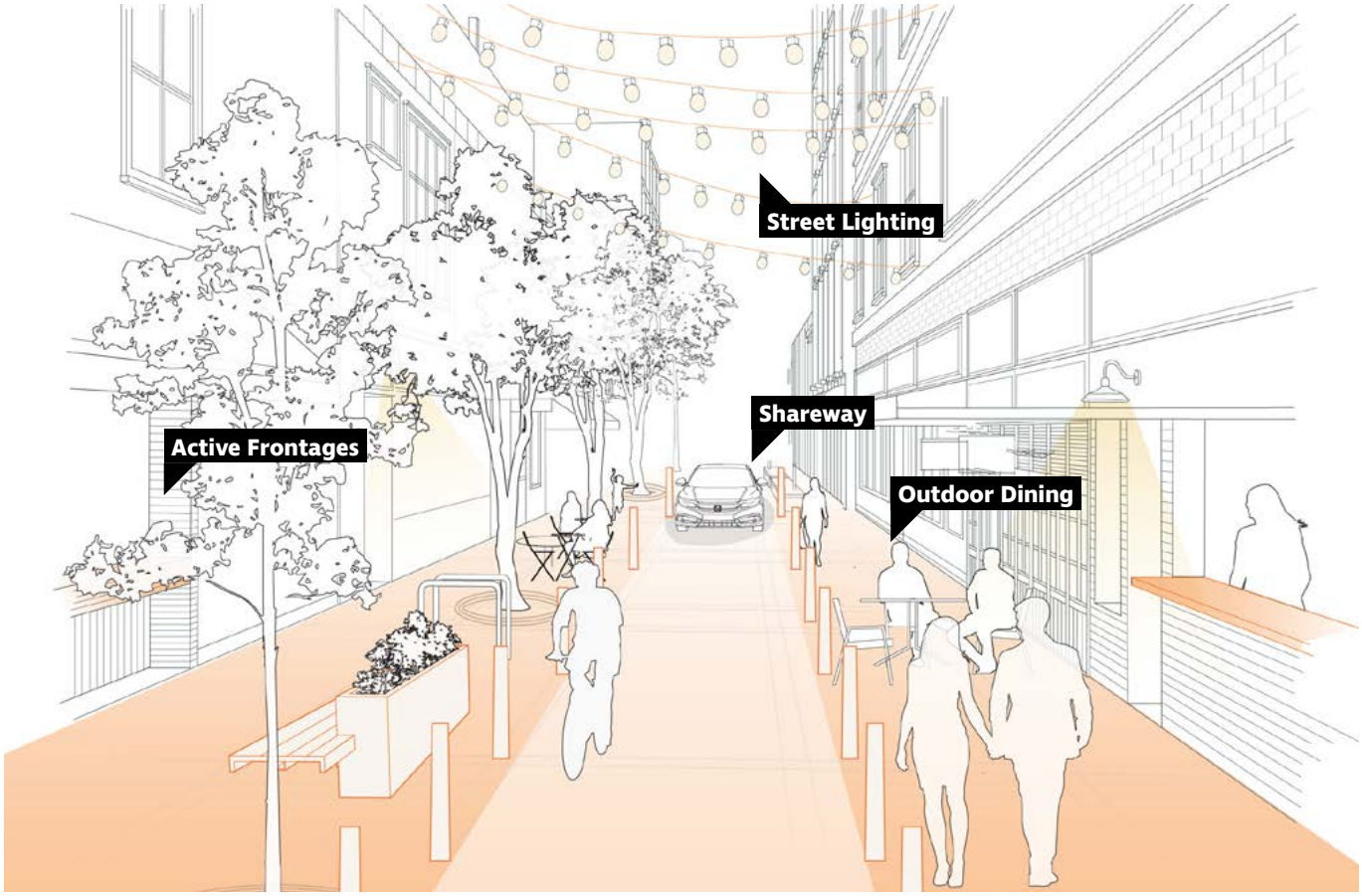
4.1 Partner to extend the pedestrian link between the Riverbank and Adelaide Central Market to create a cohesive, green pedestrian laneway from Karrawirra Pari to the southern Adelaide Park Lands (SPP 11.5).

4.2 Partner on the establishment of a green north-south pedestrian spine through the connection of local streets and laneways in the western part of the city (SPP 15.4).

Transit Diversity

4.3 Lead investment in the Hutt Street active transport corridor to connect the retail and recreation activity on Hutt Street with the commercial activity in the East End (SPP 1.8 & 11.5)

4.4 Lead investment in the pedestrianisation of key north south laneway links, including Western Laneways Link and Adelaide Market Laneways Link.



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4.5 Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP2.10)

4.6 Facilitate opportunities for activation of laneways in line with neighbourhood identity (SPP 2.10.

Housing Diversity for a Growing Population

4.7 Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth (SPP 6.2 & 6.3).

Strategy 5 – Enhancing East West Streets

The city continues to evolve as a vibrant collection of places each with its own distinct identity and reason to visit and enjoy.

The city's unique places and urban fabrics will be walkable experiences from east to west. Through the City Plan we will encourage development along the main east-west connections ensuring essential active and public transport connections.

The City Plan will encourage people to use all parts of the city through diverse offerings, ground floor activation, and ease of access on foot, wheel and public transport. The City Plan identifies four east-west streets as strategically significant:

Currie / Grenfell Corridor

The Currie / Grenfell Corridor will enhance its existing role as a high-frequency bus corridor through dedicated bus and cycle lanes that improve functionality and accessibility.

Wakefield / Grote Gateways

Positioned as significant gateways into the city, the Wakefield / Grote Gateways facilitate movement between the City of Adelaide and neighbouring eastern and western suburbs, including the Adelaide Airport.

Melbourne Street

The unique character and village feel of Melbourne Street will be extended to the west. This includes consideration of the changing nature of land uses as the Women's and Children's Hospital relocates and the former site is reimagined.

Rundle to Hindley Streets

The pedestrian core of the city centre will be expanded to create a diverse, walkable recreation and retail corridor along the entirety of Rundle Street and Hindley Street. This includes considering the use of streets and adjoining laneways to create activation and economic prosperity.



Figure 4.16 East-West street enhancement corridors



Frome Street

Current Condition

The Cycling Accessibility data highlights a concentration of access points to the cycling network predominantly situated along the outer edges of the city, particularly within the Adelaide Park Lands. This suggests that efforts to enhance cycling infrastructure and accessibility should focus on expanding and improving connections at these peripheral locations to better integrate cycling into the city's transportation network.



Figure 4.17 Current Cycling Accessibility

Strategy Impacts

Employing the Enhancing East West Streets Strategy to prioritize pedestrian, active transport, and public transport movement along east-west corridors will significantly contribute to the city's liveability and enable the development of higher-density neighbourhoods. By enhancing connectivity to the City Spine and key services, these east-west streets will not only improve access but also promote sustainable modes of transportation, fostering a more walkable and vibrant urban environment.

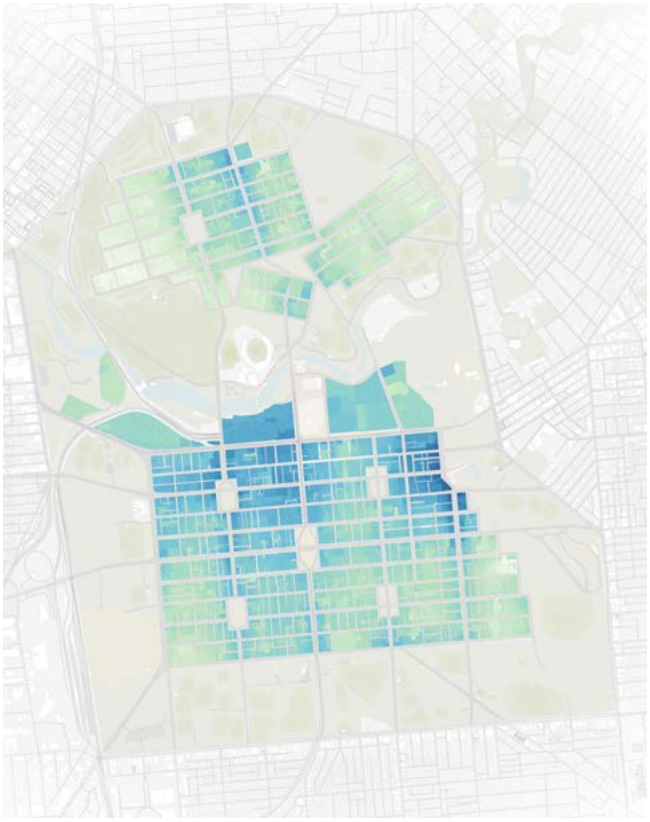
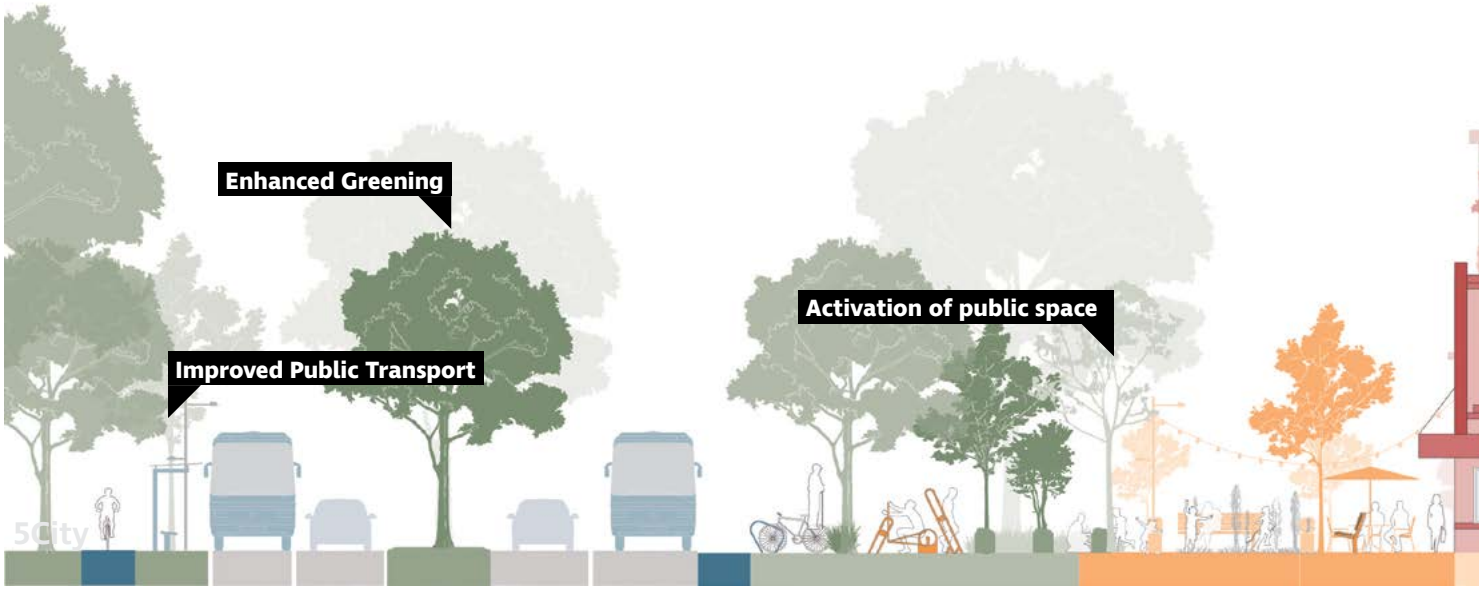


Figure 4.18 Strategy Impact Cycling Accessibility

Strategy 5 – Enhancing East West Streets

City Plan Policies



A Greener and Cooler City

5.1 Partner on the enhancement of the Grote Street Gateway as an 'entrance to the city' for visitors arriving from the Adelaide Airport through streetscape upgrades and recognition of Kaurna Country (SPP 2.13, 11.1).

Transit Diversity

5.2 Lead a review of the existing boundaries of the Core and Primary Pedestrian areas in the Planning and Design Code with a view to extending the pedestrian areas (SPP 11.5).

5.3 Advocate for enhancements along Wakefield and Grote Streets focused on improving infrastructure and amenity to accommodate increased public transport utilisation, dedicated cycleways and vibrancy of the street experience (SPP 2.10 & 11.5).

5.4 Advocate changes to Planning and Design Code to strengthen policies to ensure the flow of key pedestrian routes remain free and uninterrupted in key pedestrian areas (SPP 5.1 & 11.5).



A City of Neighbourhoods

5.5 Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along strategic east-west links. (SPP2.10).

5.6 Facilitate opportunities for activation of strategic east-west links in line with the neighbourhood identity (SPP2.10).

Housing Diversity for a Growing Population

5.7 Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth (SPP 6.2 & 6.3).

Strategy 6 – Establishing the City Loop

A City Loop will be investigated to provide an easy way for people to move around the city and explore its neighbourhoods.

The City Plan's focus on transit diversity and walkable experiences will be complemented by a light rail corridor that provides for sustainable movement, transit-led growth and connected neighbourhoods and places.

The City Loop will expand the existing light rail along North Terrace and Port Road providing an opportunity to hop-on and hop-off at key locations across the city.

The City Plan identifies the need to investigate mid to long term potential for light rail along West Terrace, Hallifax and Sturt Streets, and Hutt Street, connecting more of the city and encouraging future transit-oriented development. This will be progressed through our Integrated Transport Strategy and tested through the CoADE.



Figure 4.19 Diagram of the proposed City Loop



North Terrace Tram

Current Condition

The Public Transport data highlights that King William Street and North Terrace serve as key hubs for public transport access, with connections to both Light Rail and Heavy Rail Stations. However, areas such as East Terrace, West Terrace, and North Adelaide have limited access to public transport, predominantly relying on bus services for connectivity.

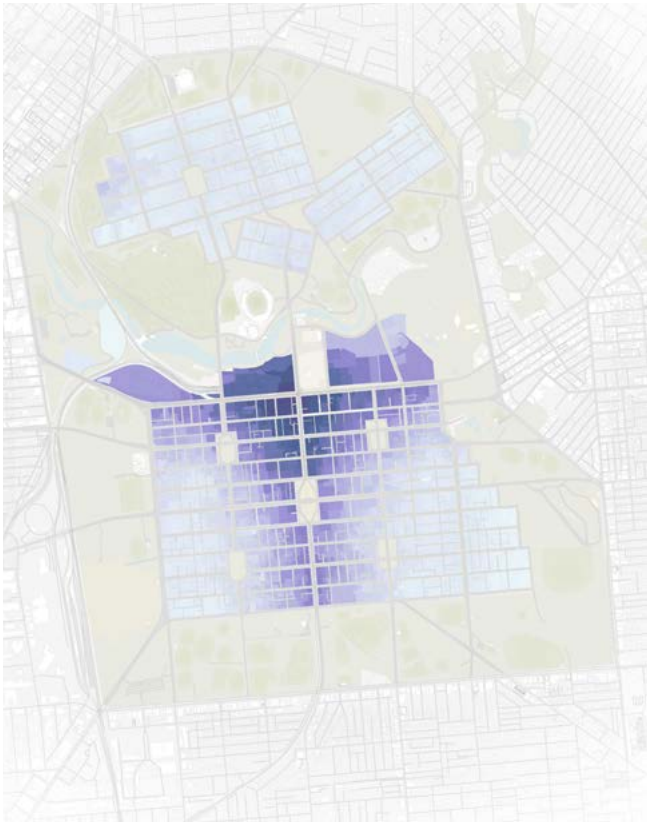


Figure 4.20 Current Public Transport Accessibility

Strategy Impacts

Employing the Establishing the City Loop Strategy to propose a new Light Rail Loop will significantly enhance the liveability of the city and facilitate greater density in neighbourhoods. By connecting neighbourhoods to each other and the central spine, the loop will serve as a focal point for each area, promoting walkability and enhancing accessibility within the city.

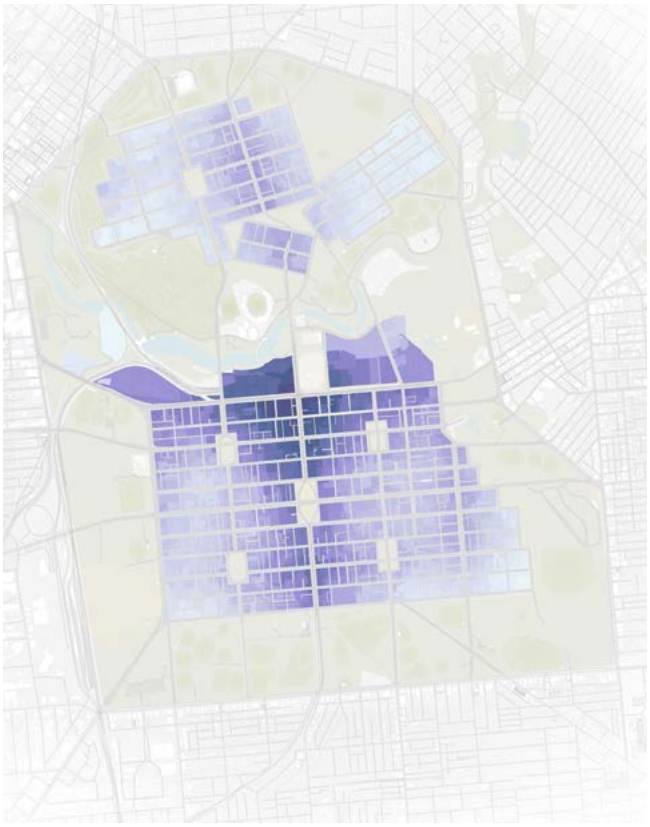
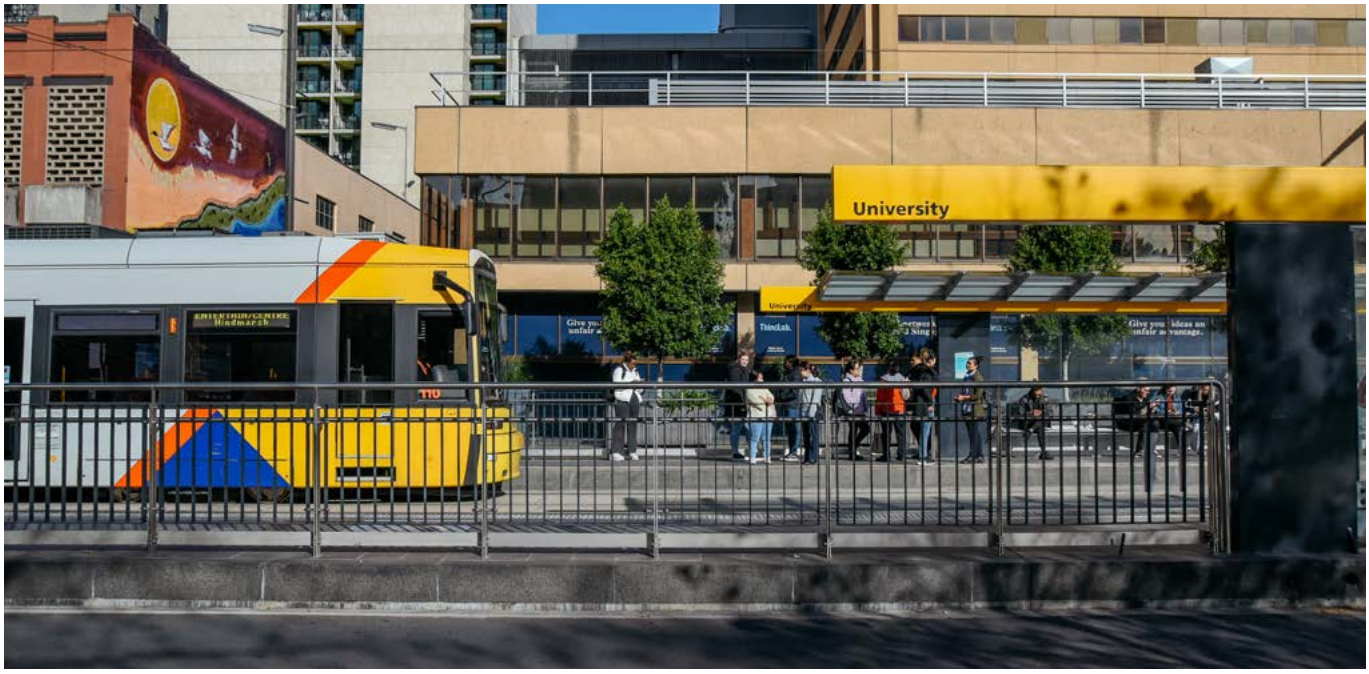


Figure 4.21 Proposed Public Transport Accessibility

Strategy 6 – Establishing the City Loop



North Terrace Tram

The City Plan's focus on transit diversity and walkable experiences will be complemented by a light rail corridor that provides for sustainable movement, transit-led growth and connected neighbourhoods and places.

The City Loop will expand the existing light rail along North Terrace and Port Road providing an opportunity to hop-on and hop-off at key locations across the city.

Through the City Plan we will investigate the longer-term potential for light rail along West Terrace, Hallifax and Sturt Streets, and Hutt Street, connecting more of the city and encouraging future transit-oriented development.

Urban Design Elements

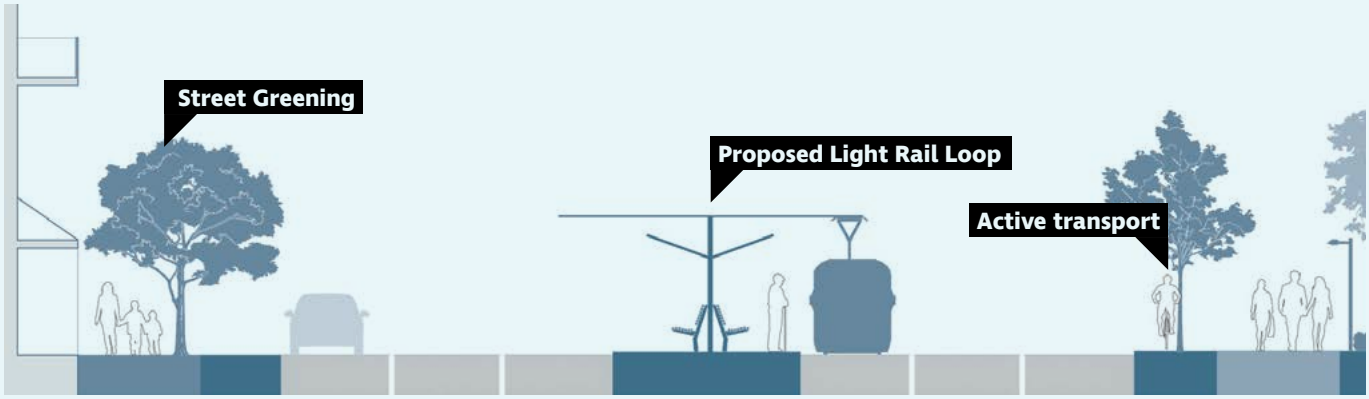
Multi-functional – incorporating amenities such as playgrounds, sports facilities, community gardens, and seating areas, as well as enhancing biodiversity through native plantings and habitat restoration projects.

Pedestrian network - creating pedestrian networks, installing lighting for safety, and establishing green, shaded corridors to link between open spaces.

Public-private realm – blurring the lines between public and private green spaces and pedestrian areas for a highly permeable city.

Plaza -

City Plan Policies



Light Rail Loop along major boulevard

A Greener and Cooler City

6.1 Advocate for the longer-term planning of West Terrace, Hallifax and Sturt Streets, and Hutt Street to accommodate greening and light rail (SPP5.1 & 11.5).

Transit Diversity

6.2 Advocate for an investigation into Light Rail alignment options which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP11.1) and maintains pedestrian accessibility across the city (SPP 5.1).



Light Rail Loop activating public open space

A City of Neighbourhoods

6.3 Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport (SPP5.1 & 11.5) .

Housing Diversity for a Growing Population

6.4 Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5).

6.5 Investigate changes to the Planning and Design Code to allow for higher density development focused around future light rail stops.

Strategy 7 – New Housing Models

Residential growth in the city will see the introduction of new housing models and the conversion of underutilised sites for housing.

A focus on the 'missing middle' will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.

Through the City Plan, we will focus on investing early in the social and civic infrastructure on the city's western edge creating an attractive place for new residents and encouraging private investment in housing.

The City Plan identifies underutilised areas and high-potential sites throughout the city which have the potential to contribute to city-wide place outcomes. These sites include large and underutilised sites such as open lot car parks, warehouses, and expansive vacant allotments which are suitable for potential amalgamation and master planning.

The City of Adelaide will consider the acquisition, amalgamation, and development of underdeveloped or vacant sites to ensure land in the city centre is used to its full potential.

This includes acquisition and planned redevelopment of Flinders Street and Franklin Street sites to contribute to housing diversity and supply in the city.



Figure 4.22 Key sites and places for growth



East End Newcastle

Current Condition

The Overall Liveability data indicates that areas of the city with the greatest potential for growth, such as West Terrace, currently have the lowest liveability scores due to limited amenity, including access to public open space, public transport, and community facilities. It also indicated that North Adelaide boasts good amenity along O'Connell Street, which could support future growth. The data demonstrates that areas with the highest existig liveability score, focused around the City Core are limited in growth potential for future residential uses.

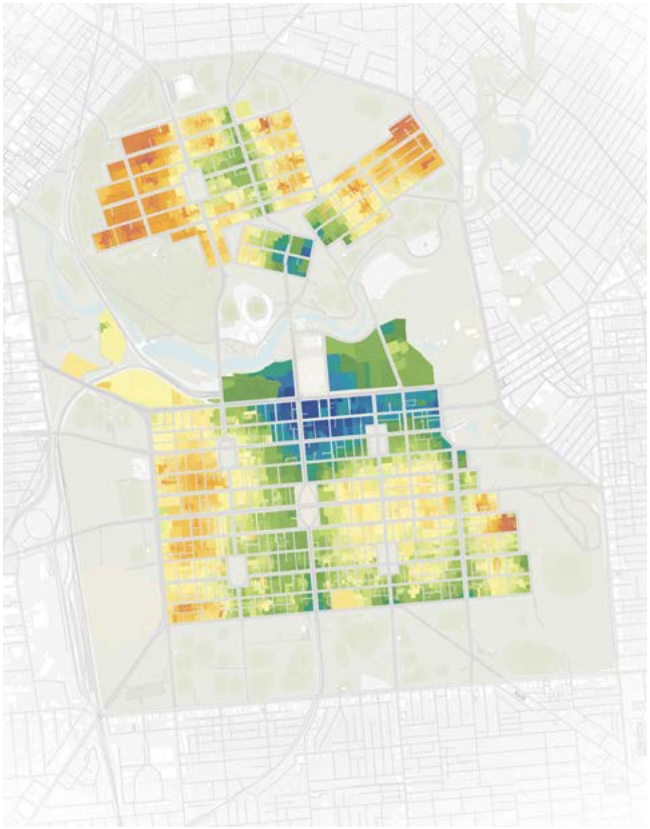


Figure 4.23 Current Overall Liveability Index

Strategy Impacts

Employing the new Housing Models Strategy to encourage a diversity of housing typologies focused on medium density (missing middle) will require investment in social infrastructure to unlock the potential of these areas. This investment is crucial for enhancing amenities such as public open spaces, public transport links, and community facilities, which are essential for supporting diverse and sustainable residential developments.

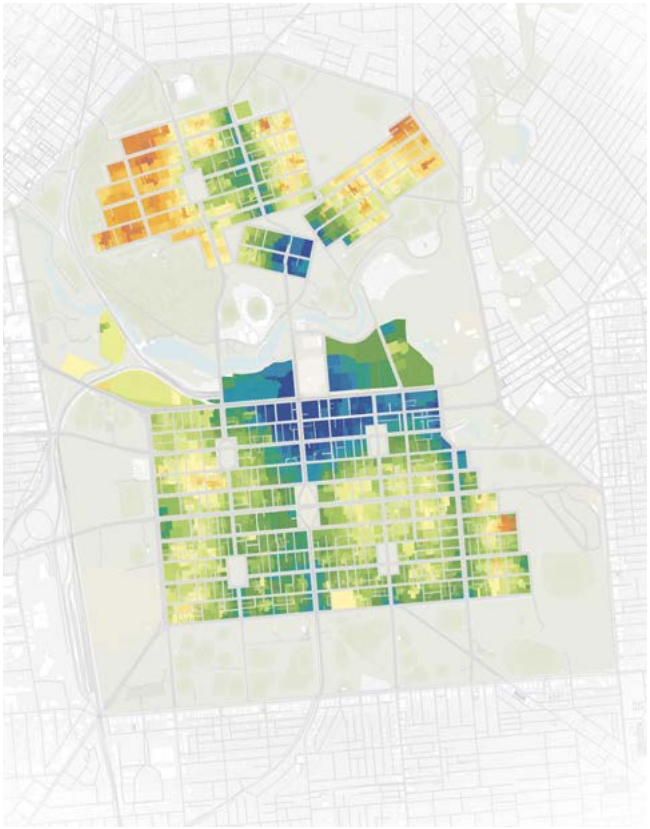


Figure 4.24 Proposed Overall Liveability Index

Strategy 7 – New Housing Models

City Plan Policies



A Greener and Cooler City

7.1 Lead in the provision of well designed public places that are climate change resilient to ensure a comfortable environment for future liveability, to enable higher density neighbourhoods. (SPP 5.3)

7.2 Lead changes to the Planning and Design Code to embed sustainable design principles into housing design, enhance energy and resource efficiency and improve affordability through life cycle and running costs (SPP 5.3 & 5.4).

7.3 Advocate for the development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions. (SPP 2.3)

Transit Diversity

7.4 Advocate for growth in areas connected to and integrated with, existing and proposed public transport routes, infrastructure, and services (SPP 5.1).

7.5 Advocate for mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport (SPP 1.8 & 1.9).



A City of Neighbourhoods

7.6 Lead investment in new social and community infrastructure in the western parts of the city (SPP 6.3).

7.7 Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality.

7.8 Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities. (SPP2.8)

7.9 Advocate for development of healthy neighbourhoods that include diverse housing options, enable access to local shops, community facilities and infrastructure, promote active travel and public transport use and provide quality open space, recreation and sporting facilities. (SPP 6.3).

Housing Diversity for a Growing Population

7.10 Lead changes to the Planning and Design Code to facilitate development that improves the relationship between buildings and public spaces and the interface with neighbours. (SPP2.12)

7.11 Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5).

7.12 Partner with the State Government to pilot Local Design Review.

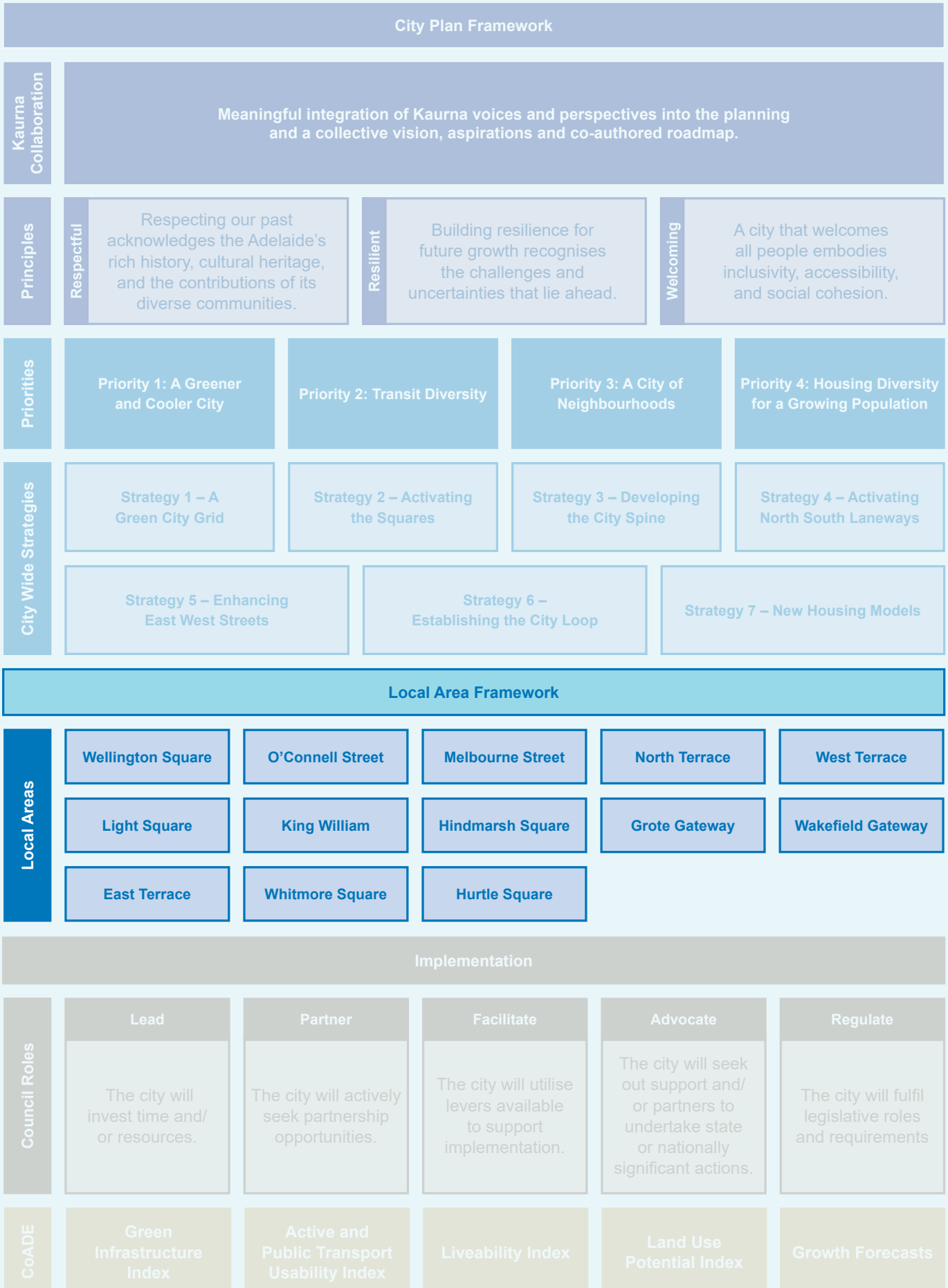
7.13 Partner on the adaptive re-use of existing buildings to unlock dwelling potential in underutilised buildings and provide an additional mode of housing supply across the existing housing spectrum (SPP 3.2, 3.4 & 7.4).

7.14 Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code (SPP 2.7).

Local Area Framework

Local Area Framework

The City Plan provides a local area framework that describes the identity and place principles for 13 neighbourhoods across the City of Adelaide as developed through engagement and spatial analysis.


City Plan Framework
Kaurna Collaboration
Meaningful integration of Kaurna voices and perspectives into the planning and a collective vision, aspirations and co-authored roadmap.
Principles
Respectful
Respecting our past acknowledges the Adelaide's rich history, cultural heritage, and the contributions of its diverse communities.
Resilient
Building resilience for future growth recognises the challenges and uncertainties that lie ahead.
Welcoming
A city that welcomes all people embodies inclusivity, accessibility, and social cohesion.
Priorities
Priority 1: A Greener and Cooler City
Priority 2: Transit Diversity
Priority 3: A City of Neighbourhoods
Priority 4: Housing Diversity for a Growing Population
City Wide Strategies
Strategy 1 – A Green City Grid
Strategy 2 – Activating the Squares
Strategy 3 – Developing the City Spine
Strategy 4 – Activating North South Laneways
Strategy 5 – Enhancing East West Streets
Strategy 6 – Establishing the City Loop
Strategy 7 – New Housing Models
Local Area Framework
Local Areas
Wellington Square
O'Connell Street
Melbourne Street
North Terrace
West Terrace
Light Square
King William
Hindmarsh Square
Grote Gateway
Wakefield Gateway
East Terrace
Whitmore Square
Hurtle Square
Implementation
Council Roles
Lead
The city will invest time and/ or resources.
Partner
The city will actively seek partnership opportunities.
Facilitate
The city will utilise levers available to support implementation.
Advocate
The city will seek out support and/ or partners to undertake state or nationally significant actions.
Regulate
The city will fulfil legislative roles and requirements
CoADE
Green Infrastructure Index
Active and Public Transport Usability Index
Liveability Index
Land Use Potential Index
Growth Forecasts

Local Area Framework

The City Plan provides a local area framework that describes the identity and place principles for 13 neighbourhoods across the City of Adelaide as developed through engagement and spatial analysis.

The place principles translate the city wide strategies to the local level and include other place-based interventions that support the priorities of the City Plan.

The 13 neighbourhoods are based on form and function of the city, key main streets, city Squares, and current planning zoning and policy. The City of Adelaide recognises that there are many place identities and neighbourhoods across the city and North Adelaide and the boundaries of these places are overlapping.



Figure 5.1 Local Area Zones

The neighbourhoods for the purposes of the City Plan local area framework area:

1. Wellington Square
2. O'Connell Street
3. Melbourne Street
4. North Terrace
5. West Terrace
6. Light Square
7. King William
8. Hindmarsh Square
9. Grote Gateway
10. Wakefield Gateway
11. Whitmore Square
12. Hurtle Square
13. East Terrace

The local area framework shows how a population of 50,000 residents by 2036 can be achieved while recognising and enhancing the unique and diverse qualities of the city and North Adelaide.

The population density of each local area has been assessed along with its 15 year potential for growth, with areas identified as low, medium, or high growth potential (see Figure 5.2 and Table below).

Areas with the highest growth potential are primarily concentrated in the west of the city in the Grote Gateway, West Terrace, Light Square, and Whitmore Square. These areas have significant development potential through urban renewal for housing and business growth.

Moderate change is anticipated in East Terrace and Hurtle Square, while North Terrace, Wellington Square, O'Connell Street, and Melbourne Street show limited capacity for growth.

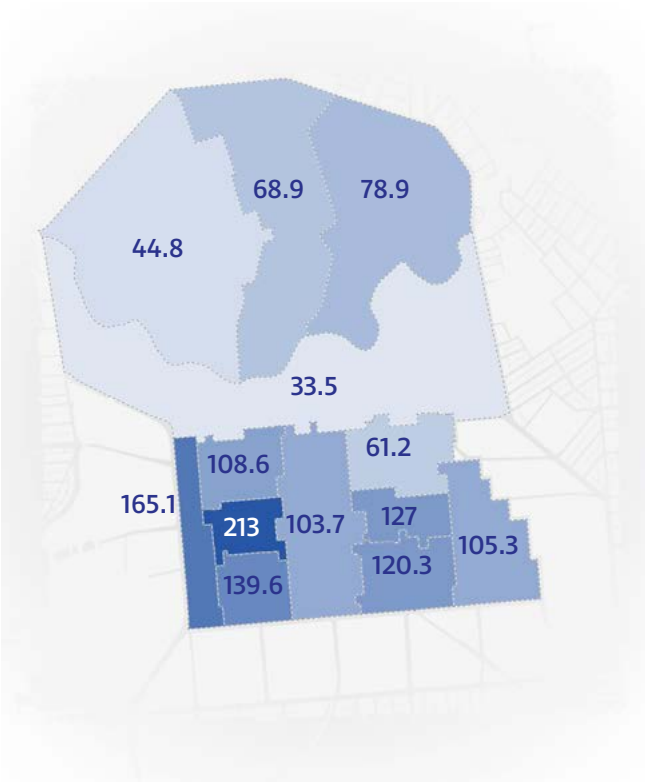


Figure 5.2 Potential Population Density (People per Ha)

	2021 Pop.	15 year Horizon High Growth Potential (Pop.)	Potential Population Density (People per Ha)	Growth Breakdown By Local Area (% increase)
Wellington Square	2,557	2,550 – 2,600	44.8	0.2%
O'Connell Street	2,307	3,250 – 3,950	68.9	5.0%
Melbourne Street	2,012	2,700 – 3,300	78.9	3.5%
North Terrace	1,511	2,950 – 3,600	33.5	6.5%
West Terrace	1,259	3,550 – 4,350	165.1	10.0%
Light Square	2,298	3,950 – 4,850	108.6	8.0%
King William	3,105	7,200 – 8,850	103.7	18.5%
Hindmarsh Square	1,883	3,250 – 4,000	61.2	6.5%
Grote Gateway	853	3,950 – 4,850	212.6	13.3%
Wakefield Gateway	569	2,150 – 2,650	127.2	7.0%
East Terrace	2,406	4,400 – 5,400	105.3	9.5%
Whitmore Square	1,783	3,000 – 3,650	139.6	5.5%
Hurtle Square	2,547	3,850 – 4,700	120.3	6.5%
Total / Average	**25,090**	**~50,000**	**87.4**	**100%**

Local Area 1: Wellington Square



Existing Population	**2,555** people
15 year Growth Horizon	**2,550 – 2,600**
	0.2% of City Growth
	44.8 people per hectare



Adelaide Park Lands walking and cycling trails

The Wellington Square Local Area will retain its character as a low density predominantly residential area with growth primarily from infill development and heritage adaption.

Bordered by the Adelaide Park Lands and the North Adelaide Golf Course which lines the river to the south, this local area boasts wide tree lined streets and large detached dwellings interspersed with 1950s and 1960s infill development. The local area includes Wellington Square which provides open space and passive recreational opportunities for the surrounding community.

The development character is one of heritage and historic buildings with large gardens and high tree canopy coverage. Existing community amenities, including a private hospital, consulting rooms, healthcare facilities and retail, will continue to support residents and local businesses.

Future investment opportunities include:

- Improve public and active transport safety and priority with a focus on Jeffcott Street, Montefiore Road and connections to O'Connell Street, the Adelaide Park Lands and the inner suburbs.

Kaurna Context

The Kaurna historical context for this local area is:

Kudnatu, meaning "third born child", was the name of a Kaurna ancestor who today is recognised as the first Kaurna/Aboriginal person to be married to a European settler under the approval of the South Australia Protector of Aborigines in 1848. There were many relationships with Aboriginal people, some good and many bad, but Kudnatu led the way in being the first official Aboriginal woman to marry.



Montefiore Hill Lookout



Adelaide Park Lands



North Adelaide Golf Course

Local Area 1: Wellington Square

Key Spatial Analysis

The spatial analysis of Wellington Square suggests this area will experience minimal change, with low population growth, and the existing amenity in this area is suitable for low-density development. The data analysis demonstrates that the area has a high green infrastructure resilience score, with extensive tree canopy coverage, and good access to open space. Areas for future investment should focus on improving connectivity through expanded cycling networks and access to public transport. These services should focus on connecting Wellington Square Local Area to O'Connell Street, which provides access to community facilities, local services, and retail amenity.

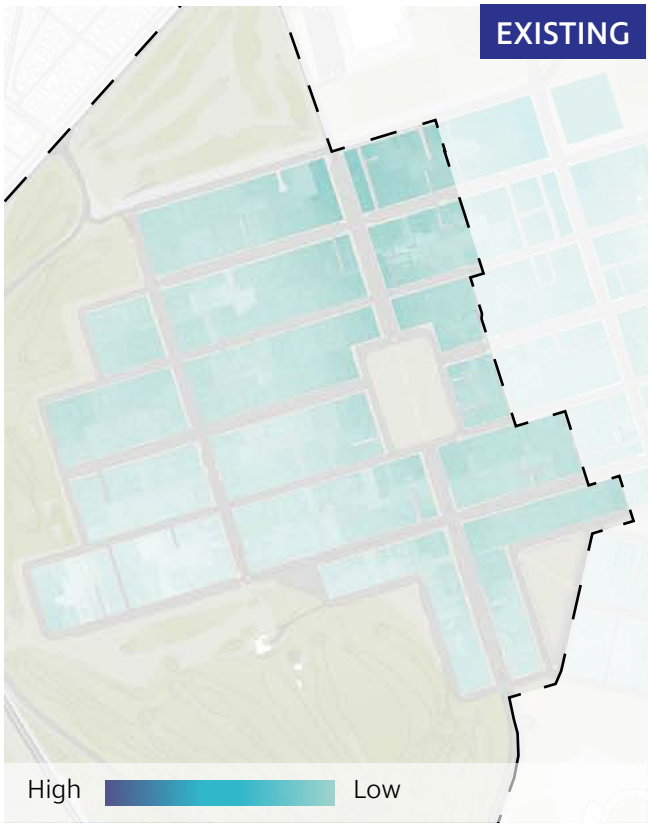


Figure 5.3 Active and Public Transport Useability Index (Existing)

Wellington Square has comparitavely low accessibility to active and public transport compared with the city average. The highest accessibility is concentrated along the north eastern edge

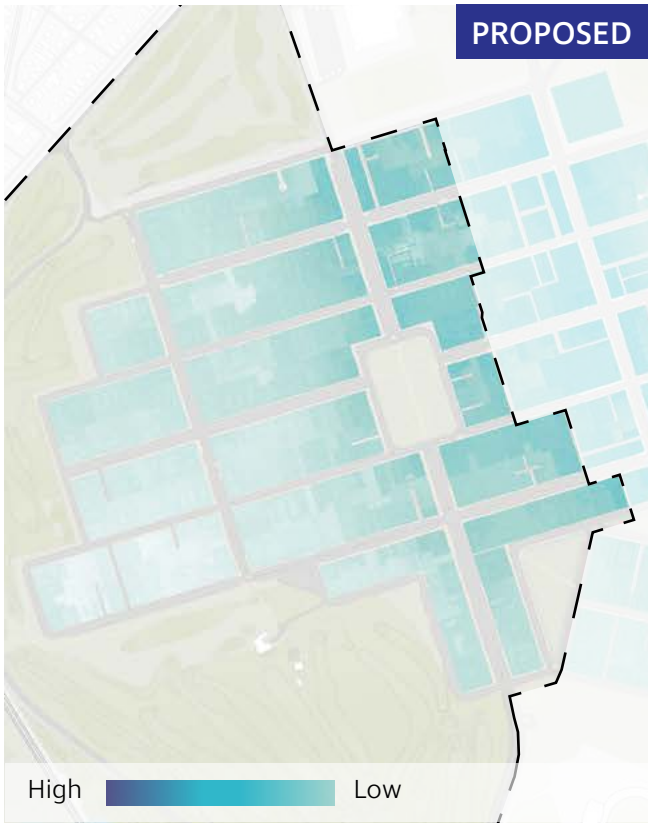


Figure 5.4 Active and Public Transport Useability Index (Potential)

Future investment in this area should focus on expanding the active transport network, particularly connecting it to the Park Lands, Train Station and O'Connell Street.

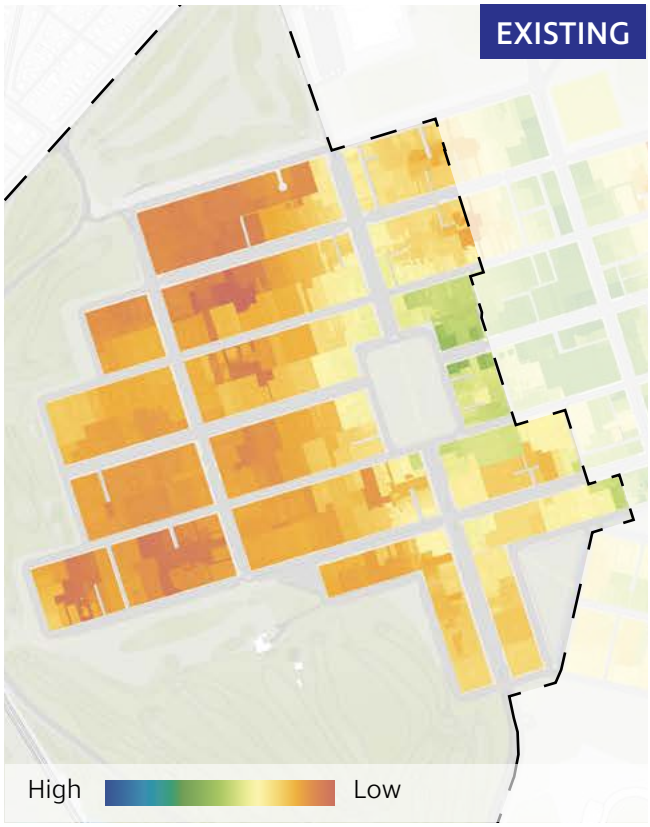


Figure 5.5 Overall Liveability Index (Existing)

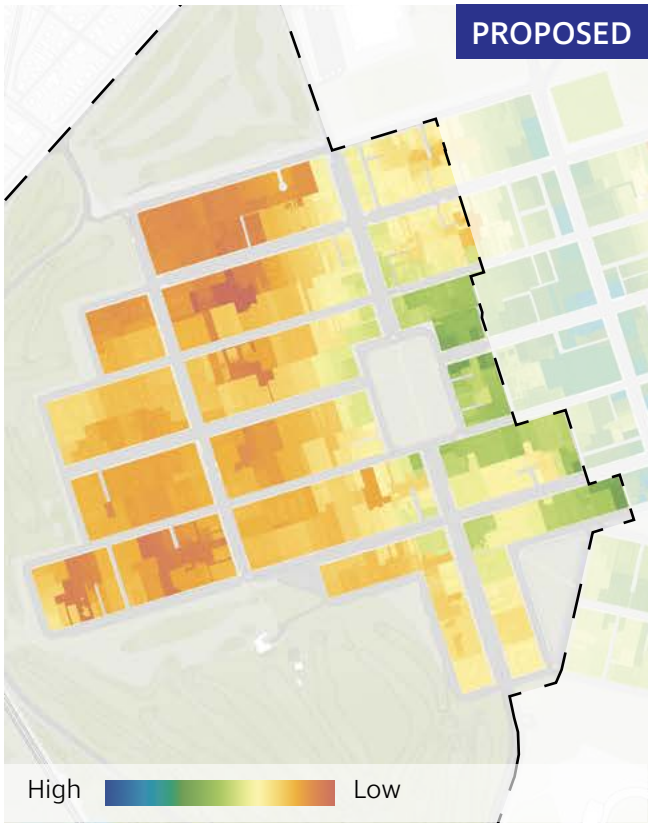


Figure 5.6 Overall Liveability Index (Potential)

The existing Overall Liveability Index demonstrates that the properties interfacing with the Golf Course are isolated from access to local amenity. Improving community uses and permability in and through the Golf Course will improve the liveability of this area.

Future investment in this area should focus on diversifying the use of open space to meet community needs,as well as provding improved cycling and public transport connectivity to access local services.

Local Area 1: Wellington Square

Place Principles

The place principles for the local area are:

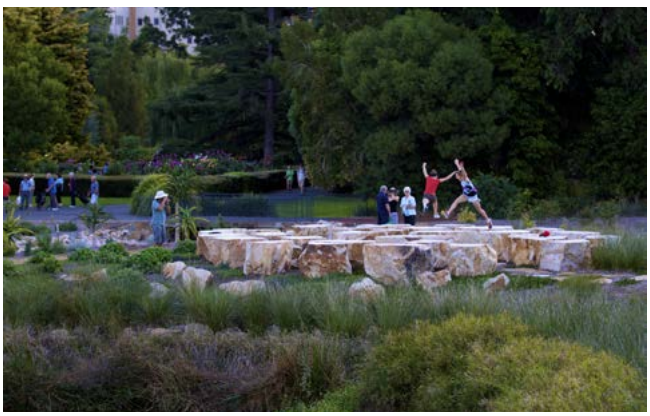
- Retain the predominantly residential character of the local area, whilst supporting opportunities to improve access to amenities and services.
- Support active and sustainable transport, such as walking, wheeling, cycling and public transport, especially considering the close proximity to the CBD.
- Strengthen east-west active transport links to improve connection to O'Connell Street, and north-south on the Jeffcott-Montefiore-Morphett corridor.
- Improve pedestrian connectivity to Wellington Square, including review of vehicular movements around the Square and safe pedestrian crossings.
- Investigate recreational open space uses and other activations appropriate for the character of Wellington Square and the diversification of the Golf Course for other open space uses.
- Strengthen pedestrian and cycling connections across the Adelaide Park Lands to North Adelaide Station, Thebarton and Bowden.



Active and sustainable transport



Maintain residential character



Recrational open space uses



Figure 5.7 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Pedestrian Crossing
- Public Transport & Cycling Connection
- Priority Pedestrian Connection
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised

Local Area 2: O'Connell Street



Existing Population	**2,307** people
15 year Growth Horizon	**3,250 – 3,950**
	5% of City Growth
	68.9 people per hectare



Adelaide Oval

The O'Connell Street Local Area, stretching from Pennington Gardens to Robe Terrace, will showcase a unique blend of existing heritage and new contemporary built form. Densification will be focused along O'Connell Street to leverage existing place qualities and coincide with investment in the main street, public transport and amenity .

The O'Connell Street main street is characterised by London Plane trees, restaurants and small retail offerings anchored by the North Adelaide Village neighbourhood scale supermarket. O'Connell Street has the potential to be a pedestrian focused boulevard supporting growth in small business and higher-density living along its core.

The local area is predominantly residential towards the east and west of O'Connell Street with mature street trees and low rise heritage and character buildings. The local area also includes mixed land uses including hospitals, consulting rooms, restaurants, shops and hotels.

The northern end of the local area is the location of the new Aquatic Centre which is well connected to supporting ancillary services and amenities, including the sporting and recreational activities associated with the northern Adelaide Park Lands.

This local area is forecast to experience low to moderate growth.

Future investment opportunities include:

- Redevelop the Women's and Children's Hospital site into mixed use residential and commercial uses in a manner sensitive to the surrounding Adelaide Park Lands.
- Leverage the development of 88 O'Connell Street to support additional vibrancy in the main street including business and tenancy mix, extended trading hours, and adaptive reuse of existing buildings for shop-top housing.
- Connect North Adelaide and the inner suburbs to the city through a light rail corridor improving the connection between O'Connell Street and Adelaide Oval and supporting transport mode shift for O'Connell Street.

Kaurna Context

The Kaurna historical context for this local area is:

O'Connell Street gateway heading north is the first hill rise as you leave Adelaide on your journey north along the old Kaurna songline. This songline is a trade line that goes from Victor Harbour in the south to Alice Springs in the far north. All major roads within Kaurna were traditional tracks and or songlines telling stories of trade, places and the purpose of Kaurna's movements across the country.



North Adelaide Village



Residentaial lane way



St Peter's Cathedral

Local Area 2: O'Connell Street

Key Spatial Analysis

O'Connell Street Local Area presents a moderate growth potential, with significant projected population increase and density change along O'Connell Street. The area's overall liveability score is moderate, supported by relatively higher scores in amenity indices, especially in community facilities and local services. However, the area faces challenges in cycling and public transport accessibility, ranking 9th and 10th, respectively. Nevertheless, O'Connell Street boasts a relatively better open space accessibilty, ranking 5th. Future investments should prioritise enhancing public transport connectivity to support the projected population increase.

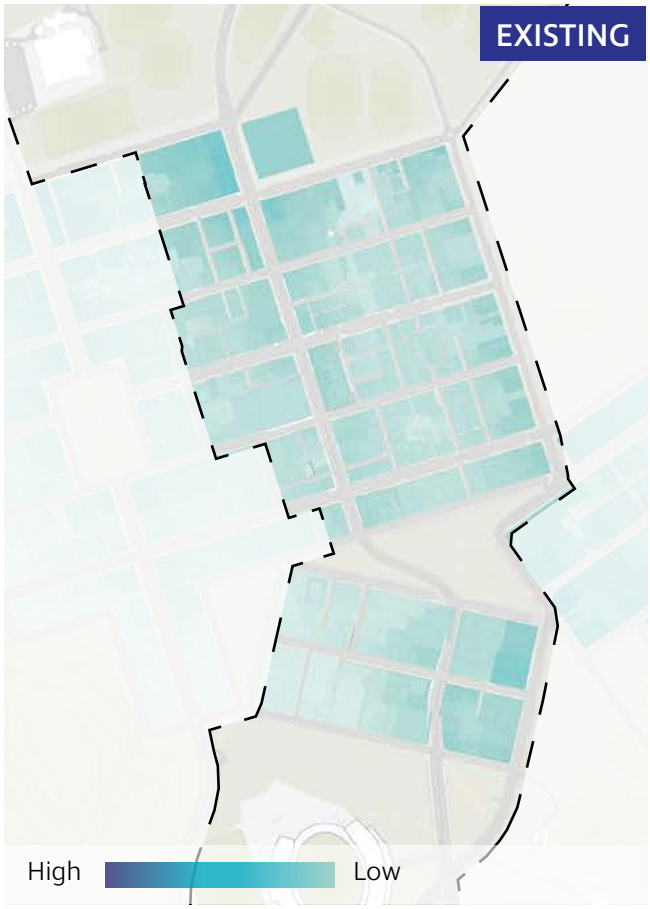


Figure 5.8 Active and Public Transport Useability Index (Existing)

O'Connell Street Local Area has moderate accessibility to active and public transport compared with the city average. The highest accessibility is concentrated along O'Connell Street.

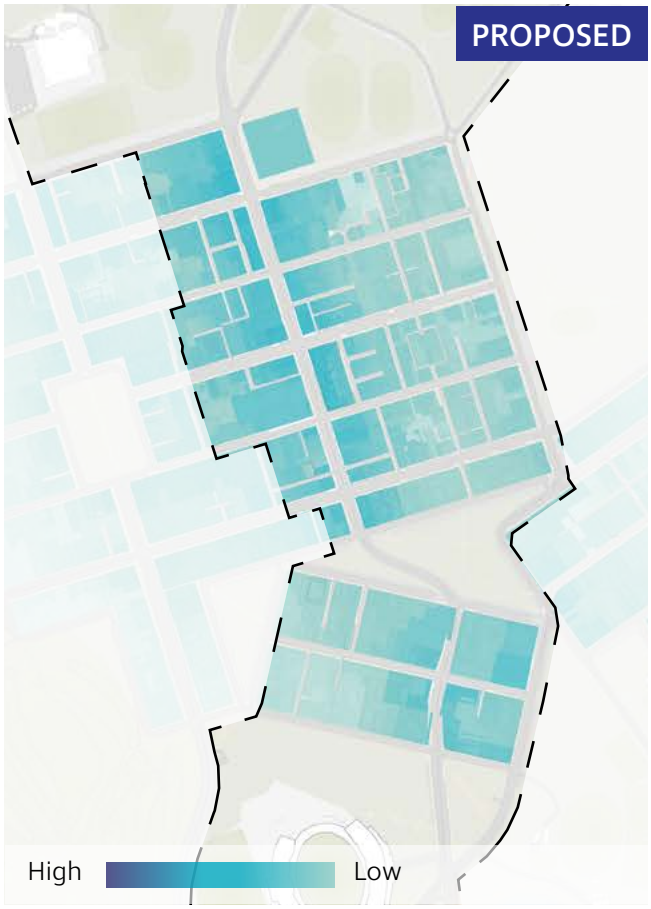


Figure 5.9 Active and Public Transport Useability Index (Potential)

Future investment in this area should focus on expanding the public transport transport network, to reinforce the connection to King William Street. A potential Light Rail extension along O'Connell Street should be investigated. The above data indicates the broader benefits of this strategy.

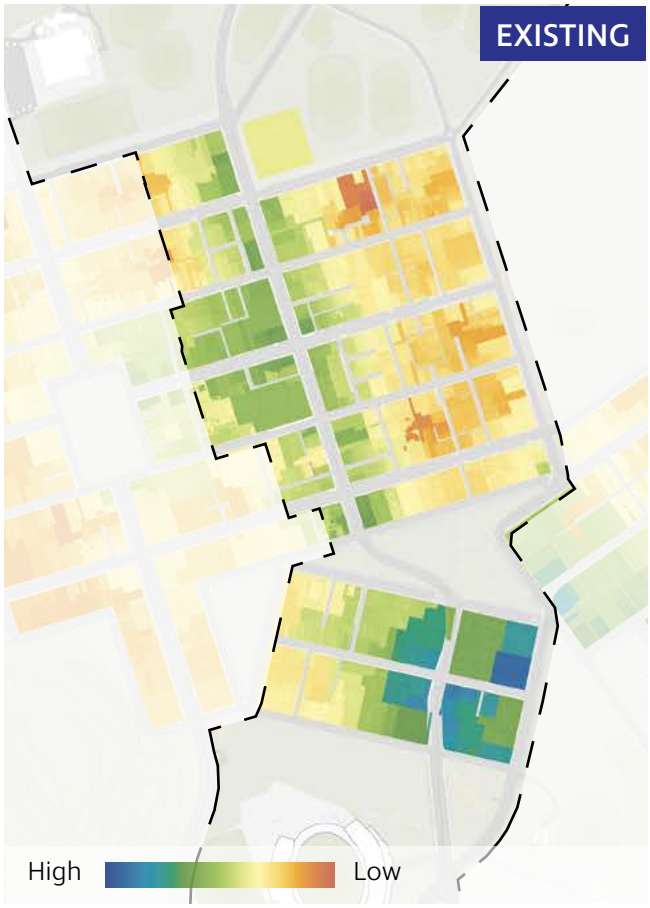


Figure 5.10 Overall Liveability Index (Existing)



Figure 5.11 Overall Liveability Index (Potential)

O'Connell Street Local Area has moderate to above average accessibility to community facilities and local services. These are focused along O'Connell Street and the Hospital Precinct.

The City Spine Strategy further reinforces O'Connell Street as a high street, with supporting strategies for expanding the Green Grid providing benefits throughout the area.

Local Area 2: O'Connell Street

Place Principles

The place principles for the local area are:

- Support mixed use development on the Women's and Children's Hospital site to meet the needs of North Adelaide residents and provide a destination for visitors.
- Provide a protected cycleway along the O'Connell - King William Street corridor, as an important contribution to the wider cycling network.
- Investigate options to connect North Adelaide to the CBD with public transport, including expanding the City Connector bus service and extending the tram line from North Terrace to North Adelaide (city wide strategy).
- Support the vibrancy and economic activity of the local area, including:
    - Extended business trading hours and diversify tenancy mix to address retail and commercial vacancies
    - Public realm and streetscape greening
    - Protecting small businesses by maintaining small shopfront character and limiting large tenancy spaces within larger developments .
- Support residential growth to underpin the provision of new community infrastructure and local economic development while maintaining local identity, character and amenity.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices (shop top housing), repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.



Protected cyleway



Public transport Ccnnections to CBD



Support vibrancy and economic activity

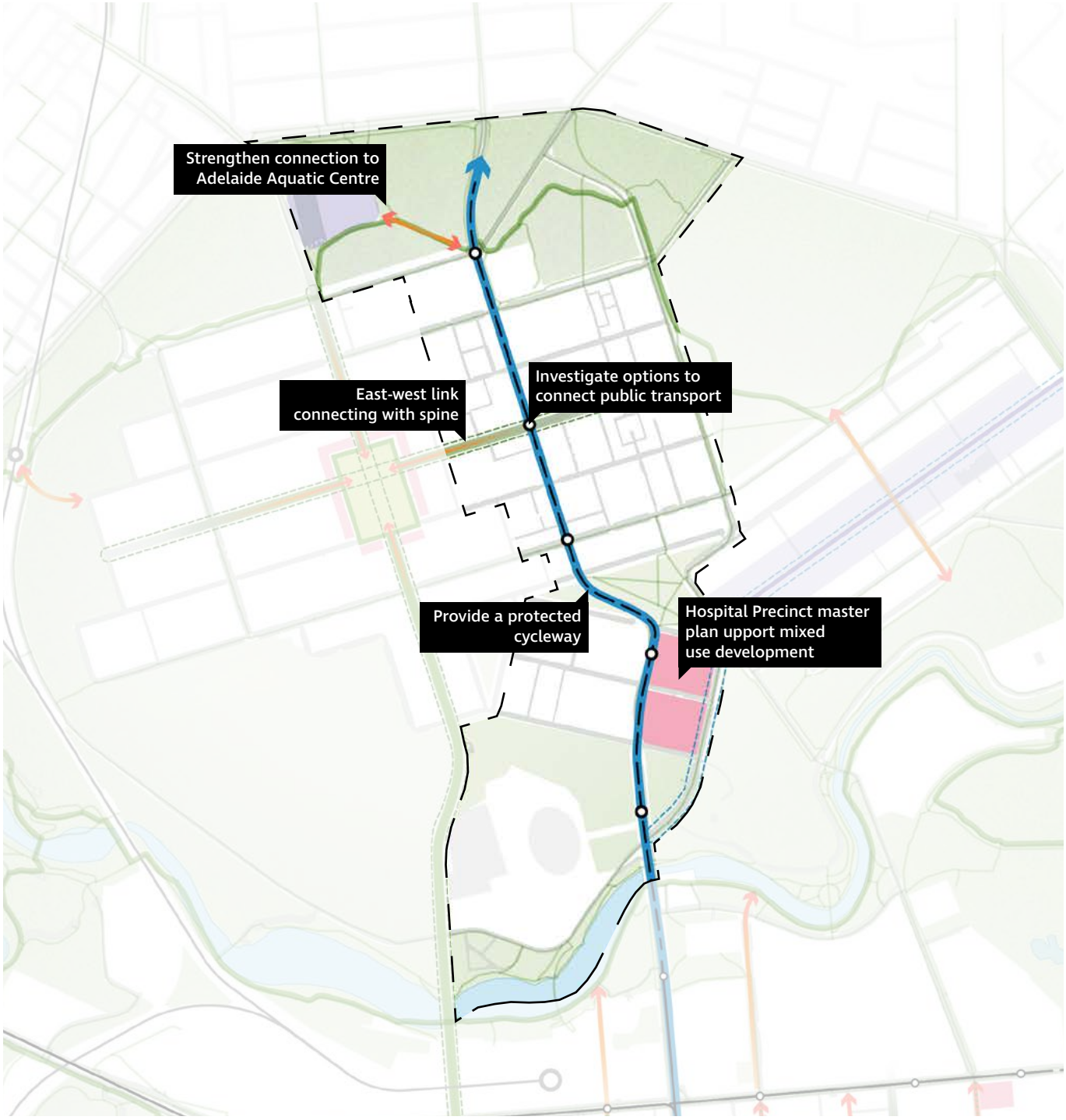


Figure 5.12 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Pedestrian Crossing
- Public Transport & Cycling Connection
- Priority Pedestrian Connection
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised

Local Area 3: Melbourne Street



Existing Population	**2,012** people
15 year Growth Horizon	**2,700 – 3,300**
	3.5% of City Growth
	78.9 people per hectare



The Lion Hotel heritage building

The Melbourne Street Local Area will be enhanced as a local main street offering diverse and interesting services and experiences complementary to nearby O'Connell Street. Growth along the main street will consider shop top housing to support a growing residential population and business vibrancy.

The local area is predominantly residential with leafy tree lined streets and includes areas of the Adelaide Park Lands including Lefevre Park / Nantu Wama (Park 6), Bundeys Paddock / Tidlangga (Park 9) and Bullrush / Warnpangga (Park 10).

Characterised by a mix of historic dwellings and modern urban living, Melbourne Street is central to the local area and has the capacity to grow the residential population, in turn supporting existing and new small businesses.

Clustered character buildings are located towards the north-east and south-west ends of Melbourne Street which offers a mix of small scale retail, cafes, restaurants, medical and commercial uses. The laneways surrounding the main street are characterised by compact low rise residential development.

Future investment opportunities include:

- Redevelop the Women's and Children's Hospital into mixed use residential and commercial uses as an additional anchor to the western edge of Melbourne Street and drawing the main street character further west.
- Address the road, cycling and pedestrian function of Melbourne Street consistent with its main street function through traffic and improved pedestrian infrastructure.



Historic buildings and modern urban living

Kaurna Context

The Kaurna historical context for this local area is:

Kudnatu, meaning "third born child", was the name of a Kaurna ancestor who today is recognised as the first Kaurna/Aboriginal person to be married to a European settler under the approval of the South Australia Protector of Aborigines in 1848. There were many relationships with Aboriginal people, some good and many bad, but Kudnatu led the way in being the first official Aboriginal woman to marry.



Character shop frontages along Melbourne Street



Leafy tree lined residential streets

Local Area 3: Melbourne Street

Key Spatial Analysis

Melbourne Street demonstrates a growth potential similar to O'Connell Street, with low to medium existing liveability metrics and low potential for growth. The area struggles with public transport accessibility, ranking last in 13th place, and access to cycling network, ranking 12th. While the overall accessibility alignment is moderate, there's a notable deficiency in retail amenity and night-time economy accessibility. Future investments should prioritise improving public transport accessibility to bolster the area's growth potential. Enhancements to the cycling network could also contribute to overcoming accessibility challenges and fostering development along Melbourne Street.



Figure 5.13 Green Infrastructure Index (Existing)

The Melbourne Street Local Area currently has high accessibility to open space, ranking above the City's average. This is focused in the southern edge of the area.



Figure 5.14 Green Infrastructure Index (Potential)

Improving walkability within the precinct will provide greater access to the surrounding parklands and amenity.

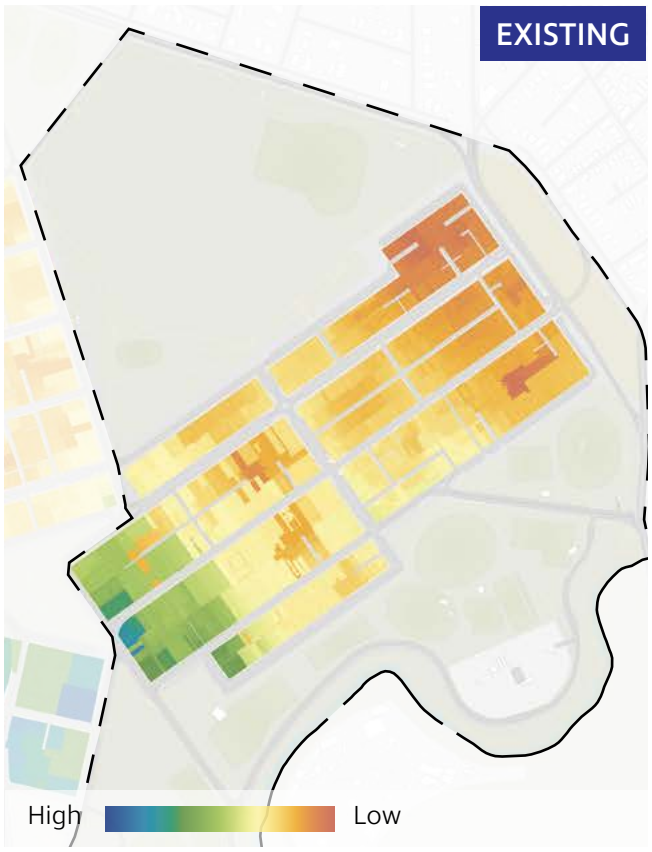


Figure 5.15 Overall Liveability Index (Existing)

The Overally Livability Index highlights the broad spectrum of accessibilty to amenity within the area. The south of the precinct benefits from high access to amenity and this disapates moving northward.

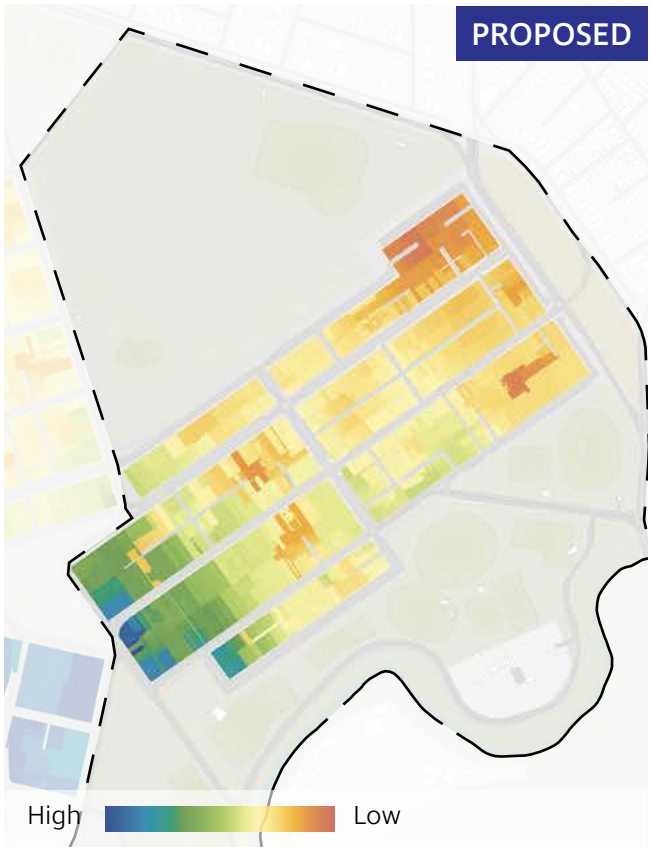


Figure 5.16 Overall Liveability Index (Potential)

Future investment should focus on more evenly distrubting public amenity through out the precinct, and provding public transport connections north to south.

Local Area 3: Melbourne Street

Place Principles

The place principles for the local area are:

- Redevelop the Women's and Children's Hospital to leverage and extend the Melbourne Street main street character west across Jerningham Street.
- Support vibrancy and activation of the local area through enabling diversity of housing and uses, including exploring options for shop top housing on Melbourne Street.
- Investigate opportunities to increase public transport connectivity to North Adelaide and the CBD, including consideration of the City Connector bus service and in the longer term, tram connectivity.
- Enable the main street function of Melbourne Street by prioritising pedestrian movement, supporting small businesses, maintaining small shopfronts, and limiting the large tenancy spaces within larger developments.
- Improve connections into the surrounding Adelaide Park Lands and throughout the local area through public realm and local street greening.



Support vibrancy and activation of local area



Explore options for shop top housing



Prioritise pedestrian movement to support main street function of Melbourne street



Figure 5.17 Place Principles

- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised

Local Area 4: North Terrace



Existing Population	**1,511** people
15 year Growth Horizon	**2,950 – 3,600**
	6.5% of City Growth
	33.5 people per hectare



River Torrens / Karrawirra Pari

The North Terrace Local Area, spanning from the Adelaide Botanic Garden and National Wine Centre in the east to the Adelaide Bio-medical precinct and Bonython Park in the west, will leverage good access to public transport, local services, and employment opportunities to support growth in business, education and tourism.

The North Terrace Local Area is characterised by state level facilities and strong built form along the northern side of North Terrace created by government and cultural institutions including the Art Gallery, South Australian Museum, Government House and the Riverbank precinct.

The merged Adelaide University and new Flinders University campus in Festival Plaza will provide a strong higher education focus for the local area. The local area supports contemporary multicultural Australia and Kaurna cultural connections. It contains the emerging health and bio-medical precinct at the western end, entertainment hub located centrally and Lot Fourteen innovation district at the eastern end.

The local area is well connected to public transport along the entire length of North Terrace, facilitated by the tram line and access to the Adelaide train station. A wide pedestrian boulevard on the northern side of North Terrace connects the train station to the Adelaide Botanic Garden.

Growth in this local area will continue to be higher density residential development, including short-term accommodation, student housing, and apartments. Towards the King William Street intersection, a vibrant nightlife and retail scene further enriches the dynamic character of the local area, ensuring North Terrace will remain a thriving and inclusive urban hub.

Future investment opportunities include:

- Improve connections to the River Torrens / Karrawirra Pari that strengthen cultural and recreational uses, and enhance permeability, greening, and visual connection of the local area to the River Torrens / Karrawirra Pari.
- Establish a contiguous pedestrian boulevard along the northern and southern sides of North Terrace.
- Activate the retail and commercial frontages on the southern side of North Terrace to increase vibrancy and safety of the street through passive surveillance and improve laneway connections to the commercial centres of Rundle Mall and Hindley Street.



Bio-medical and education precinct

Kaurna Context

The Kaurna historical context for this local area is:

The River Red Gum Forest, or Karrawirra, lies within the heart of the Kaurna dreaming story about the River Torrens/Karrawirra Parri. This story explains the connection the Kaurna people have with the spirit world and the Milky Way. There are stories, events and moments all along this region, with some being central to Kaurna knowledge. Many of these are also about Kaurna's relationship and connectivity to European settlers and how these interactions have had a hand in the history of Kaurna and all Aboriginal people.



Adelaide Railway Station



Cultural Boulevard

Local Area 4: North Terrace

Key Spatial Analysis

The spatial analysis of North Terrace reveals a low existing population and density but with a significant projected increase, indicating high potential for growth. This area excels in overall accessibility, with amenities scoring well across all subcategories, particularly in public transport accessibility, ranking 1st, and a strong cycling network, ranking 2nd. In comparison to other local areas, North Terrace's infrastructure and amenities position it above the city average, setting a high standard for development and expansion.



Figure 5.19 Neighbourhood Accessibility Index (Potential)

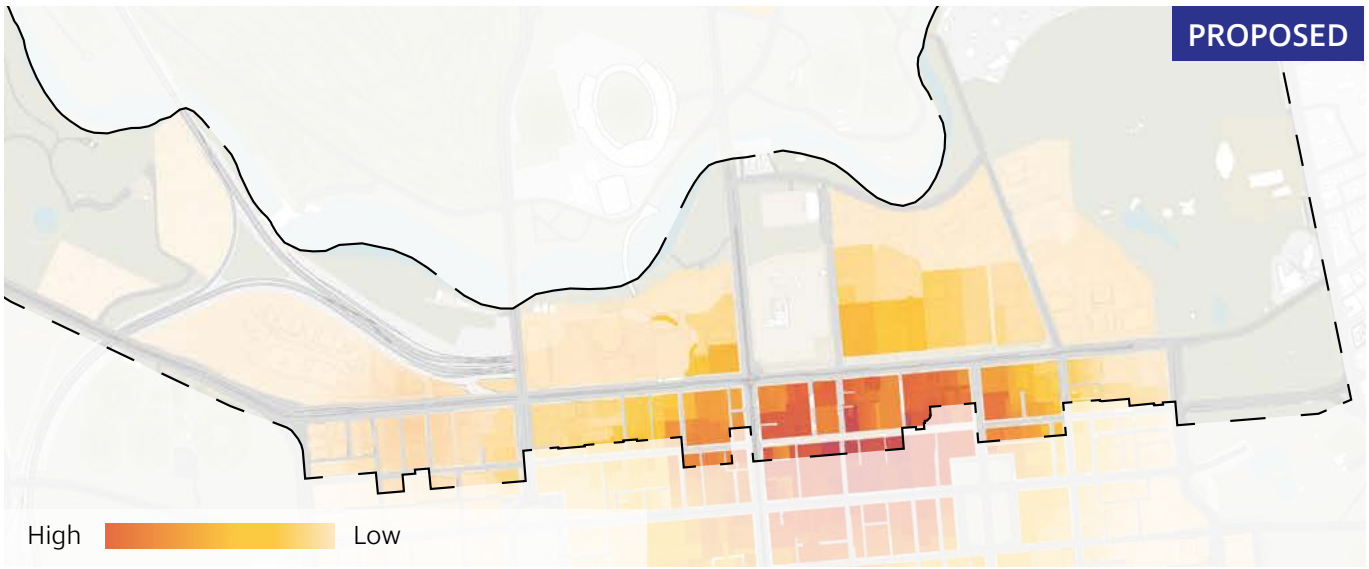


Figure 5.18 Neighbourhood Accessibility Index (Potential)

North Terrace ranks highly across most liveability metrics. A significant challenge for the North Terrace Local Area is access to the community facilities. Delivery of the community facilities in this area would support residential growth in this area.

The existing Overall Liveability Index highlights high scoring concentrated in the centre of the North Terrace Local Area, due to its high public transport accessibility and retail uses.

By providing additional community facilities in the west of this local area, the liveability scoring across will be dispersed more evenly throughout this local area.



Figure 5.20 Liveability Index (Existing)



Figure 5.21 Liveability Index (Potential)

Local Area 4: North Terrace

Place Principles

The place principles for the local area are:

- Extend the shaded pedestrian boulevard along North Terrace to the west connecting Lot Fourteen to the Bio-medical precinct and to the east connecting with the National Wine Centre.
- Invest in the pedestrian boulevard on the southern side of North Terrace to improve the pedestrian experience and support business and shop-front activation, particularly of uses that continue into the evening.
- Support connectivity to the commercial centres of Rundle Mall and Hindley Street through improved laneway connections and wayfinding.
- Strengthen the physical and visual connection and permeability of the local area to the River Torrens / Karrawirra Parri.
- Enhance the use of the tram along North Terrace by providing intersection priority and better accessibility to tram stops including the longer term consideration of a light rail loop (city wide strategy).
- Support active transport use through protected cycle lanes along North Terrace and additional cycle connections with the River Torrens / Karrawirra Pari path network.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.
- Encourage pop-up activities, especially between festivals and events, to support engagement with local businesses and the cultural institutions in the local area.



North Terrace light rail connections



Enhanced connectivity across River Torrens/Karrawirra Parri



Extend shaded pedestrian boulevard

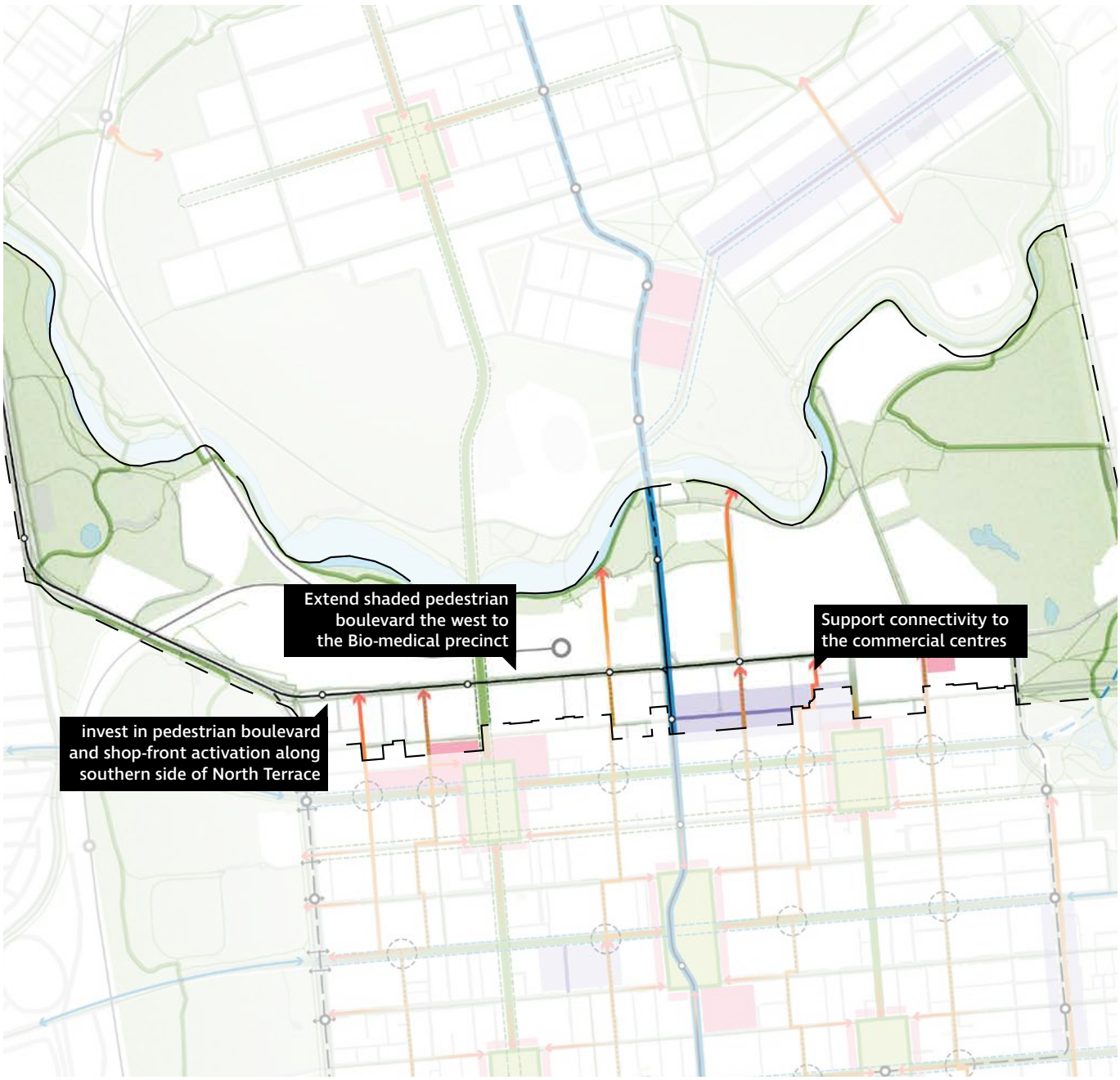
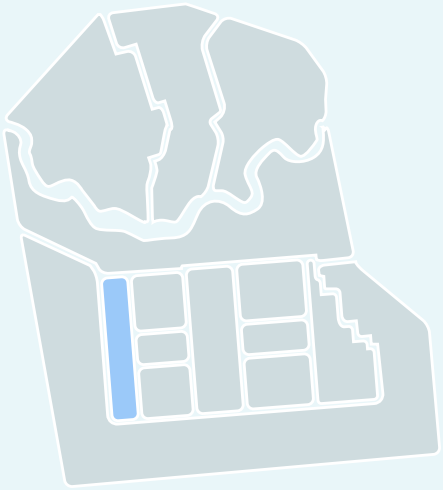


Figure 5.22 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 5: West Terrace



Existing Population	**1,259** people
15 year Growth Horizon	**3,550 - 4,350**
	10% of City Growth
	165.1 people per hectare



Vehicle dominated environment

The West Terrace Local Area will be transformed into a pedestrian scale boulevard creating an attractive and liveable western edge of the city.

The West Terrace Local Area, bordered to its west by the Adelaide Park Lands, is characterised by low-rise built form. The local area is a prominent western approach to the city and provides a first impression of the city on arrival from the Adelaide Airport.

Development fronting West Terrace is commercial in nature including entertainment, restaurants, showrooms, a school, service stations, hotels, and fast food outlets. The width of the West Terrace roadway results in a vehicle-dominated environment. Landmark buildings are the Rydges Hotel at the south west corner and the State Heritage listed Newmarket Hotel at the north west corner of West Terrace.

Centrally through the local area the land use mix comprises student accommodation, residences, a church, a school, and businesses with multiple large underutilised vacant land parcels. The local area is predominantly residential towards South Terrace interspersed with small scale businesses and retail.

This local area has significant potential for growth, with substantial investment at all levels of government and the private sector a key factor in success.

Future investment opportunities include:

- Address the form and function of West Terrace with a view to narrowing the roadway, reducing vehicle volumes and speed, incorporating light rail infrastructure, increasing greening and improving safe pedestrian crossings to the Adelaide Park Lands.
- Encourage master planning of large and under-utilised land parcels central to the local area to contribute to the local identity and improve pedestrian permeability, amenity and activation.
- Create fine grain connectivity, greening and pedestrian activation through connecting small streets and laneways, that enable people to wind from the southern residential areas centrally through the local area to North Terrace and the Bio-Medical precinct including the new Women's and Children's Hospital.
- Improve access to open space, community facilities and public transport for existing residents and to unlock future growth potential.



Adelaide Park Lands



City Skate in the western Park Lands

Kaurna Context

The Kaurna historical context for this local area is:

During the last 188 years, it has been recorded that many Kaurna people camped within the area, living on the Country and building a relationship with the land. In 1844 there was a large inter-tribal fight, between the Kaurna and Ramindjeri people, now known as the Ngarrindjeri people from Encounter Bay and Murray River. They clashed within this area, and it is recorded in state records as having mounted police attempting to stop the fighting. Today many Aboriginal people still gather in the western Adelaide Park Lands.



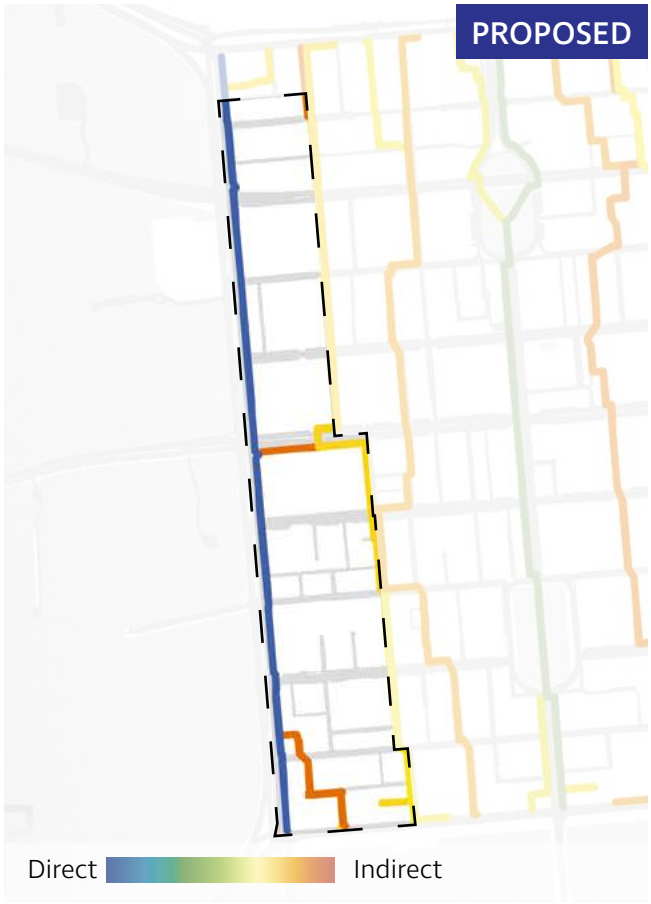
West Terrace Cemetery

Local Area 5: West Terrace

Key Spatial Analysis

West Terrace presents low to medium existing liveability metrics but with substantial projected growth, indicating high potential for change. Despite this, the area faces challenges in open space accessibility, ranking 10th, public transport accessibility, ranking 9th and cycling network, ranking 8th. However, West Terrace benefits from a relatively good access to local services, ranking 8th. Despite challenges, there are a number of opportunites for providing social infrastructure to support higher population growth, including better connections to and utilisation of the Park Lands and improving walkability within the area.



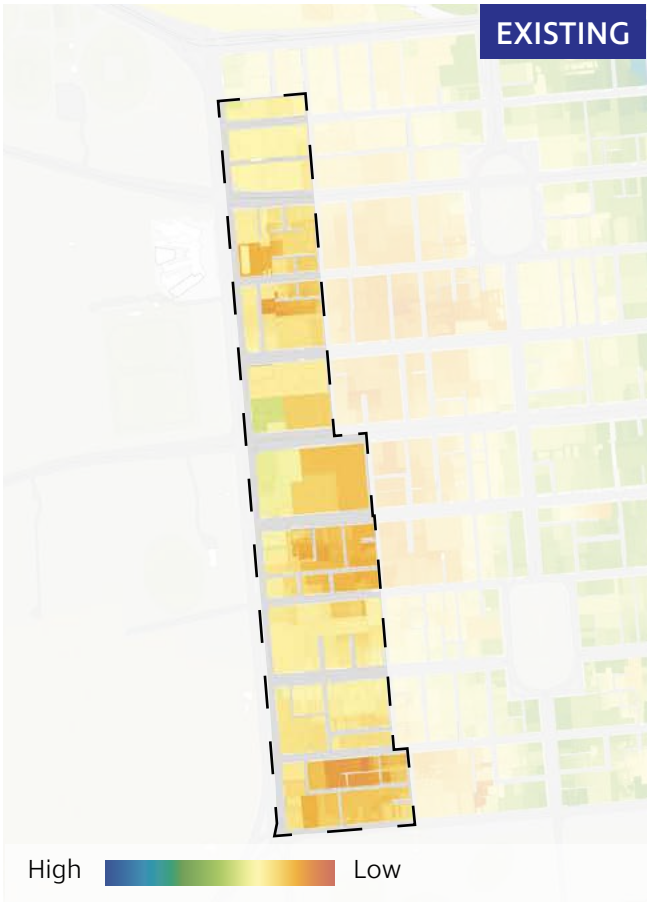


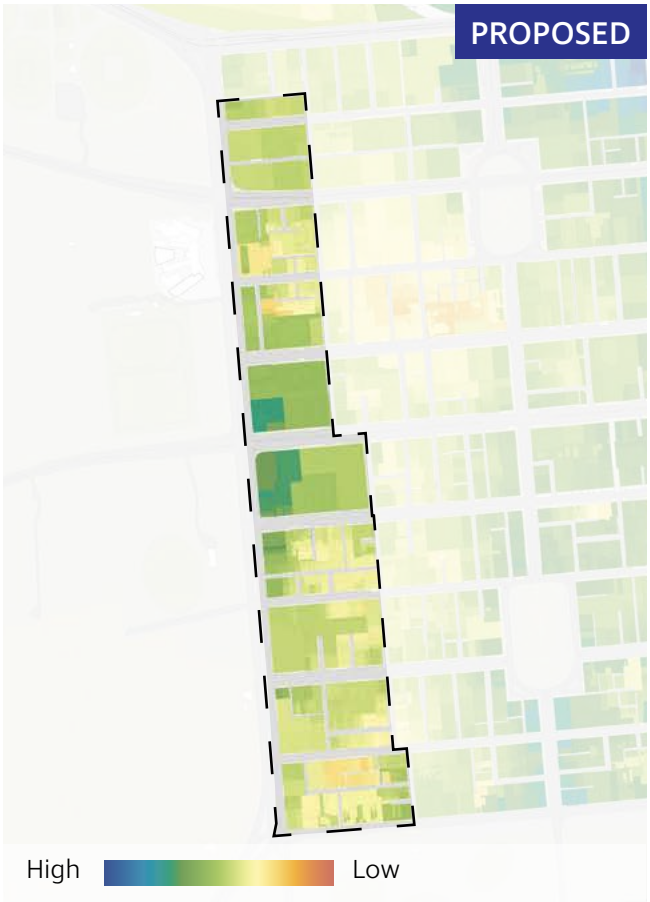
Walkability Network Analysis (Existing)

Improving walkability within the local area will improve the overall liveabilty within the area. The above analysis illustrates the existing North South pedestrian connections which are focused along the vehicle priorised streets including West Terrace.

Walkability Network Analysis (Potential)

By providing strategically located pedestrian crossings and through site links additional north-south pedestrian links can be promoted along key lanways. These links will enable better pedestrian access to surrounding amenity.





Overall Liveability Index (Existing)

The Overall Liveability Index reveal a combined low liveability score for West Terrace. This is a result of limited access to open space, public transport and community facilities within the area.

Overall Liveability Index (Potential)

The potential Overall Liveability Index demosntrates a significant improvement, as a result of improving connectivity, reprograming surrounding open space for community uses and providing a new Community Centre within the area.

Local Area 5: West Terrace

Place Principles

The place principles for the local area are:

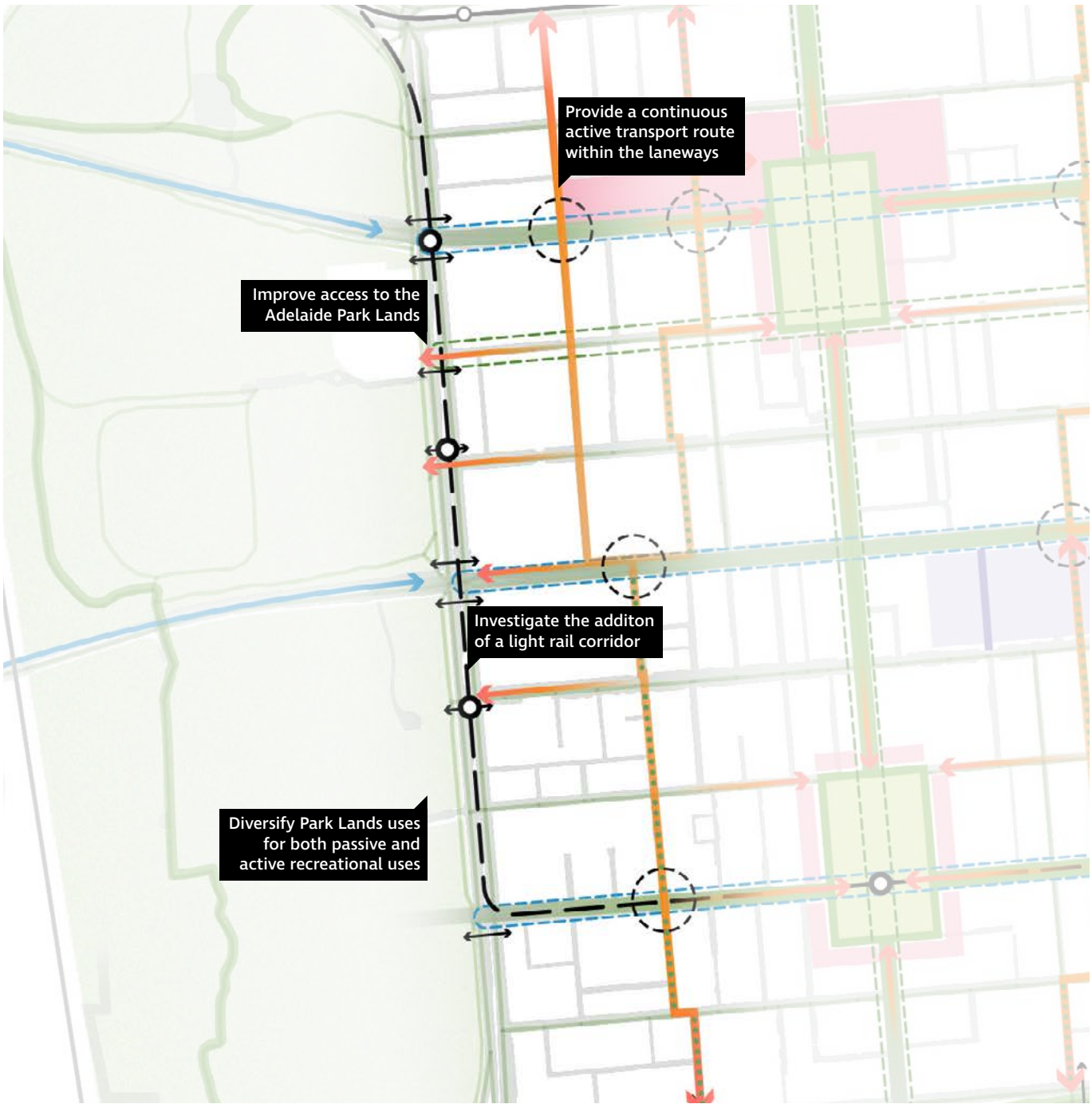
- Improve urban wayfinding to increase the cohesiveness across the area, including:
  - Improving streetscapes of small intersecting lanes and streets, including widening footpaths, prioritising pedestrians, and improved signage
  - Providing a continuous active transport north-south link within the laneways network to provide an alternative route to West Terrace for local connections.
- Diversify recreational uses within the south west Adelaide Park Lands with passive and active recreational options for residents and visitors.
- Improve access to the Adelaide Park Lands, by increasing opportunities for people walking, wheeling and cycling to safely and conveniently cross West Terrace, focusing on connecting key streets and destinations.
- Develop West Terrace as a 'boulevard' to improve the character and pedestrian experience along West Terrace, including ground floor activation by future development.
- Investigate a light rail corridor along West Terrace as an approach for transitioning to public and active transport modes (city wide strategy).
- In the long term, leverage the completion of the Greater Adelaide North South Road Corridor by redirecting current through traffic to South Road, including by:
  - Exploring the potential to reduce the number of car lanes on West Terrace, creating space for walking, wheeling and cycling with a green buffer
  - Exploring a reduction in the speed limit along West Terrace.
- Retain and adaptively reuse existing buildings where appropriate to foster sustainability, retain embodied energy, and preserve streetscape character:
  - Newmarket Hotel (State Heritage Place)
  - Former dwellings previously converted to commercial
  - Two storey shop tops
  - Warehouse conversions.
- Support a mixed use neighbourhood, densification and diversification of housing, additional local services, and potential for commercial development, including a health focus to the northern end of the local area.



Enhance connections to the Park Lands



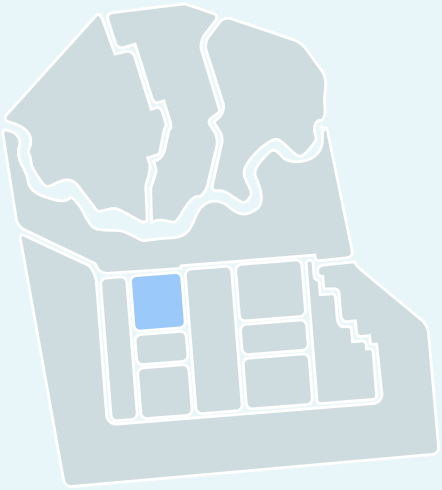
Develop West Terrace as a 'boulevard'



Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 6: Light Square



Existing Population	**2,298** people
15 year Growth Horizon	**3,950 - 4,850**
	8% of City Growth
	108.6 people per hectare



University of South Australia City West Campus

The Light Square Local Area will transform through increased university and health and medical uses, with more residential developed supported by improved access to open space and community facilities.

The Light Square Local Area is being shaped by the expanded university presence and development of the Bio-medical precinct including the Royal Adelaide Hospital and new Women's and Children's Hospital to the north of the local area.

Characterised by art, culture, education and late night activities in Hindley Street, the Light Square Local Area supports a vibrant day and night time economy. Key land uses include UniSA, Tafe, JamFactory , Tafe Arts Centre, MOD, Adelaide Symphony Orchestra Grainger Studio and Hindley Street Music Hall. New residential development centred around Light Square / Wauwi is contributing to revitalisaton of the local area. Restaurants, hotels and accommodation are also taking advantage of the vibrant night life.

Currie Street which serves an important role as a public transport corridor for the city, is a key east-west road in the local area.

The Light Square Local Area has high potential for growth due to its successful night time economy and mix of land uses that are attractors for residents and visitors.

Future investment opportunities include:

- Encourage new commercial development, medium to high rise residential development and adaptive reuse of high vacancy commercial buildings.
- Encourage master planning of the local area including Light Square and Hindley Street main street and leverage recent investment into the local area to activate open space and attract further mixed use and residential development.
- Encourage the clustering of art and education functions with creative uses, services and businesses.
- Investigate linking Light Square to its western edge, providing better access and permeability supporting activation of the space.
- Invest in infrastructure to support active transport and the pedestrian experience on Currie Street through reduced reliance on use for vehicles travelling through the city.
- Manage the interface between the night time economy and population growth with measures to maintain safety and ensure appropriate sound mitigation.

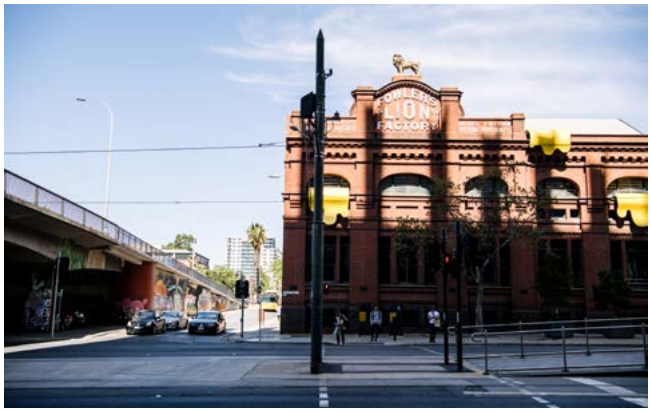
Kaurna Context

The Kaurna historical context for this local area is:

Meaning "female kangaroo", this area of Adelaide also relates to Kadlitpinna's wife Wauwe. She was married to one of Kaurna's most recognisable leaders at the time of European settlement in Adelaide. Kadlitpinna was one of three Kaurna leaders who spoke for the Kaurna people and Country.



Hindley Street



Lion Arts Centre



Tafe Arts Centre

Local Area 6: Light Square

Key Spatial Analysis

Light Square exhibits low to medium existing liveability metrics with significant projected growth, indicating high potential. The area demonstrates moderate to high social infrastructure accessibility, with amenities scoring well across all subcategories. Notably, public transport accessibility scores high, ranking 4th. In comparison to other local areas, Light Square's infrastructure compensates for its poor open space accessibility, setting it above the city average for development opportunities.



Figure 5.23 Cycling Accessibility Index (Existing)

A significant challenge for the Light Square Local Area is access to the cycing network. This is due to vehicle movement prioritiseation within this area.



Figure 5.24 Cycling Accessibility Index (Potential)

Delivery of the expanding cycling network would result in better connecting residents with open space and local services. Additionally this initaitve will improve the quality of street experience.

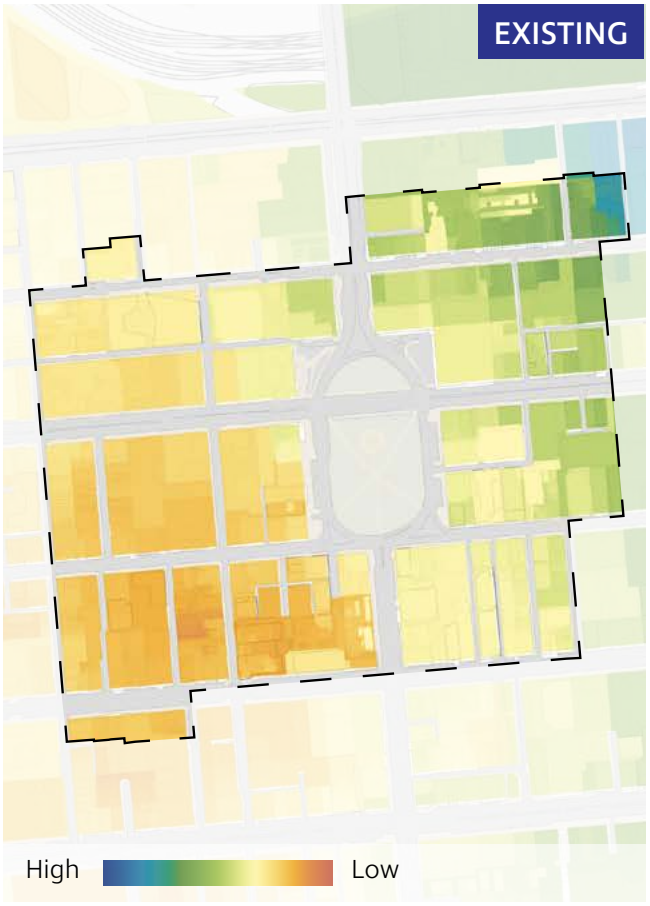


Figure 5.25 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring along the eastern edge which transitions to below average scoring moving south-west.

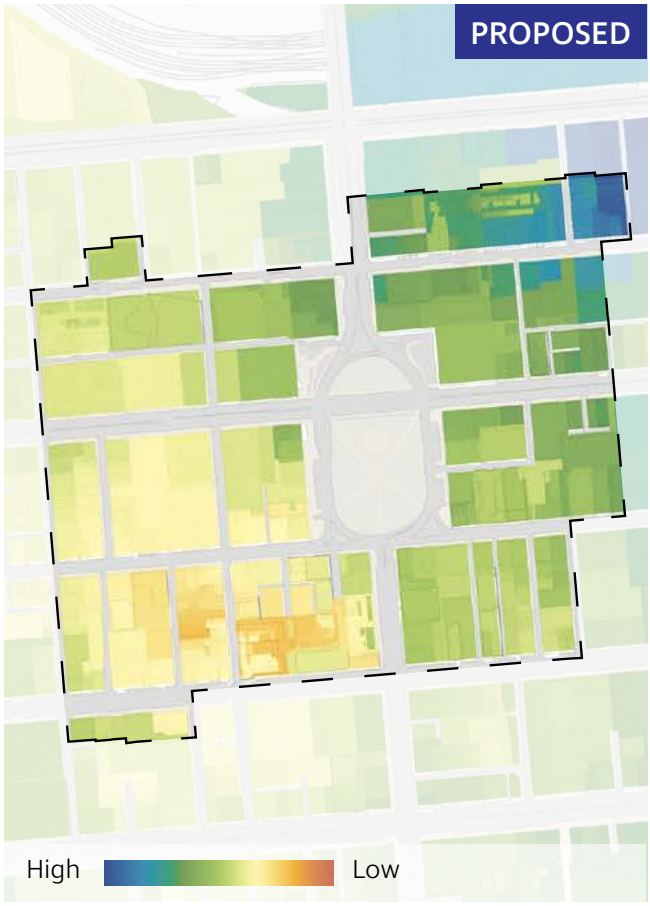


Figure 5.26 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections, cycling network expansion and optimising open space usage within Light Square, demonstrating the potential for better liveability scoring across the area.

Local Area 6: Light Square

Place Principles

The place principles for the local area are:

- Activate the accessible space within Light Square / Wauwi, including consideration of traffic movement and pedestrian access to the Square to facilitate the creation of an oasis within the city.
- Strengthen green connections in the western areas of the city and to Light Square and the Adelaide Park Lands, including wayfinding, shaded active transport and biodiversity corridors (city wide strategy).
- Enable the main street function of Hindley Street by prioritising pedestrian movement, supporting small businesses, and enabling vibrancy and activation of the local area through extended business trading hours and diversification of business and tenancy mix.
- Explore adaptive reuse options in the local area, particularly for high vacancy commercial buildings and returning dwellings previously converted to office back to residential use.
- Support the high growth potential of the local area by providing opportunities to increase local services, social infrastructure and retail amenities.
- Prioritise student accommodation and services due to proximity to education facilities and subsequent dominant student demographic.
- Support pop-up activities for festivals, events and spread to support the changing nature and creative character of the space.
- Create an accessible pedestrian centred area to further activate the streets and increase safety.
- Create protected cycle paths along Morphett Street and an east-west cycle route along Waymouth Street, as part of a dense grid of quality cycle routes, to enable more people to cycle.



Prioritise pedestrian movements



Strengthen connections to Light Square / Wauwi



Prioritise student accomodation and services

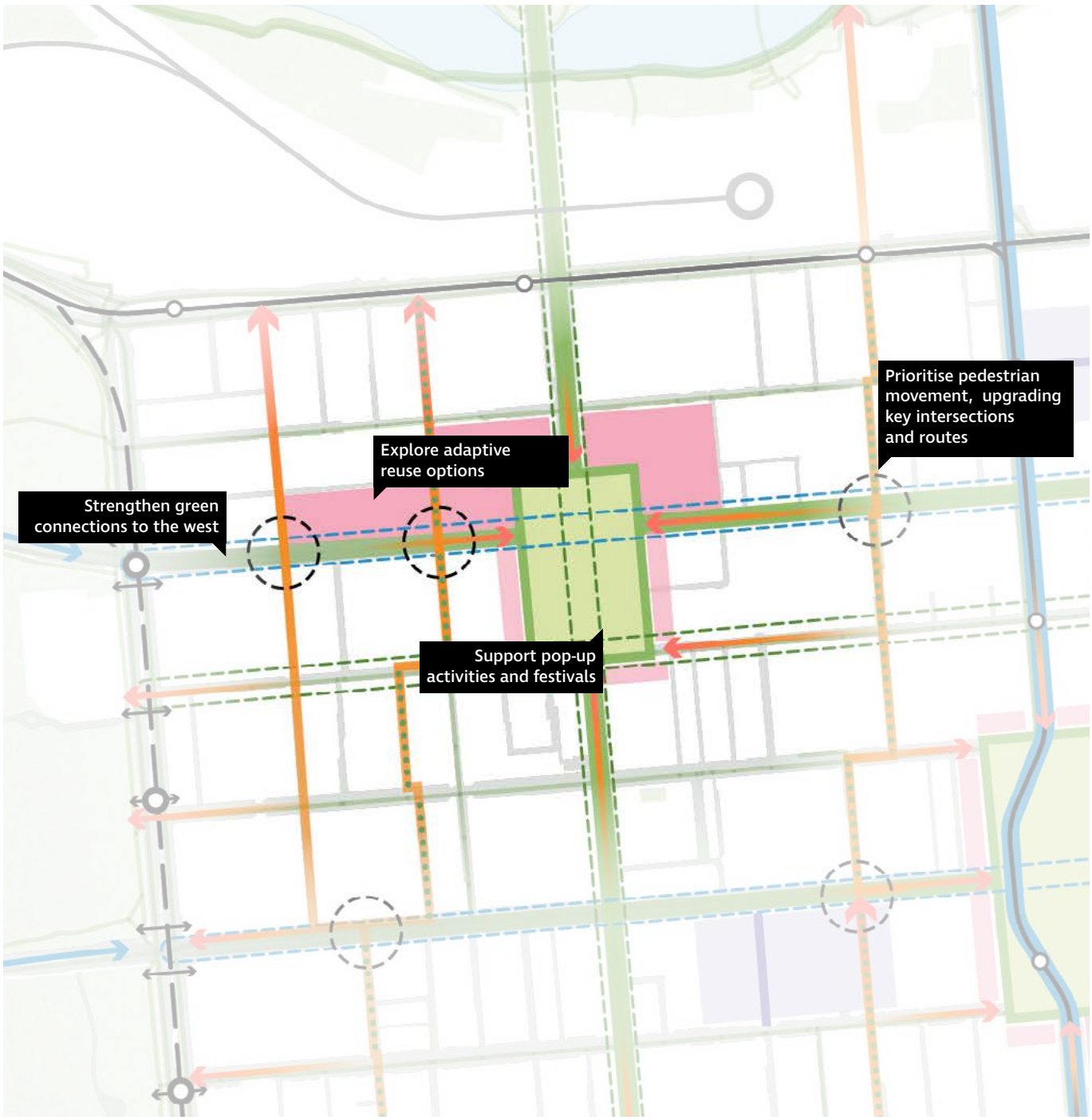
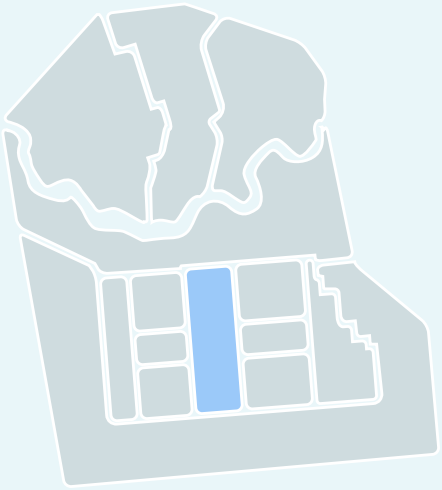


Figure 5.27 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Rail Network
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 7: King William



Existing Population	**3,105** people
15 year Growth Horizon	**7,200 - 8,850**
	18.5% of City Growth
	103.7 people per hectare



King William Street tram conection

The King Wiliam Local Area, concentrated around King William Street and with Tarntanyangga / Victoria Square at its heart, will leverage its existing high amenity and proximity to public transport and local services for increased growth.

The King William Local Area is recognised as a cultural and commercial boulevard, diverse in both character and the range of amenities and services it offers. The CBD is at the north of the local area gradually reducing in intensity towards the south.

At the heart of the local area and the CBD, is the significant cultural meeting place, Tarntanyangga / Victoria Square, which has both historical and existing Kaurna importance as well as being a popular event location.

King William Street is a major road north to south through the city with tram stops along the length of the boulevard improving the public transport function of the city. All east-west running streets meet within this local area resulting in a main city boulevard that is vehicle dominated.

This local area has the potential to support moderate to high growth within the city.

Future investment opportunities include:

- Address the road, cycling and pedestrian function of King William Street with a view to reducing vehicle volumes and speed, increasing greening and prioritising pedestrian crossings, with a focus on active transport connections at the southern end.
- Encourage master planning of large and under-utilised land parcels on or near to King William Street suitable for redevelopment or adaptive reuse to residential uses.
- Improve the east-west connectivity within the city through both public transport and greener corridors that provide cooler more pleasant place to walk and cycle and provide stronger connections to Kind William Street.

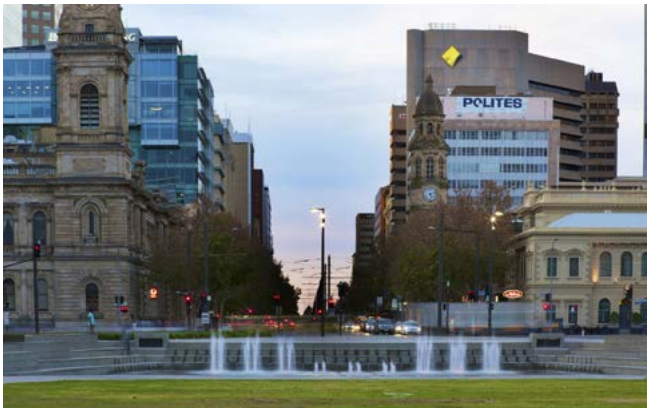
Kaurna Context

The Kaurna historical context for this local area is:

The "Place of the Red Kangaroo Dreaming", Tarndanyangga is traditionally referencing the whole of Adelaide and surrounding parklands as it is the centre of the Red Kangaroo Dreaming. This place holds significant cultural values and is central to Kaurna's connection to the Country and its relationship to its people. Today Victoria Square acknowledges the traditional and central camp of the Tarndanya Clan. This space is still a very significant meeting place for Kaurna and all Aboriginal people today.



Kind William Street is a main road north to south through the city



Victoria Square / Tarntanyangga



Adelaide Town Hall

Local Area 7: King William

Key Spatial Analysis

King William Local Area showcases high liveabiltiy existing metrics coupled with a substantial projected increase, indicating high potential. The area benefits from good public transport accessibility, ranking 2nd, supporting its growth trajectory. However, there is room for improvement in open space accessibility, ranking 7th. Despite this, King William demonstrates moderate to high overall accessibility to amenities across all community facilities, local services and retail. Compared to other local areas, Victoria Square's infrastructure and amenities position it above the city average, presenting opportunities to increase population density.

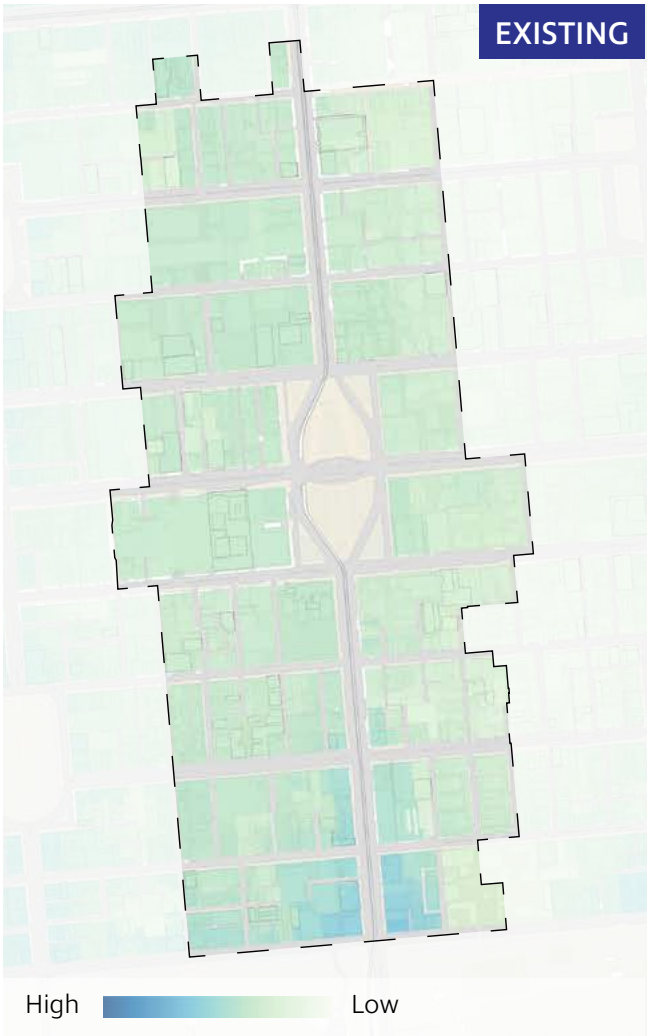


Figure 5.28 Green Infrastructure Index (Existing)
A significant challenge for the King William Local Area is east west cycling connectivity. Currently the City Spine divides the city east west, with limited crossings for pedestrians and cyclists.

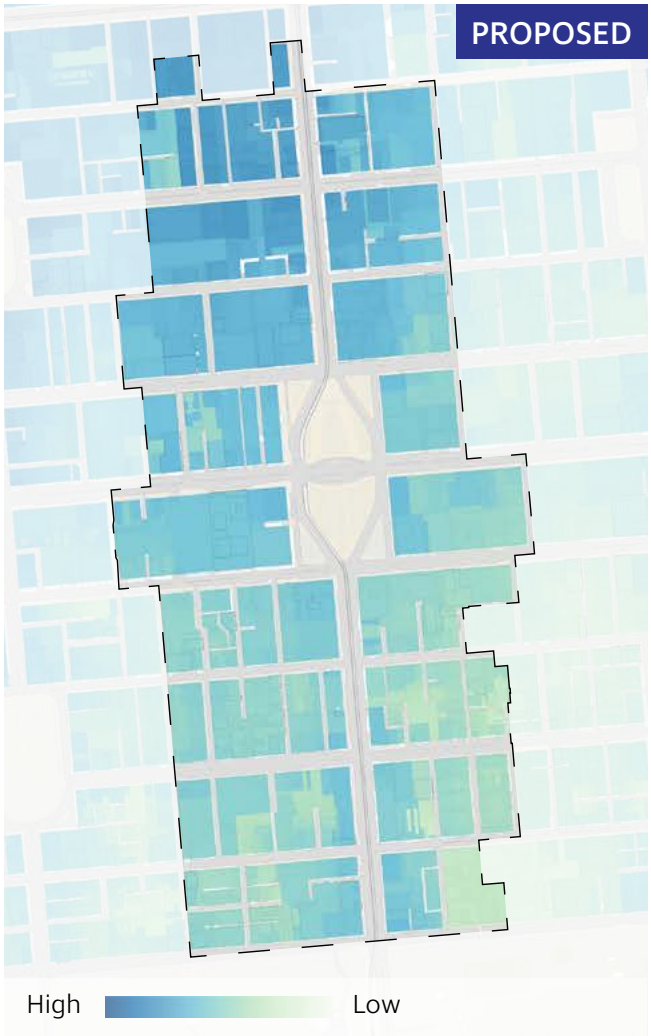


Figure 5.29 Green Infrastructure Index (Potential)
Expanding the cycling network to connect with and acros King William Street would result in improving local resident access to key services and amentity.

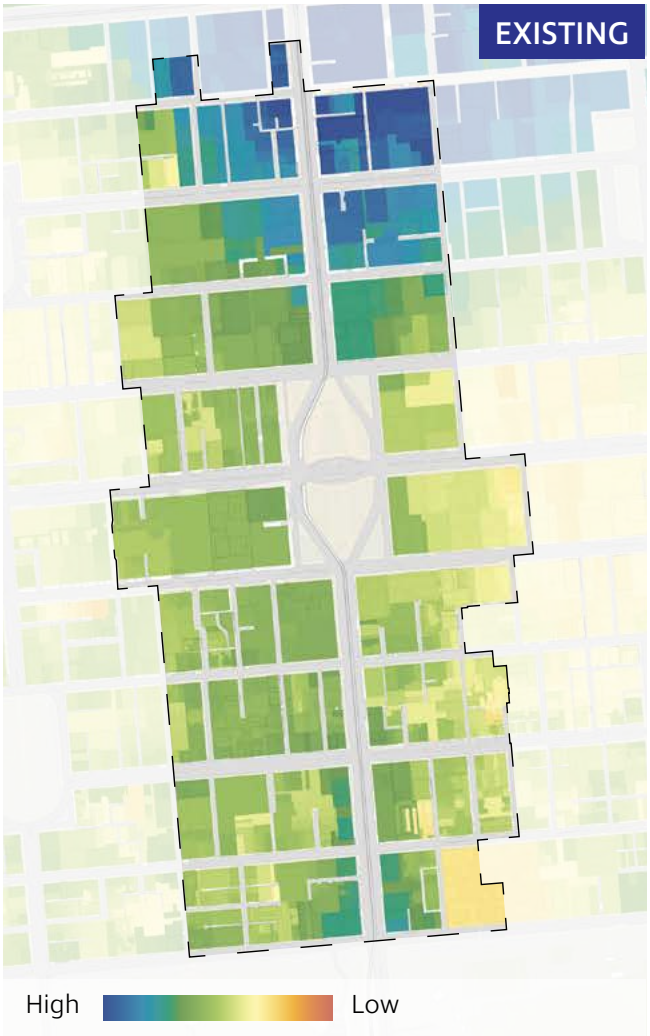


Figure 5.30 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring focused along King William Street.

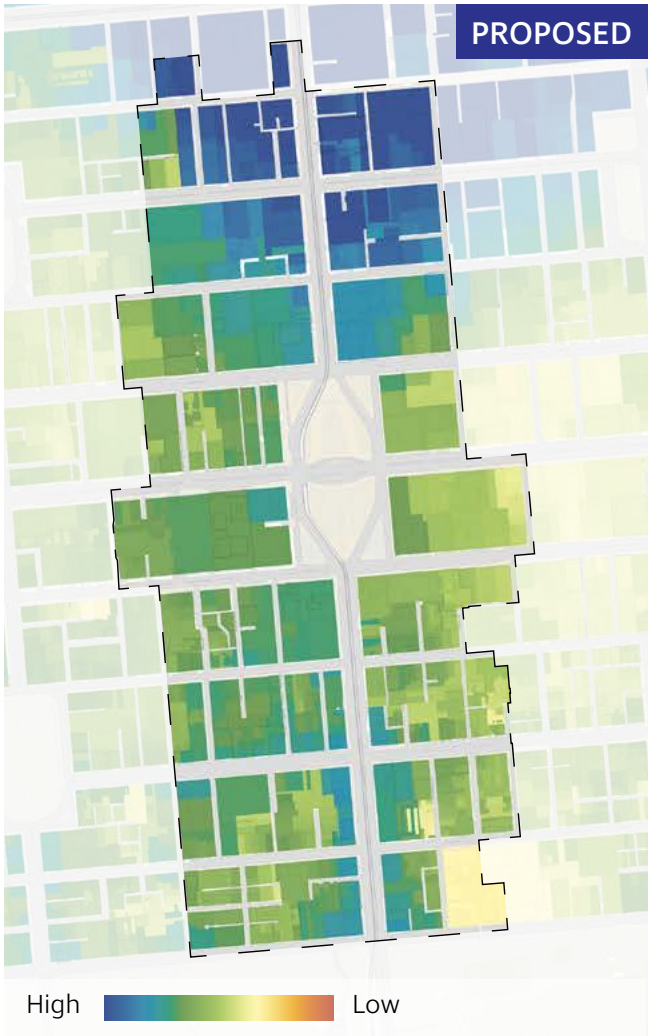


Figure 5.31 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections, expanding cycling network, and enhancing the recreational useability of Victoria Square demonstrates the potential for further enhancing liveability scoring within the area.

Local Area 7: King William

Place Principles

The place principles for the local area are:

- Continue to support activities and events within the local area, particularly at Tarntanyangga / Victoria Square, whilst looking to provide year round public amenity and improving experience of the open space.
- Improve the relationship between Tarntanyangga / Victoria Square and its western edge, providing better access to the Adelaide Central Market precinct and supporting better activation of the space.
- Investigate pop-up or permanent food and beverage offering within the Tarntanyangga / Victoria Square, that is also adaptable for the many events that are held there throughout the year.
- Support vibrancy and activation of the local area through extended business trading hours and diversification of business and tenancy mix.
- Support the main street function of King William Street by investing in cycle routes, public realm and street greening of connecting east-west streets.
- Optimise tram operations in the local area by providing signal priority and improved pedestrian connection and permeability to tram stops.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.



Optimise tram operations and permeability to stops



Support vibrancy and activation



Diversify housing supply

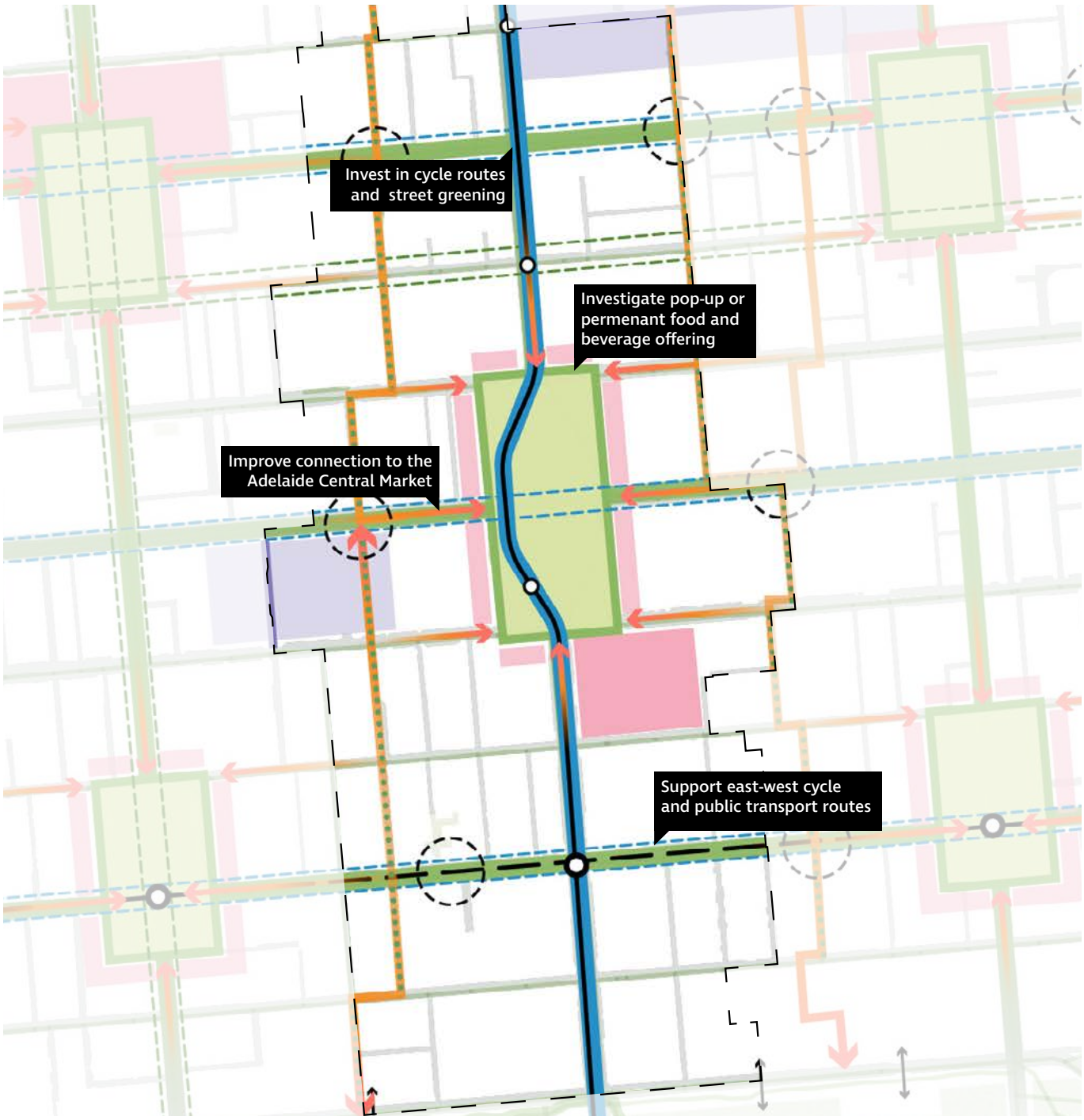
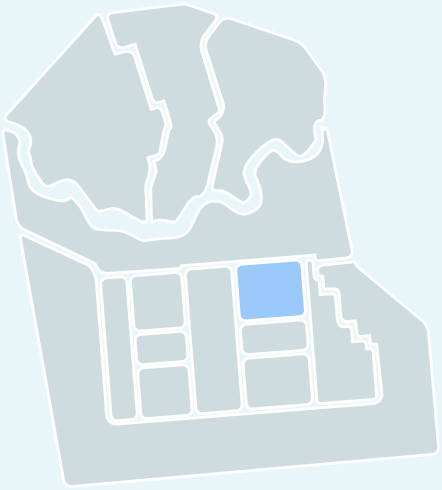


Figure 5.32 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 8: Hindmarsh Square



Existing Population	**1,883** people
15 year Growth Horizon	**3,250 - 4,000**
	6.5% of City Growth
	61.2 people per hectare



Hindmarsh Square / Mukata

The Hindmarsh Square Local Area will build on its existing high amenity and proximity to green spaces and essential services to meet its growth potential. The 'East End' and Hindmarsh Square / Mukata serves as Adelaide's vibrant shopping district, characterised by its diverse offerings on Rundle Street and Rundle Mall.

The Hindmarsh Square Local Area is characterised by the commercial development of the CBD towards the west, Rundle Mall to the north, and a transition towards the east to mixed use development with medium density housing and supporting retail, restaurants and open space.

This local area includes Adelaide's primary shopping district, with the 'East End' offering a finer grain retail and entertainment experience.

Pedestrian experiences range within the area from being highly prioritised and shaded in the northern portion to disconnected and open for many north-south movements toward the centre of the area. Grenfell Street performs as a highly frequency public transport corridor.

The local area has ease of access to the eastern Adelaide Park Lands. The Adelaide Botanic Gardens and Lot Fourteen contribute to the access to open space and vibrant local places to visit.

Well serviced with retail and open space, the Hindmarsh Square Local Area will continue to experience significant mixed-use growth.

Future investment opportunities include:

- Improve the pedestrian and cyclist experience on Grenfell Street by reducing vehicle through traffic while maintaining its role as a key public transport link.
- Invest in local streets and greening to improve connections to the high-quality green spaces within the eastern Adelaide Park Lands.

Kaurna Context

The Kaurna historical context for this local area is:

Mukata is a commemoration of one of Mullawirraburka's 4 wives. "Pretty Mary" was known as Mukata in Kaurna. Mukata and Mullawirraburka were the subjects of George French Angas' portrait in 1843, a very important piece of art that details traditional expressions of clothing and ceremony. Kaurna Elders today still recognise this place as significant, and a location where Elders would sit and discuss business.



Rundle Street shopping precinct



East End Unleashed Event in Hindmarsh Square / Mukata



Character tree shaded laneways

Local Area 8: Hindmarsh Square

Key Spatial Analysis

Hindmarsh Square presents high existing liveability metrics and moderate projected growth. The area excels in open space accessibility, ranking 3rd, and boasts a robust cycling network, ranking 1st. Additionally, Hindmarsh Square demonstrates high overall accessibility, with amenities scoring well above the city average across all subcategories. In comparison to other local areas, Hindmarsh Square's infrastructure and amenities position it as a prime location for development and expansion opportunities, further investigation is required to identify sites which would be suitable for redevelopment, to leverage its existing amenity.

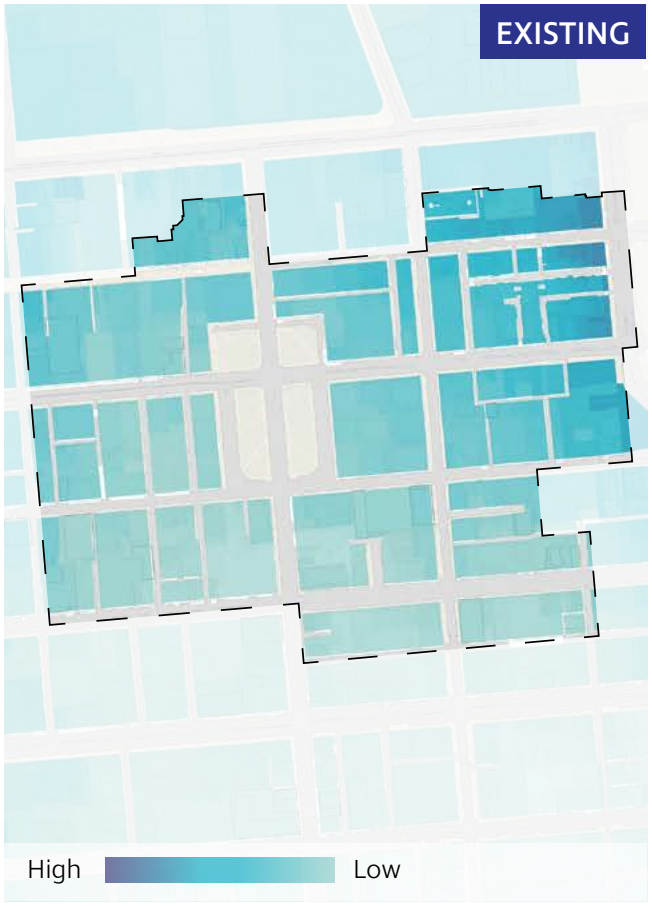


Figure 5.33 Active and Public Transport Useability Index (Existing)



Figure 5.34 Active and Public Transport Useability Index (Potential)

A significant challenge for the Hindmarsh Square Local Area is access to public transport and the cycling network. Currently public transport accessibility is provided by bus services along Grenfell Road.

Delivery of the Light Rail Loop would result in expanding public transport access to the east and cycling upgrades along Pirie Street, will further enhance connectivity to the City Spine and surrounding neighbourhoods.

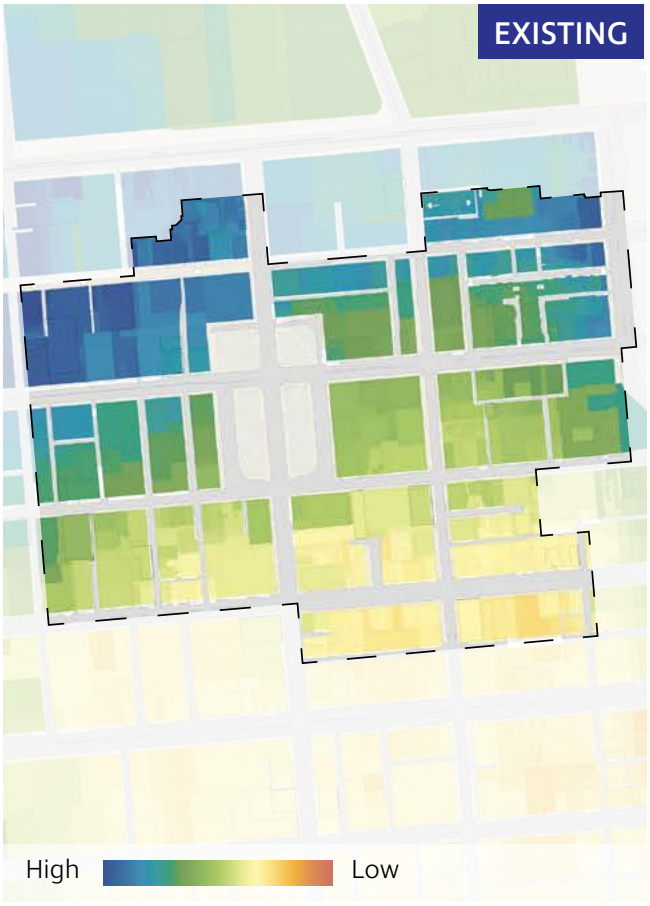


Figure 5.35 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring focused along Rundle Street. This is due to good access to local services and retail, paired with access to open space.

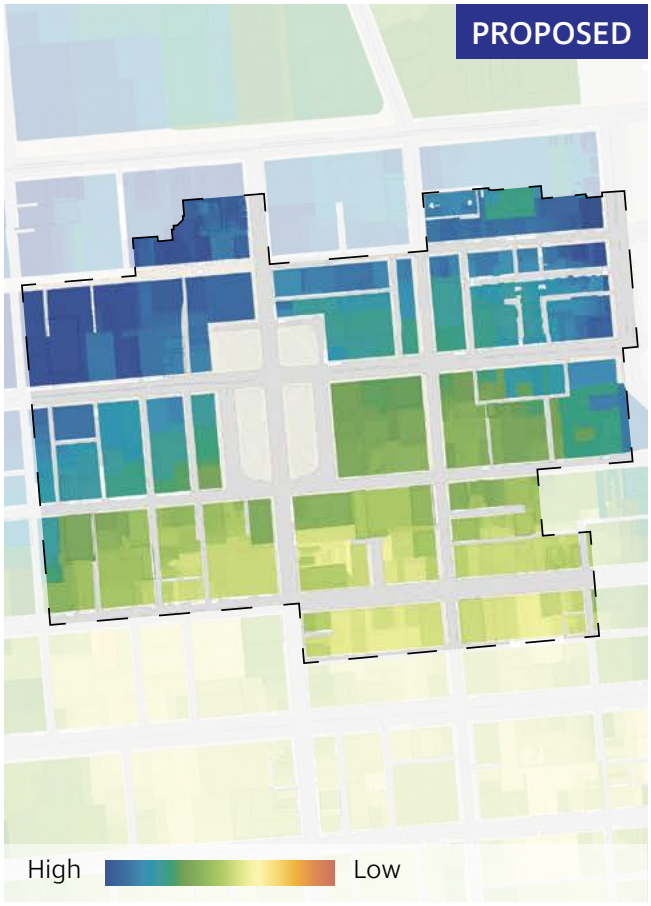


Figure 5.36 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections, expanding cycling network, and enhancing the recreational useability of Hindmarsh Square demonstrates the potential for better liveability scoring dispersed across the area.

Local Area 8: Hindmarsh Square

Place Principles

The place principles for the local area are:

- Maintain and support the East End character of activated and vibrant streets and laneways, and small scale creative retail opportunities.
- Support opportunities for residential growth to take advantage of the high accessibility to services and open space in this area of the city.
- Activate the accessible space within Hindmarsh Square / Mukata, including consideration of traffic movement and pedestrian access to the Square.
- Support pop-up activities for festivals, events throughout the year to take advantage of the unique character of the space.
- Support the conversion of Grenfell Street to a key public and active transport corridor with improved greening and pedestrian connections.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.



Activated laneways



Cycling and public transport corridor



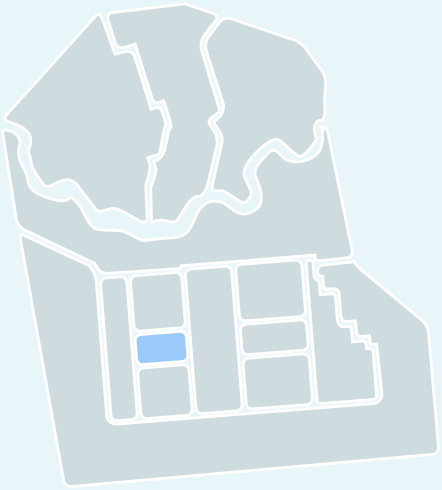
Support festivals and events throughout the year



Figure 5.37 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 9: Grote Gateway



Existing Population	**853** people
15 year Growth Horizon	**3,950 - 4,850**
	13.3% of City Growth
	212.6 people per hectare



Adelaide Central Market

The Grote Gateway Local Area will become a vibrant mixed-use boulevard welcoming people from the Adelaide Airport and western suburbs. The Grote Gateway will function as a vital link between the Market District and an activated West Terrace.

The Grote Gateway Local Area is characterised by the wide Grote Street boulevard with mature London Plane trees lining both sides of the street. Recent central median landscaping enhances the visual amenity and greening outcomes for the local area.

Development is characterised by low scale buildings of predominantly 1 to 2 storeys in height. Land use is diverse with larger plots providing for mixed use developments, and smaller lots on side streets providing for more fine-grained development responses.

Gouger Street and the Adelaide Central Market are important cultural landmarks for Adelaide providing local services, and a regional and international tourism destination. The development of Market Square and the former Australia Post site near West Terrace are important stimulus projects for future residential growth.

Well serviced by retail and other essential infrastructure, the Grote Gateway will continue to grow its resident and business population.

Future investment opportunities include:

- Continue to enhance the arrival experience to the CBD such that the Grote Gateway Local Area is a recognisable and attractive 'gateway' into the city for visitors arriving from the Adelaide Airport.
- Invest in local infrastructure and services to encourage pedestrian and active transport connections along Grote Street with a focus on increased pedestrian movement to the west of Morphett Street.
- Leverage investment in stimulus projects to encourage further mixed used and residential development in the local area.
- Create meaningful north south connections through the local area to support people walking, wheeling and cycling throughout the area with a focus on extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace (city wide strategy).



Adelaide Central Market


Grote Street wide boulevard

Kaurna Context

The Kaurna historical context for this local area is:

Aboriginal camping was banned from the western Adelaide Park Lands and within 30 years of European settlement the Government, after originally vacating the area of Aboriginal people, re-established many Aboriginal homes as a way to bring back the Kaurna community. Today many Aboriginal people still frequent the area and call it home.


Adelaide Central Market

Local Area 9: Grote Gateway

Key Spatial Analysis

Grote Gateway presents low existing liveability metrics but with substantial projected growth, indicating high potential. The area faces challenges in open space accessibility, ranking 11th, and public transport accessibility, ranking 5th. Despite these challenges, the local services and retail accessibility is above the city average, with amenities scoring well across all subcategories. Additionally, Grote Gateway benefits from a relatively good cycling network, ranking 6th. In comparison to other local areas, Grote Gateway's infrastructure and amenities offer opportunities for improvement to further enhance its development potential.

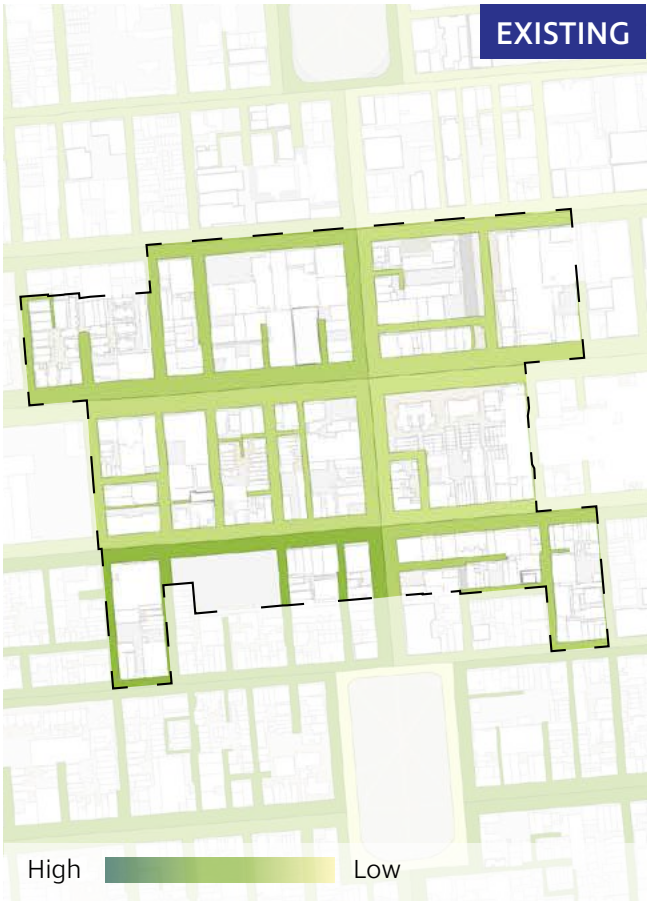


Figure 5.38 Tree Canopy Coverage (Existing)

A significant challenge for the Grote Gateway local area is tree canopy coverage. This is a result of prioritising vehcile movement through key east west streets including Grote Street, Franklin Street and Gouger Street.



Figure 5.39 Tree Canopy Coverage (Potential)

Prioritising tree canopy cover within the Grote Gateway Local Area will reinforce its role as a gateway into the City and enhance the pedestrian experience, within the area.

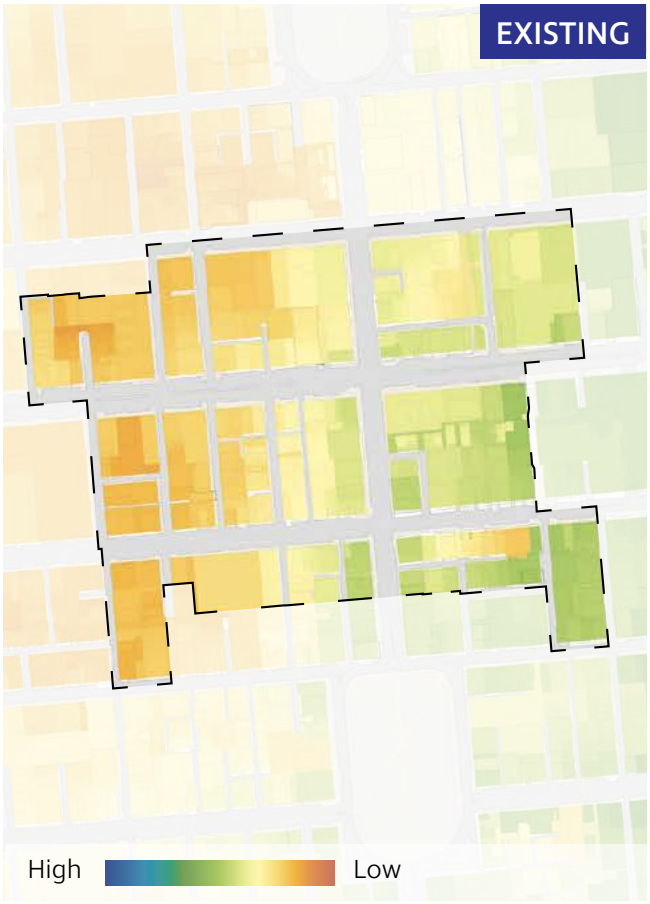


Figure 5.40 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring along the eastern edge which transitions to below average scoring along the western edge.



Figure 5.41 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new cycle way connections, community facilities and enhanced access to open space through the implemetnation of City Wide Strategies.

Local Area 9: Grote Gateway

Place Principles

The place principles for the local area are:

- Provide an urban design response for Grote Street to create a cohesive brand as the gateway to the city.
- Improve public transport access as well as north-south and east-west connectivity within the local area to support transport modal shift.
- Plan for the local area to accommodate a main public transport route from the Adelaide Airport to the main commercial centre in the CBD.
- Improve the western end of the Grote Gateway local area to the same level of pedestrian experience as the eastern end with a comfortable walking environment and places to stop and dwell .
- Connect laneways in the local area to support the function of Gouger Street as a main street and provide interest and diversity within the laneways to contribute to the experience of place.
- Prioritise greening on main streets and laneways to function as a network of activated and shaded places (city wide strategy).
- Support mixed use development to bring a diversity of economic benefits to the area, from increased services to better connected urban streets supported by shopfronts and businesses.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.
- Investigate over the longer term, a light rail loop along West Terrace adding to the appeal of Grote Street as a focus for economic development (city wide strategy).



Connect laneways



Prioritise greening



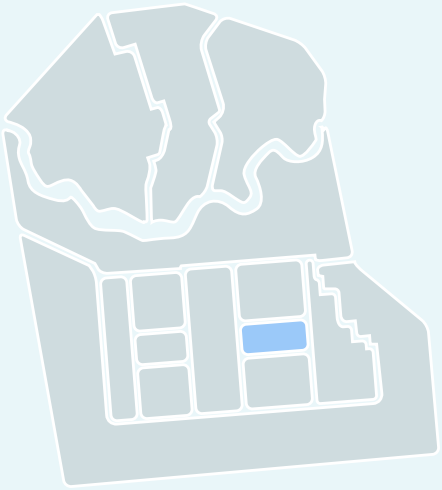
Suport mixed use development



Figure 5.42 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening
- Pedestrian Crossing

Local Area 10: Wakefield Gateway



Existing Population	**569** people
15 year Growth Horizon	**2,150 - 2,650**
	7% of City Growth
	127.6 people per hectare



Wakefield Street

The Wakefield Gateway Local Area will transform into a vibrant and thriving urban locale, centred around a pedestrian scale boulevard and catering to the needs of its existing residents while welcoming people from the eastern suburbs into the city.

The Wakefield Gateway Local Area is characterised by a mix of schools, commercial, and medical uses, set amongst leafy streets. Towards the eastern end of the local area the character changes to more residential land uses.

The strong school and health services presence gives this local area a strong identity of diverse uses including night time activation through the Calvary Wakefield Hospital.

Wakefield Street continues west through Victoria Square / Pakapakanthi to Grote Street which results in it being vehicle dominated with cars moving through the city.

Strategic investment in social infrastructure has the potential to transform the Wakefield Gateway Local Area into a vibrant and thriving urban centre, catering to the needs of its existing residents and stimulating further growth and investments.

This local area has high potential for growth, with strategic investment in social infrastructure a key to unlocking further growth and investment.

Future investment opportunities include:

- Invest in local infrastructure, particularly focused on improving public transport accessibility and access to open spaces to unlock the areas full development potential.
- Create fine grain connectivity of Wakefield Street to surrounding destinations and services with strong local and active transport corridors.
- Encourage master planning of large and under-utilised land parcels central to the local area to contribute to the local identity and improve pedestrian permeability, amenity and activation.
- Support mixed use development to bring a diversity of economic benefits to the area, from increased services to better connected urban streets supported by active shopfronts and businesses.

Kaurna Context

The Kaurna historical context for this local area is:

Ityamaiitpinna, relates to a Kaurna Ancestor at the time of European settlement. His leadership, along with Mullawirraburka and Kadiitpinna, were the other leaders of the Kaurna people. Ityamaiitpinna's family has been recorded to camp throughout this Eastern parkland between the waterhole in the Adelaide Botanic Gardens through to the Native Police camp at the end of Wakefield Street and East Terrace by Pakapakanthi.



Wakefield Street



Angus Street



Wakefield Street

Local Area 10: Wakefield Gateway

Key Spatial Analysis

Wakefield Gateway showcases low existing liveability metrics but with significant projected growth potential. The area requires significant improvement in both open space and public transport accessibility, ranking 13th and 7th, respectively. However, Wakefield Gateway benefits from moderate accessibility to the cycling network, ranking 10th. Despite these challenges, the overall accessibility alignment is above the city average, with community facilities, local services and retail amenities scoring highly. In comparison to other local areas, Wakefield Gateway's infrastructure and amenities present opportunities for enhancement to fully support its growth potential.

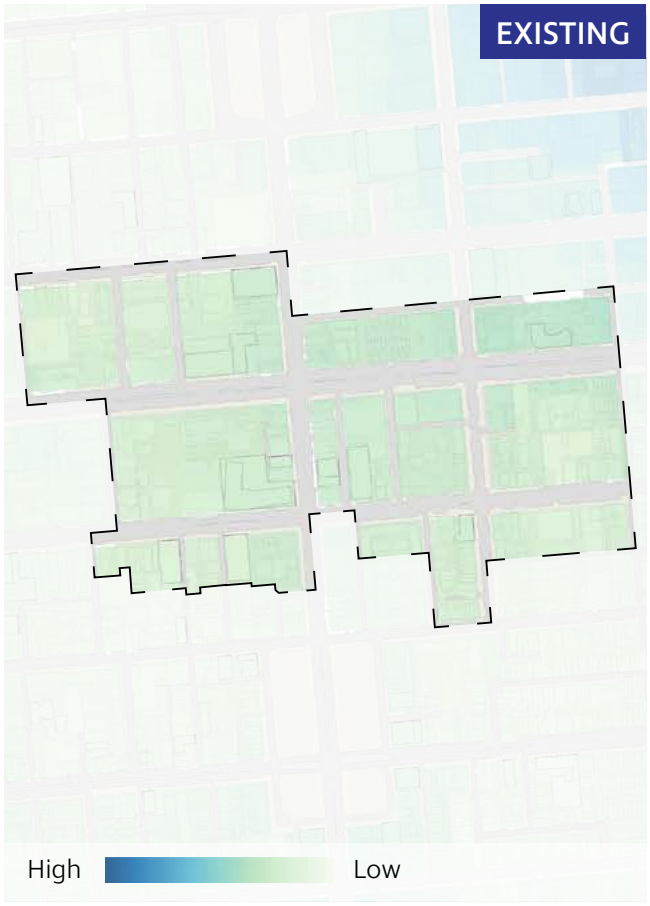


Figure 5.43 Cycling Accessibility Index (Existing)

A significant challenge for the Wakefield Gateway Local Area is access to the cycing network. This is due to vehicle movement prioritisation within this area.

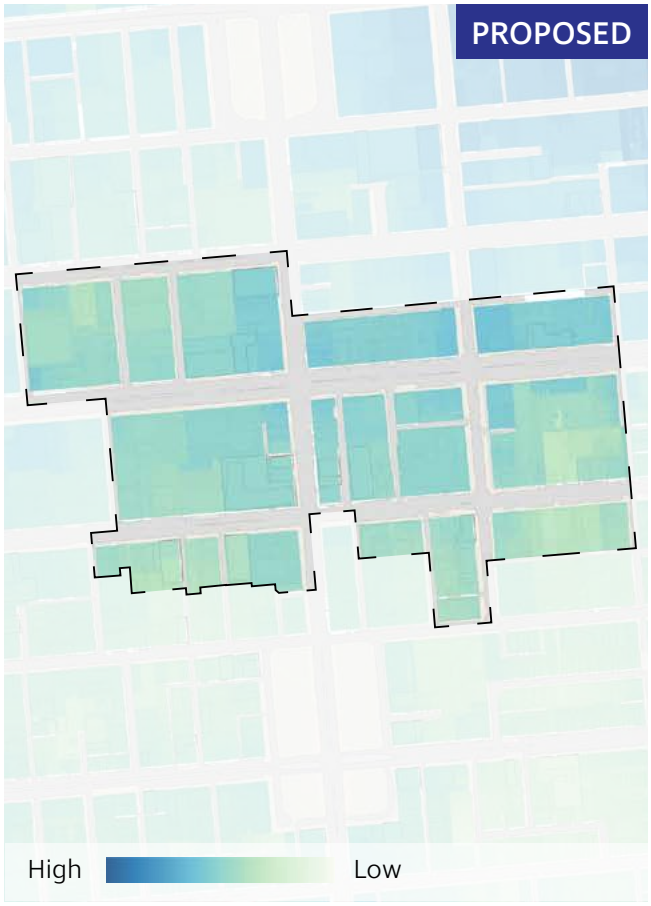


Figure 5.44 Cycling Accessibility Index (Potential)

Expanding and upgrading the cycling network in this local area would result in better connecting residents with open space and local services. Additionally this initaitve will improve the quality of street experience.

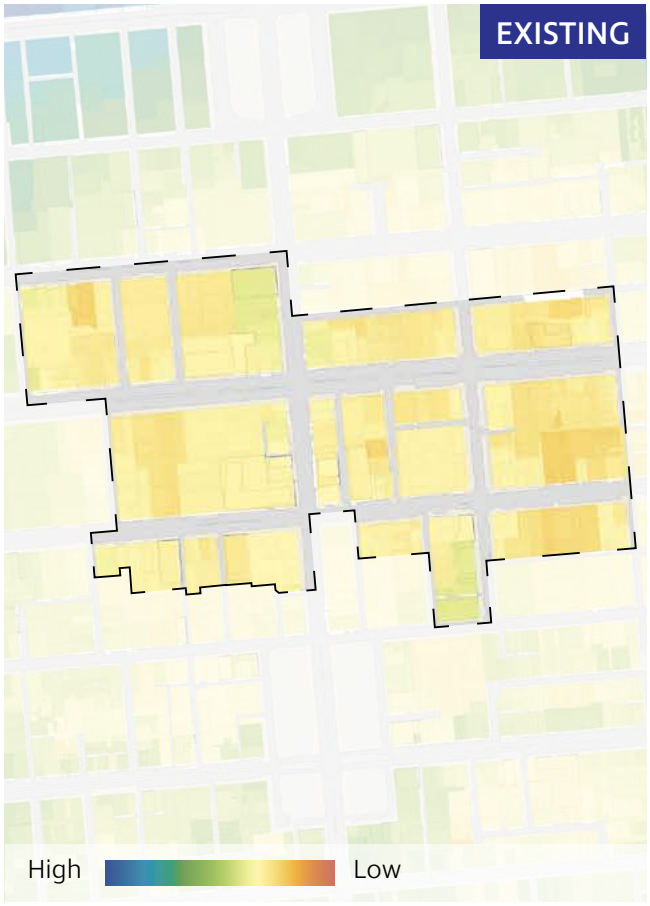


Figure 5.45 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights below average scoring throughout the local area. This is due to a combination of limited local services and access to open space.

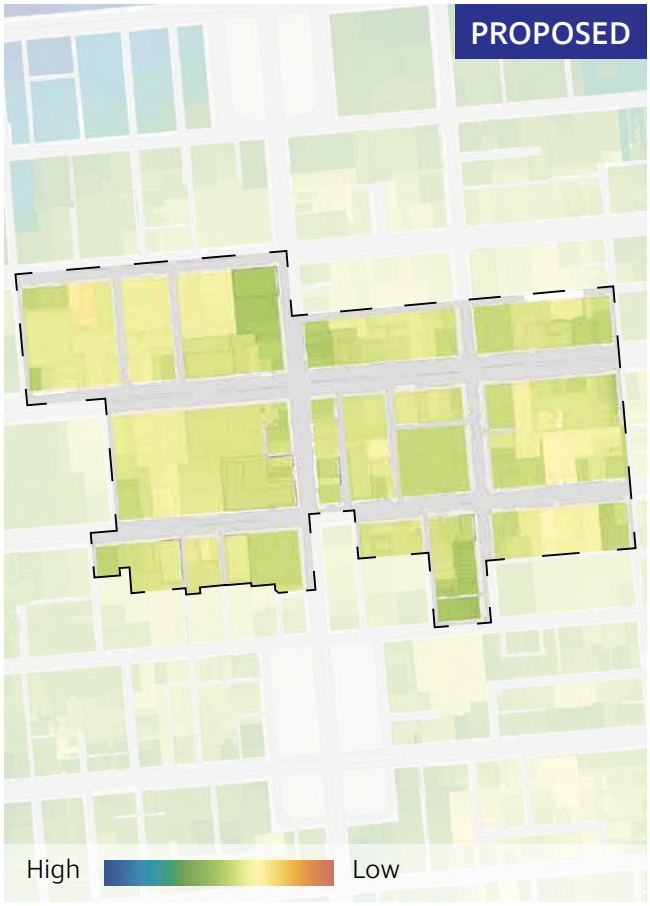


Figure 5.46 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing cycling network expansion and and improving connections to open space, demonstrating the potential for better liveability scoring across the area.

Local Area 10: Wakefield Gateway

Place Principles

The place principles for the local area are:

- Divert through traffic from Wakefield Street while maintaining local vehicle access within the city, and create protected cycle lanes along Wakefield Street as a key east-west route linking with major attractors such as schools and the Adelaide Central Market.
- Widen Flinders Street footpaths and increase pedestrian crossings with safe, shaded cycle facilities , supporting the densification of housing.
- Maintain the identity of Angas Street and improve laneway connections to the more diversified offerings on Wakefield and Hutt Streets.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.
- Protect small businesses by maintaining small shopfronts and limiting the large tenancy spaces within larger developments.
- Improve connections into the surrounding Adelaide Park Lands and throughout the local area by investing in public realm and local street greening.



Protected cycle lanes



Maintain laneway connections



Support small buisiness



Figure 5.47 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening

Local Area 11: East Terrace



Existing Population	**2,406** people
15 year Growth Horizon	**4,400 - 5,400**
	9.5% of City Growth
	105.3 people per hectare



Character laneways connecting to the Adelaide Park Lands

The East Terrace Local Area with its well-established avenue of London Plane trees, good access to open space, and diverse mix of uses will continue to support local residents. The Local Area will provide a destination for visitors from outside the city and support targeted growth along the Hutt Street corridor.

The East Terrace Local Area is a vibrant and unique neighbourhood of predominantly residential development of lower densities than the western end of the city. The local area is characterised by tree-lined streets and generous detached dwellings, more recently interspersed with medium rise apartment buildings fronting East Terrace. The local area supports a mix of land uses including offices, restaurants, hotels, boutique retail, hospital and support services.

Hutt Street provides a leafy avenue of London Plane trees in roadside planting and its central median. Hutt Street ranges from low scale shops and residences with manicured verges and ample tree canopy at the southern end through to the entertainment focused northern end which hosts some of the State's largest annual events such as Gluttony (Adelaide Fringe), as well as V8 Supercars and events at Pakapakanthi / Victoria Park (Park 16) at the eastern edge of the local area.

Future investment opportunities include:

- Upgrade the Hutt Street main street including safe pedestrian crossing and conditions for walking, wheeling and cycling, review of angled parking and road function, and support for economic and business trading.
- Encourage the amalgamation of smaller sites in the local area to deliver medium to high rise residential typologies.
- Improve access to the eastern Adelaide Park Lands and Pakapakanthi / Victoria Park (Park 16) through urban wayfinding and green street connections.



Heritage shop frontages

Kaurna Context

The Kaurna historical context for this local area is:

The location is also a favourite for senior Kaurna ancestors like Ityamaiitpinna and family who would frequently camp between this location and the lower sections of the Botanical Gardens. This section was also the camp of the Native Police and today the location has cultural significance with a burial ground, and significant stories to a rare and local butterfly.



Tree lined Hutt Street


Al fresco dining

Local Area 11: East Terrace

Key Spatial Analysis

East Terrace presents low to medium existing liveability metrics with substantial projected growth potential. The area boasts good open space accessibility, ranking 2nd, and a strong cycling network, ranking 3rd. However, East Terrace faces challenges in public transport accessibility, ranking 12th. Compared to other local areas, East Terrace's infrastructure and amenities position it as a promising location for development and expansion opportunities.

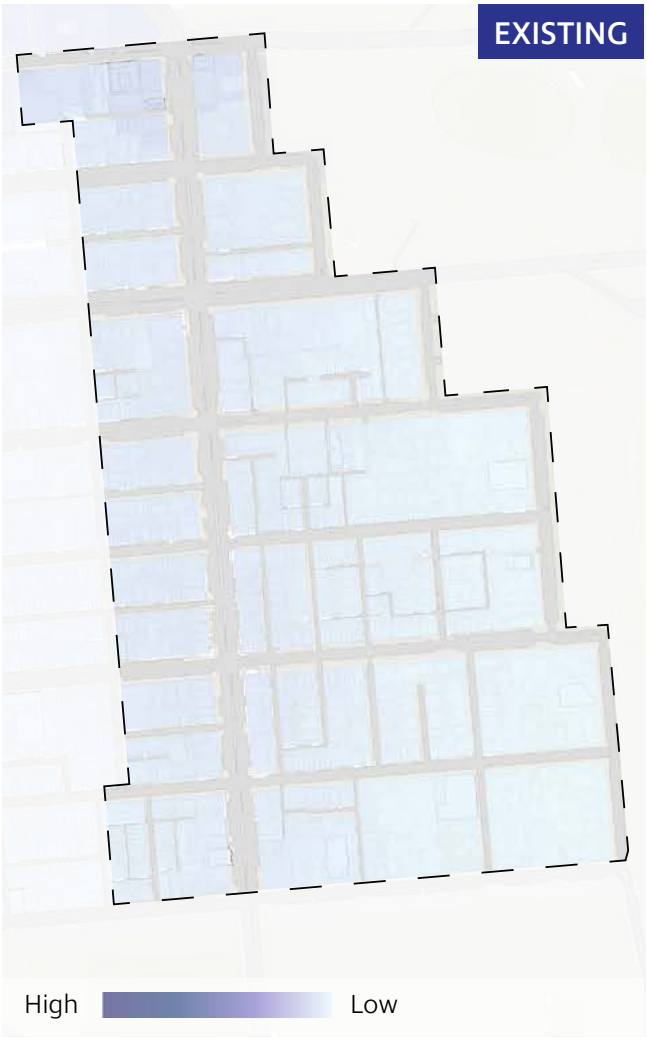


Figure 5.48 Public Transport Index (Existing)

A significant challenge for the East Terrrace Local Area is access to public transport. Currently public transport accessibility is provided by selective bus services.

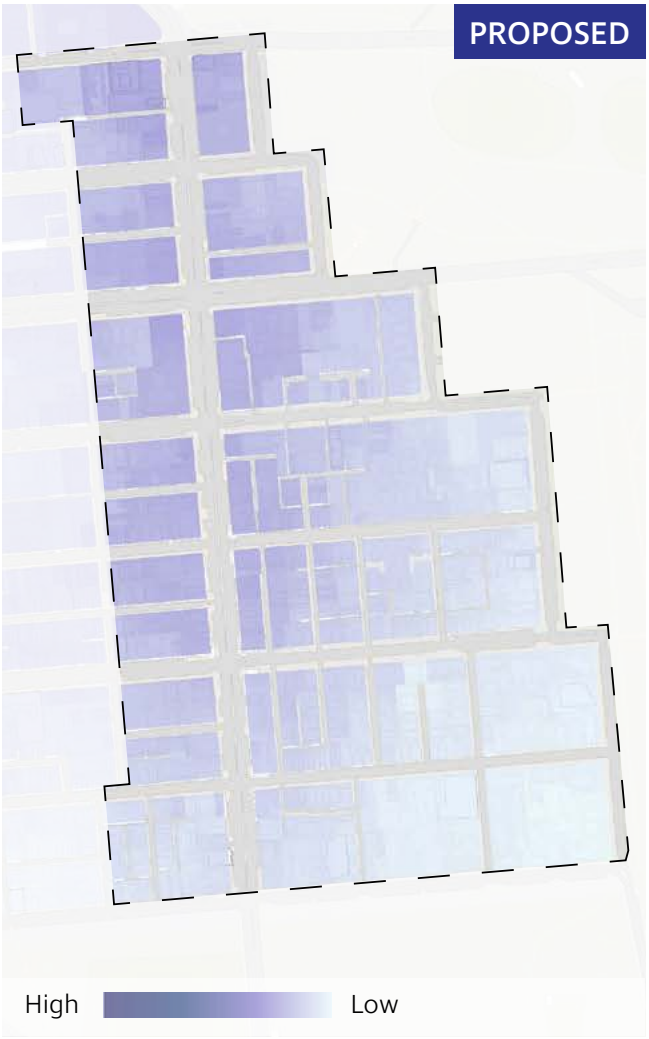


Figure 5.49 Public Transport Index (Potential)

Delivery of the Light Rail Loop would result in expanding good public transport access into this area, along Hutt Street and connecting it to the City Spine and surrounding neighbourhoods.

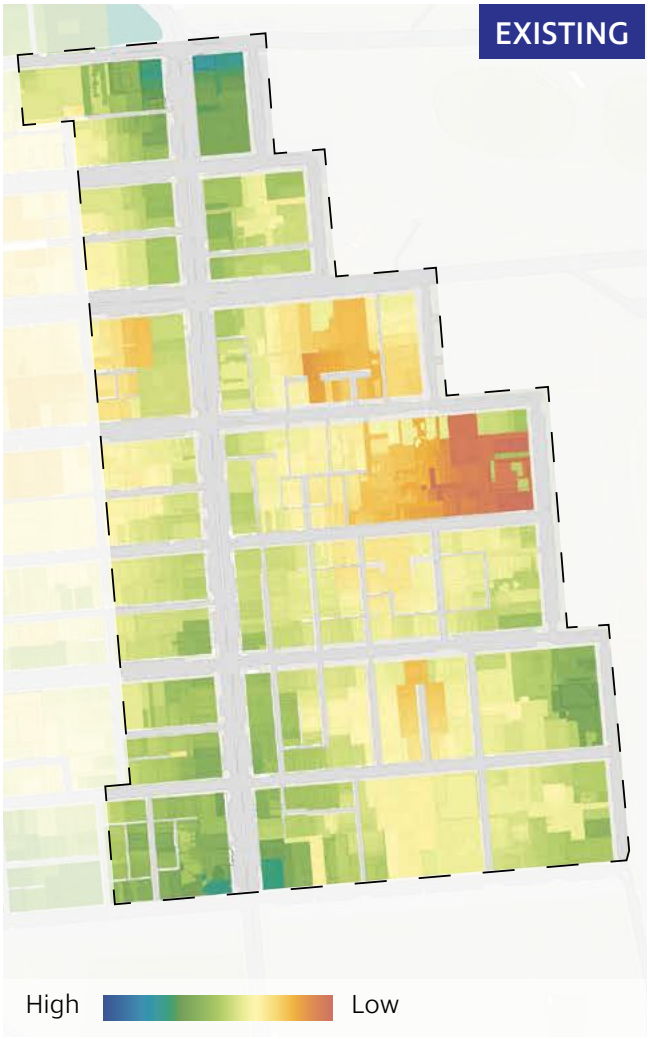


Figure 5.50 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring focused along Hutt Street. This is due to good access to local services paired with high accessibility to recreational open spaces.



Figure 5.51 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections and expanding cycling network, demonstrating the potential for better liveability scoring dispersed across the area.

Local Area 11: East Terrace

Place Principles

The place principles for the local area are:

- Plan services for an increased population while maintaining the village charm and main street function of Hutt Street extending to East Terrace including social infrastructure, longer trading hours and diversity of activity.
- Protect small businesses on Hutt Street and surroundings, by maintaining small shopfront character and limiting the large tenancy spaces to one grocery offering centrally.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices (shop top housing), repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- New residential development near Hutt Street, East Terrace and South Terrace to retain the low scale historic character of the smaller internal streets.
- Maintain the festival vibrancy of the local area by supporting and encouraging usage of event spaces throughout the year.
- Strengthen public transport usage by providing additional or more frequent bus routes and in the longer term, investigate the development of light rail through Hutt Street (city wide strategy).
- Maintain Wakefield Street, Pirie Street and Hutt Street as the main connections to the east and south while encouraging transport modal shift.
- Protect small businesses on Hutt Street and surroundings, by maintaining small shopfront character and limiting the large tenancy spaces to one grocery offering centrally.
- Strengthen green connections between Hutt Street and the eastern Adelaide Park Lands and city Squares, including wayfinding, shaded active transport and biodiversity corridors (city wide strategy).



Maintain festival vibrancy



Strengthen connections

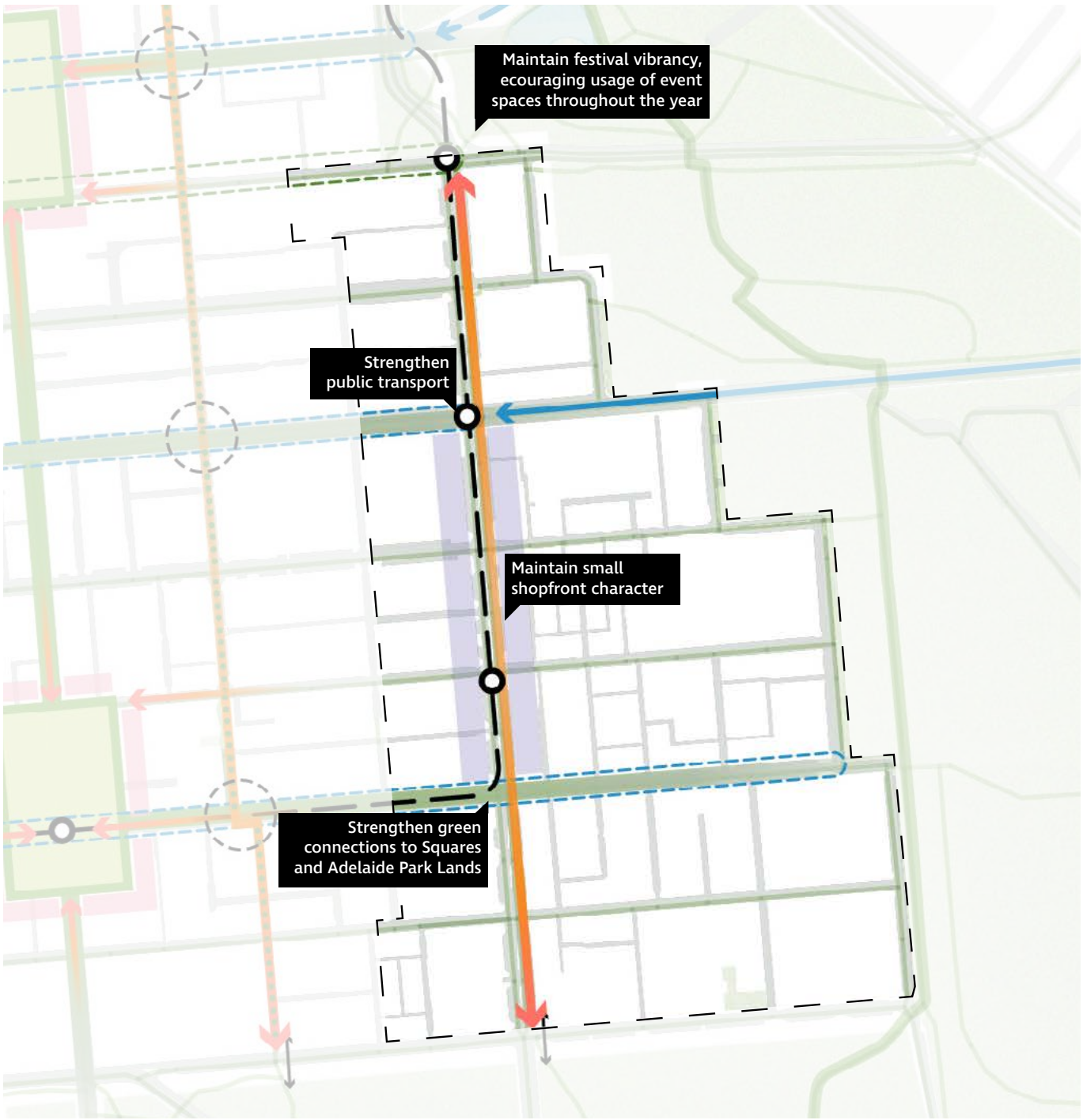
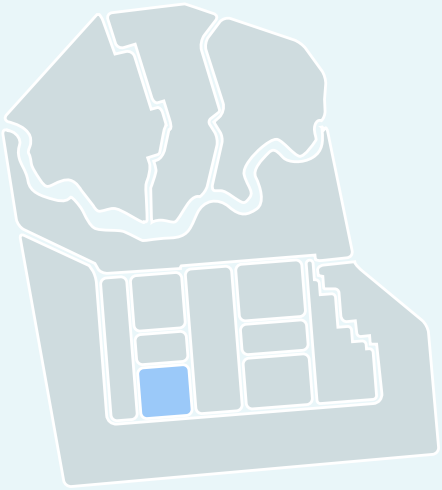


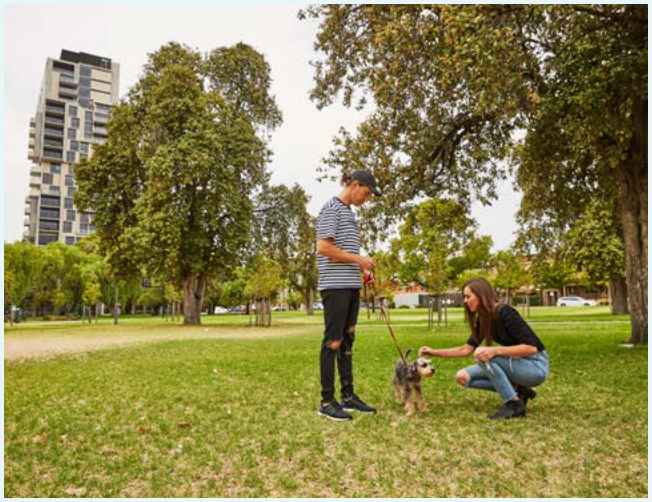
Figure 5.52 Place Principles

- City Squares
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening

Local Area 12: Whitmore Square



Existing Population	**1,783** people
15 year Growth Horizon	**3,000 - 3,650**
	5.5% of City Growth
	139.6 people per hectare



Whitmore Square

The Whitmore Square Local Area is primed for residential growth with improved connections to the Adelaide Central Market and the Adelaide Park Lands key to unlocking the local area's growth potential.

The Whitmore Square Local Area is predominantly characterised by lower density residential development with examples of higher rise buildings towards the northern and eastern ends. The southern edge of the local area borders the southern Adelaide Park Lands including the highly utilised Veale Gardens.

Morphett Street and Whitmore Square / Iparrityi provide primary access to the city from the inner south. Diverse social and community services are found within this local area, particularly around Whitmore Square / Iparrityi. Sturt Street serves as a major east-west connection.

The Chinatown and Gouger Street entertainment area has a strong multicultural character which adds to its local appeal and is a drawcard for visitors locally and internationally.

This local area has high to moderate growth potential through development of vacant and underutilised land parcels, with investment into social infrastructure and pedestrian connectivity key success factors.

Future investment opportunities include:

- Create better public transport and pedestrian connectivity in the local area for people to access local services and businesses and the commercial centre of the CBD.
- Enhance the role of Gouger and Grote Streets as vibrant, cultural main streets supporting the day and night time economies and reinforcing the strong sense of culture and community.
- Support medium density infill development, adding to the housing and population diversity of the area.
- Prioritise investment in streetscape quality, greening and activation in Morphett Street, Sturt Street and Whitmore Square / Iparrityi

Kaurna Context

The Kaurna historical context for this local area is:

Iparrityi is the daughter of Ityamaiitpinna and is described as the most recognisable representative of Kaurna Country today. Her knowledge of the Country has been vital in Kaurna's reconnections to the landscape. Many places, sites and stories were told by Iparrityi to scholars and academics. She was the last true Kaurna Queen, being known as the last full-blooded Kaurna member. She was humble and kind-hearted and looked after lost Kaurna kids while at Point Pearce Mission



Medium density shop top development



Pop-up activation of Whitmore Square



Enhance local economy and pedestrian experience

Local Area 12: Whitmore Square

Key Spatial Analysis

Whitmore Square showcases moderate existing liveability metrics with significant projected growth potential. The area benefits from moderate to high overall accessibility, with local services and retail scoring well above the city average. Despite this, there is room for improvement in public transport accessibility, ranking 6th. However, Whitmore Square boasts good open space accessibility, ranking 4th, and a strong cycling network, also ranking 4th. In comparison to other local areas, Whitmore Square's infrastructure and amenities present opportunities for further enhancement to fully capitalise on its growth potential.

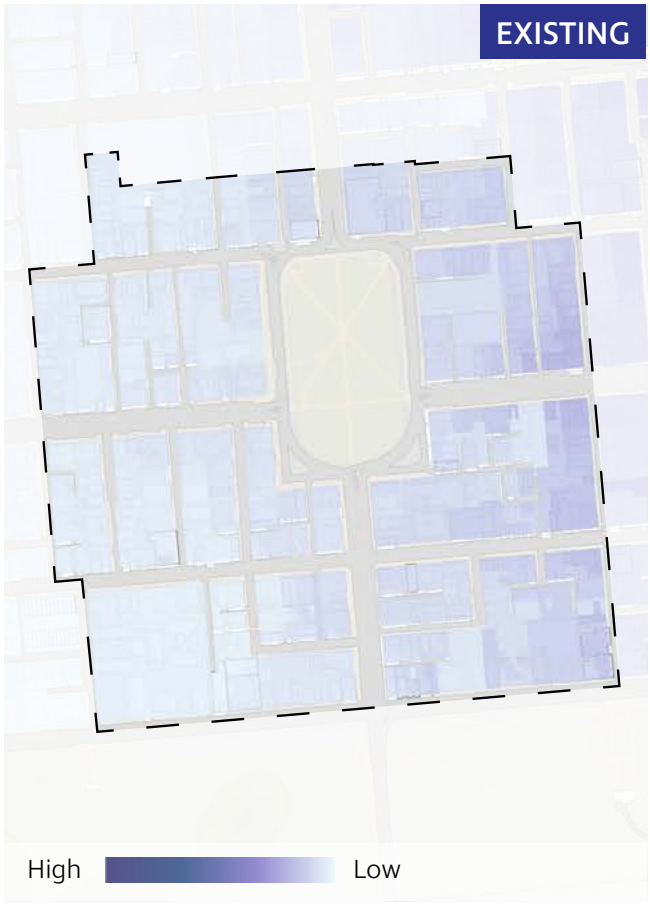


Figure 5.53 Active and Public Transport Useability Index (Existing)

A significant challenge for the Whitmore Square Local Area is access to public transport. Currently public transport accessibility if focused along King William Street, to the east of the area.

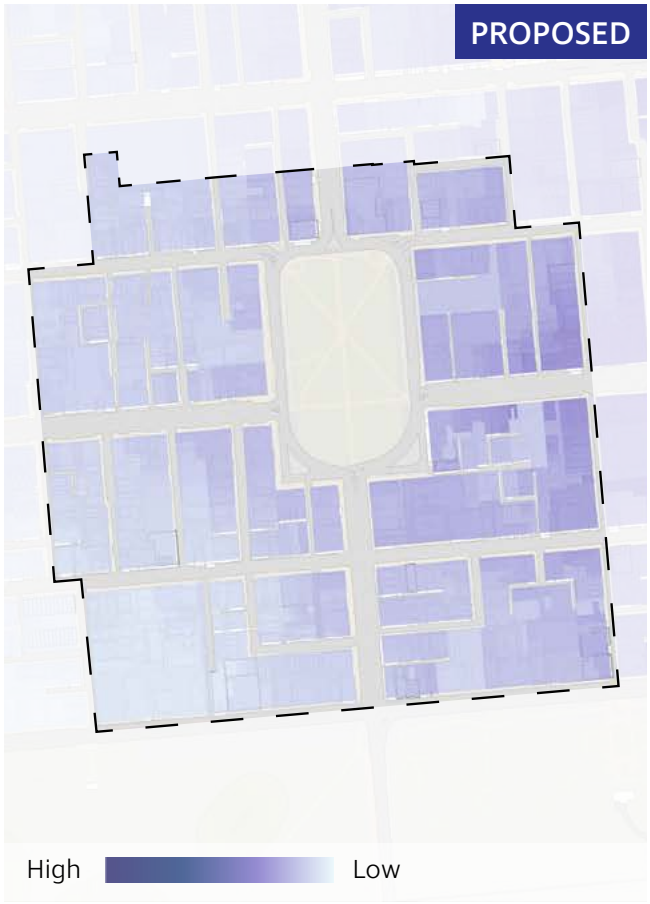


Figure 5.54 Active and Public Transport Useability Index (Potential)

Delivery of the Light Rail Loop would result in expanding good public transport access into this area and connecting it to the City Spine and surrounding neighbourhoods.

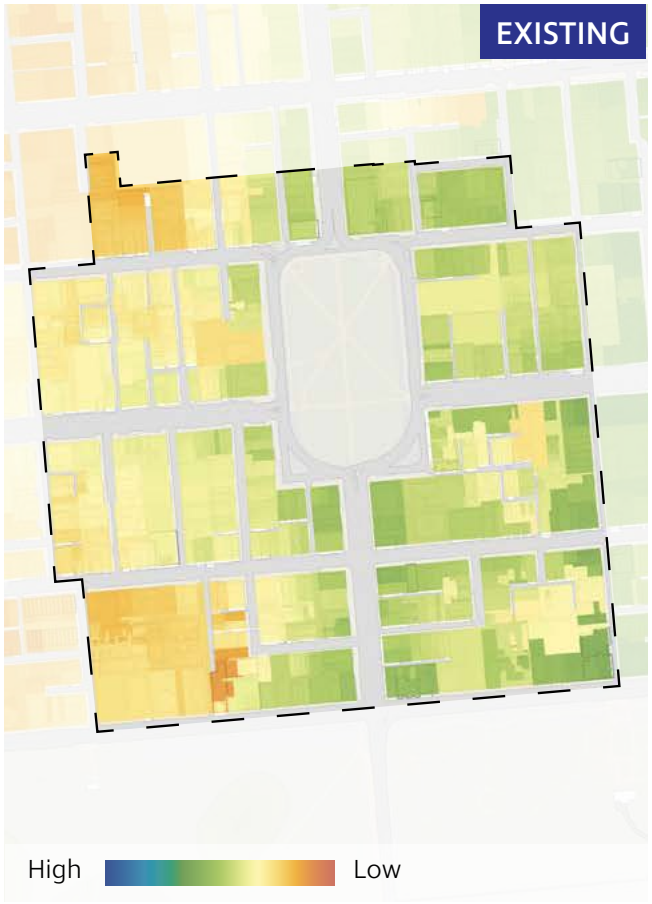


Figure 5.55 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring along the eastern edge which transitions to below average scoring moving west.



Figure 5.56 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections and optimising open space usage within Whitmore Square, demonstrating the potential for better liveability scoring across the area.

Local Area 12: Whitmore Square

Place Principles

The place principles for the local area are:

- Support the growth potential of this local area through protecting and encouraging new local services and retail amenities to develop, particularly towards the western edge.
- Support the redevelopment of the Salvation Army site on Whitmore Square into a mixed use development that meets the needs of Salvation Army clients and the broader community through social infrastructure, commercial and retail uses.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices (shop top housing), repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- Support medium density residential developing and appropriate services adding to the housing and population diversity of the area.
- Support pop-up activities for festivals, events throughout the year.
- Increase social infrastructure provisions to better support vulnerable members of the community who access services and spend time in the local area.
- Strengthen the identity of the local area by providing more supporting cultural infrastructure.
- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including use of the City Connector bus services and tram connectivity.
- Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
- Improve connections into the Adelaide Park Lands, activate Whitmore Square / Iparrityi and increase street greening.
- Improve north-south crossings for people walking, wheeling and cycling for increased accessibility.



Greening of Whitmore Square



Enhance activation of Whitmore Square

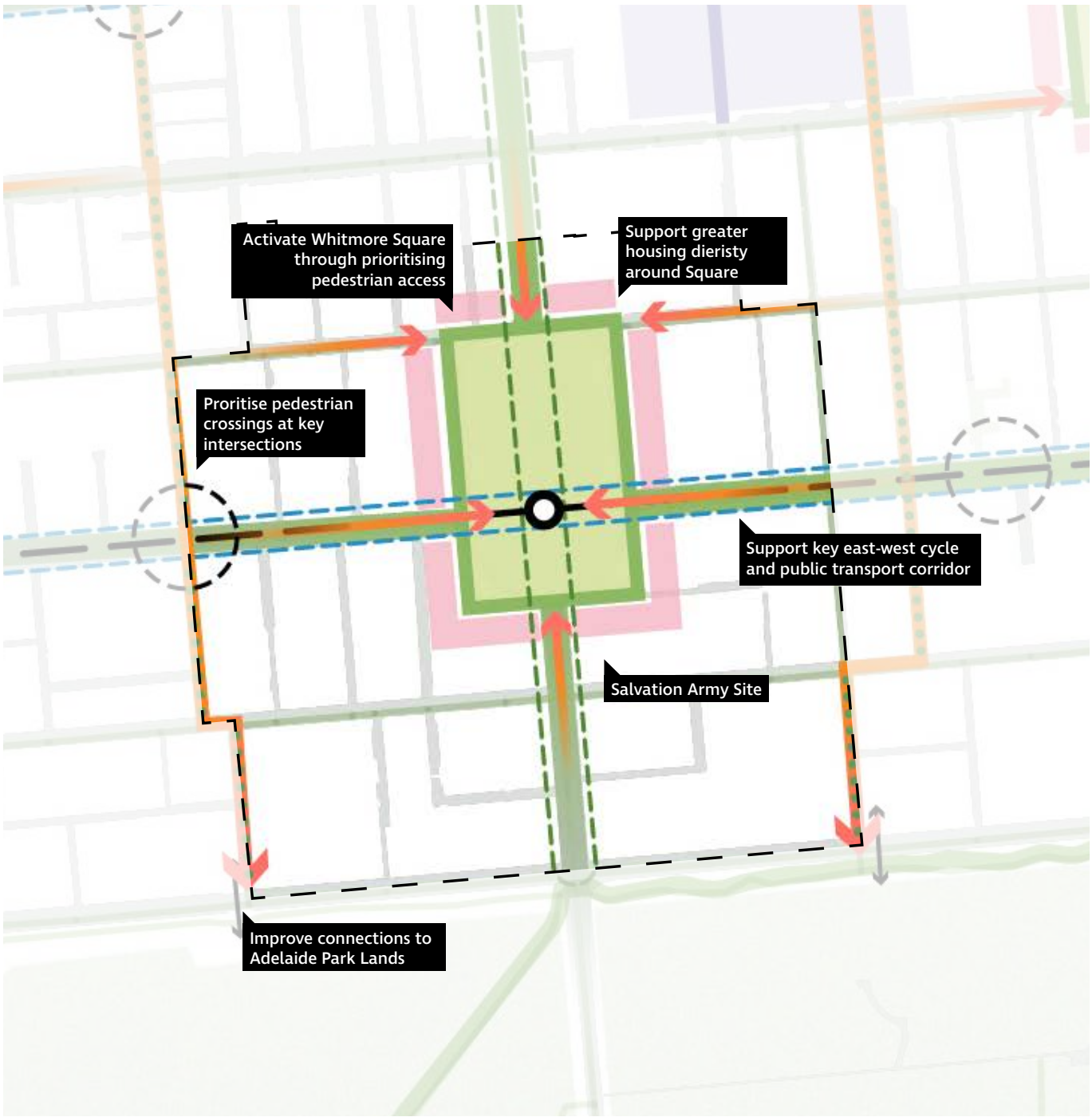
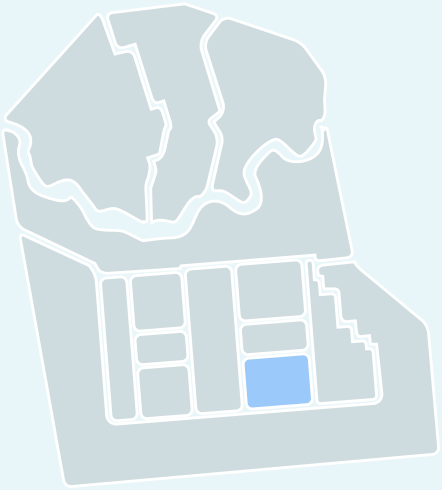


Figure 5.57 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Active and Public Transport Priority
- Pedestrian Crossing
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening
- Prioritise Cycleway

Local Area 13: Hurtle Square



Existing Population	**2,547** people
15 year Growth Horizon	**3,850 - 4,700**
	6.5% of City Growth
	120.3 people per hectare



Former City Destructor Complex Heritage Adaption

The Hurtle Square Local Area will maintain its fine grain residential and heritage character complemented with local businesses and cafes and improved connections to Hurtle Square / Tangkaira and the Adelaide Park Lands.

The Hurtle Square Local Area is characterised by lower density residential development with rich historic character from its heritage buildings and tree lined streets. New medium rise apartment buildings are beginning to frame Hurtle Square / Tangkaira. The western portion of the local area is characterised by a high rise commercial area.

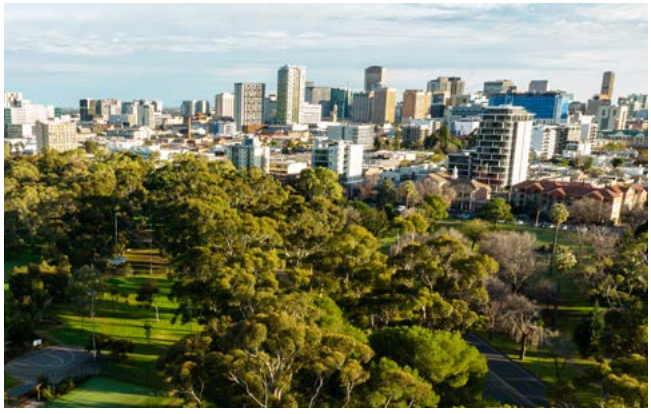
Land uses in the local area include local cafes, hotels, and some commercial and medical uses. Halifax Street provides a good example of where residential development, commercial and community services and amenity work together to create a strong identity and sense of community.

The character of Hutt Street extends into the minor streets of the local area, contributing to an attractive and quiet environment for current residents, workers, and visitors.

Though growth may be limited, the Hurtle Square Local Area can be an exemplar of strategic heritage adaptations and medium density uplift, whilst preserving its heritage character.

Future investment opportunities include:

- Support adaptive reuse of vacant and underutilised buildings to preserve the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Create fine grain connectivity, greening and pedestrian connections throughout the area to support increased permeability to the main streets, Hurtle Square / Tangkaira and the Adelaide Park Lands.
- Improve access to Hurtle Square/ Tangkaira, including modifications to the service roads to improve access and permeability for pedestrians to and through the Square.



View over sourthern edge of Adelaide Park Lands

Kaurna Context

The Kaurna historical context for this local area is:

Another important representative of the Kaurna community, Tankaira of Charlotte, from the Clare District is known as Ityamaiitpinna's wife. Many Kaurna Elders acknowledge Aboriginal people from various communities from across South Australia and the Northern Territory would camp at this location right up to the 1970s.



Recent development along South Terrace

Local Area 13: Hurtle Square

Key Spatial Analysis

Hurtle Square presents low to medium existing liveability metrics with significant projected growth potential. The area requires improvements in both open space and public transport accessibility, ranking 9th and 8th, respectively. In comparison to other local areas, Hurtle Square's infrastructure and amenities offer opportunities for improvement to fully leverage its growth potential.

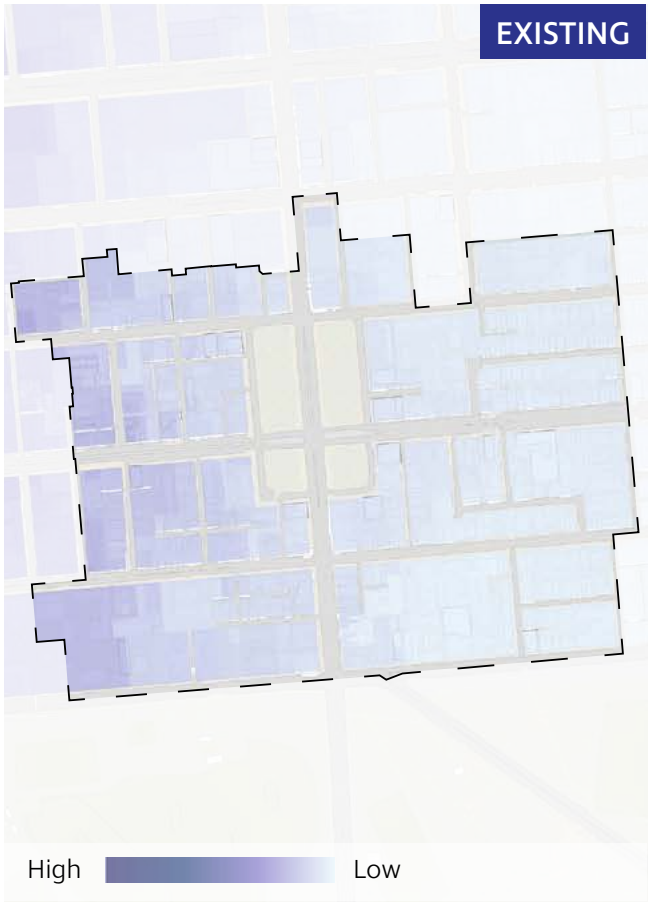


Figure 5.58 Active and Public Transport Useability Index (Existing)

A significant challenge for the Hurtle Square Local Area is access to public transport. Currently public transport accessibility if focused along King William Street, to the west of the area.

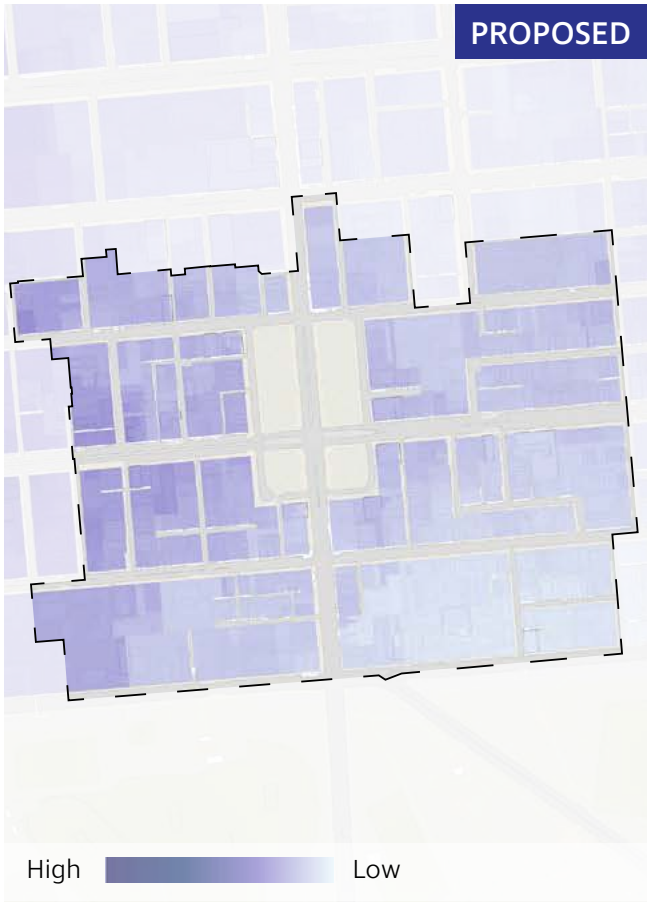


Figure 5.59 Active and Public Transport Useability Index (Potential)

Delivery of the Light Rail Loop would result in expanding good public transport access into this area and connecting it to the City Spine and surrounding neighbourhoods.

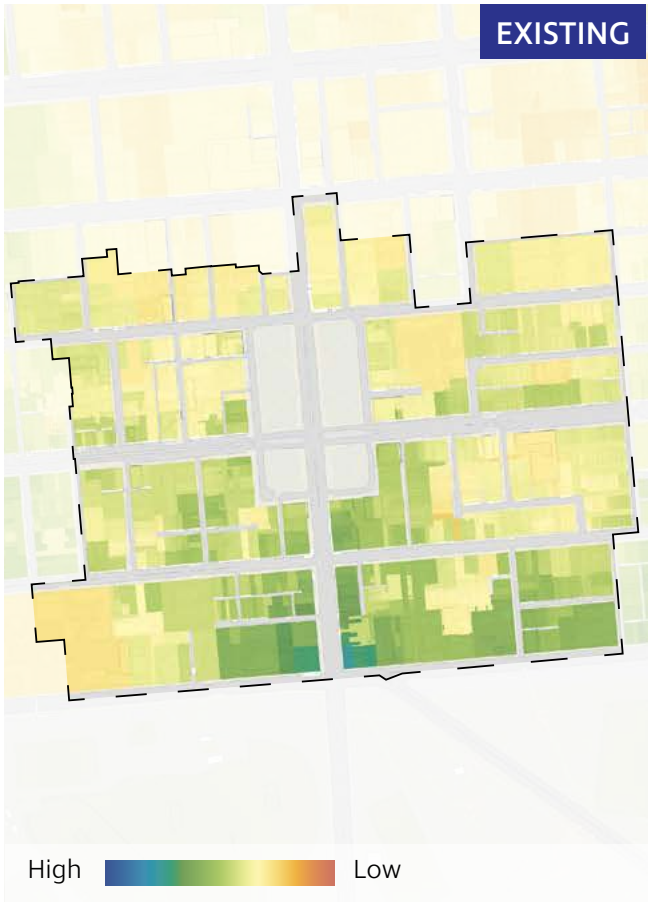


Figure 5.60 Overall Liveability Index (Existing)

The existing Overall Liveability Index highlights high scoring along the southern edge which transitions to below average scoring moving north.

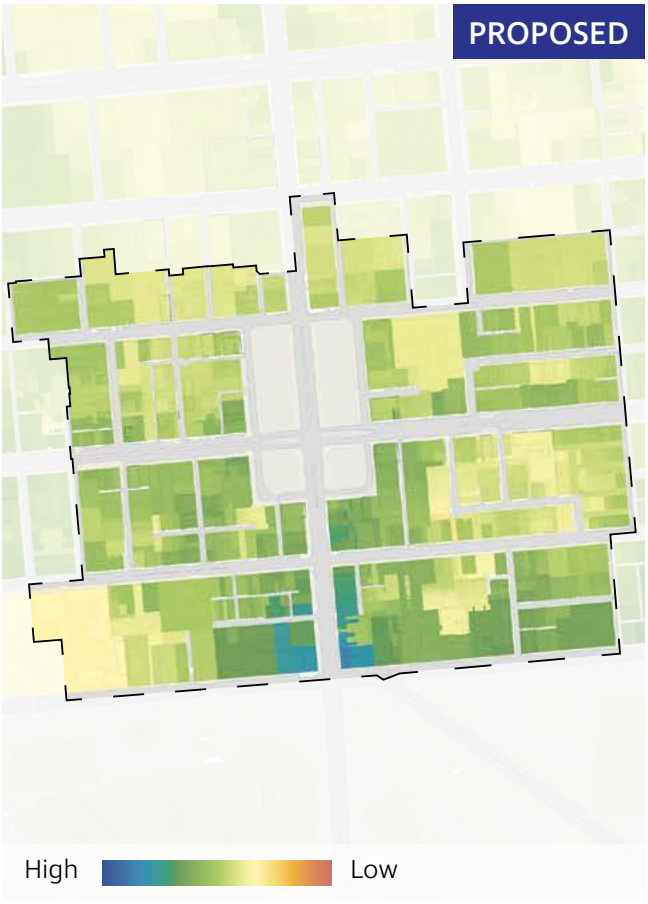


Figure 5.61 Overall Liveability Index (Potential)

The potential Overall Liveability Index analyses the impact of implementing new public transport connections and optimising open space usage within Hurtle Square, demonstrating the potential for better liveability scoring across the area.

Local Area 13: Hurtle Square

Place Principles

The place principles for the local area are:

- Investigate options to activate Hurtle Square / Tangkaira through conversion of the service roads into shared, pedestrian priority spaces.
- Support pop-up activities for festivals, events throughout the year.
- Extend the Halifax Street mixed use zone further east to support the surrounding streets to densify and diversify.
- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including considering the City Connector bus service and additional tram connectivity.
- Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
- Improve connections into the Adelaide Park Lands and throughout the local area by investing in public realm and local street greening.
- Strengthen north-south active travel routes in the local area, including crossings of east-west streets for people walking, wheeling and cycling, for increased accessibility.



Extend Halifax mixed use zone further east



Prioritise north-south active transport connectivity



Expand open space network

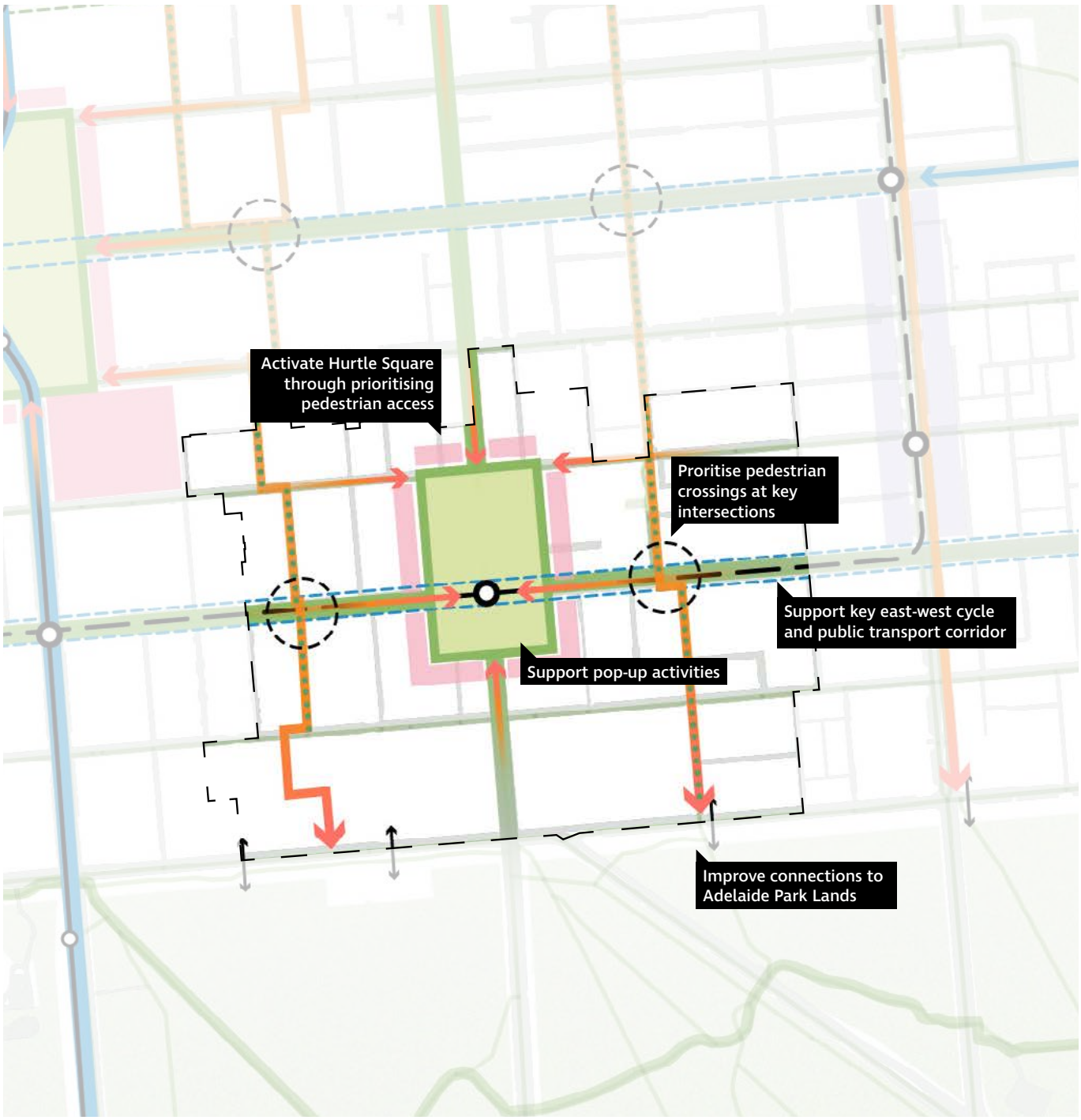


Figure 5.62 Place Principles

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Active and Public Transport Priority
- Pedestrian Crossing
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection
- Existing Light Rail
- Potential Light Rail Extention
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening

Implementation Plan

Implementation Plan

The City of Adelaide recognises that it doesn't control all the levers to achieve the strategies identified in the City Plan. To achieve the ambitions set out in the City Plan council will:

- **Lead** – The city will invest time and/or resources.
- **Partner** – The city will actively seek partnership opportunities.
- **Facilitate** – The city will utilise levers available to support implementation.
- **Advocate** – The city will seek out support and/or partners to undertake state or nationally significant actions.
- **Regulate** – The city will fulfil legislative roles and requirements.

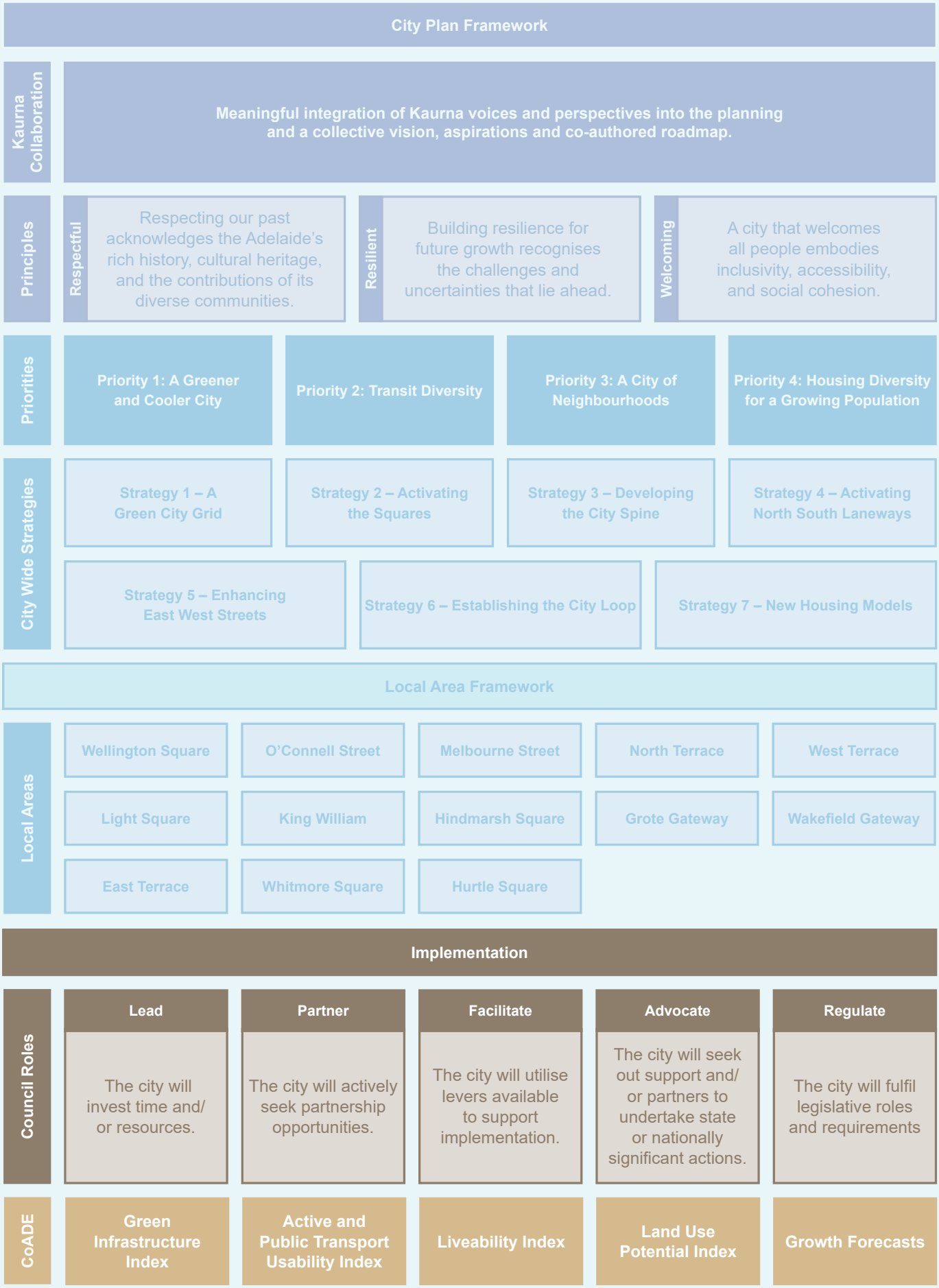


Figure 1.1 Plan on page

Implementation Plan

The City of Adelaide recognises that it doesn't control all the levers to achieve the strategies identified in the City Plan.

There are several avenues the city can pursue to achieve the ambitions set out in the City Plan:

- Lead – The city will invest time and/or resources.
- Partner – The city will actively seek partnership opportunities.
- Facilitate – The city will utilise levers available to support implementation.
- Advocate – The city will seek out support and/or partners to undertake state or nationally significant actions.
- Regulate – The city will fulfil legislative roles and requirements.

Figure 1.2 A summary of strategic land use policies in the City Plan are shown in the table on the following pages.

The City Plan will work to inform the implementation of a broad range of the City of Adelaide's complementary strategic documents including the Strategic Plan 2024-2028, Integrated Climate Strategy 2030, Integrated Transport Strategy (in development), Housing Strategy – Investing In our Housing Future, Economic Development Strategy (in development), and various Action Plans and Master Plans.

The City Plan will be implemented over multiple years, beginning with local design and progressing to project delivery. Implementation of the City Plan will be subject to the Annual Business Plan and Budget processes of the City of Adelaide, its Asset Management Plans and the Long-term Financial Plan.

An indicative program for implementation of key strategies in the City Plan is provided in Figure 6.1.

Implementation will be monitored and reported annually as part of the City of Adelaide Annual Report

Stakeholder Engagement

The City Plan is the culmination of comprehensive stakeholder and community engagement. Authentic ongoing engagement with the city's residents, workers, business communities, investors and State Government is critical to the implementation of the City Plan.

We will work with the State Government in implementation of the City Plan as a key contribution to the planning for Greater Adelaide.

Partnerships

The City of Adelaide seeks partnerships and investment in the implementation of the City Plan.

Code Amendment Program

The City Plan will include implementation of a comprehensive program of land use planning and policy amendment through the City of Adelaide Code Amendment Program and identified improvements to the State Government's Planning and Design Code and state-wide Planning System.

City of Adelaide Digital Explorer (CoADE)

The City of Adelaide will continue to monitor opportunities to act in accordance with the City Plan using the City of Adelaide Digital Explorer (CoADE).

CoADE provides the evidence base and includes the following key indicators aligned with the City Plan priorities and city wide strategies:

- Green Infrastructure Index
- Active and Public Transport Usability Index
- Livability Index
- Land Use Potential Index
- Growth Forecasts.

Green Infrastructure Index

The Green Infrastructure Index maps accessibility to green spaces, parks, and other natural assets within the city based on distribution and quality of open space. This data can be used to monitor the city's green grid, identify areas with insufficient green coverage, and prioritise locations for future green infrastructure development.

Active and Public Transport Usability Index

The Active and Public Transport Usability Index focuses on evaluating the efficiency and safety of transportation networks, particularly for pedestrians and cyclists. This data can be used to identify areas with inadequate pedestrian and cycling infrastructure, prioritise improvements to enhance safety and accessibility, and allocate road space more effectively to promote sustainable modes of transportation.

Liveability Index

The Liveability Index provides insights into the accessibility of social infrastructure and amenities within the city, such as parks, public transportation, community facilities, and retail establishments. This data ca be used to identify areas with inadequate access to essential services and amenities and prioritise investments in infrastructure and services to improve overall livability.

Land Use Potential Index

The Land Use Potential Index evaluates the development potential of different areas within the city, considering factors such as land ownership, surrounding land uses, and existing amenities. This data can be used to guide land use decisions, identify suitable locations for new developments, and promote a diverse mix of land uses that support vibrant and sustainable communities.

Growth Forecasts

The Growth Forecasts serve as a framework for decision-making, ensuring that future investment decisions by the City of Adelaide contribute to the priorities and city wide strategies in the City Plan. The forecasts do not prescribe specific development outcomes for individual sites.

City Plan Policy Summary

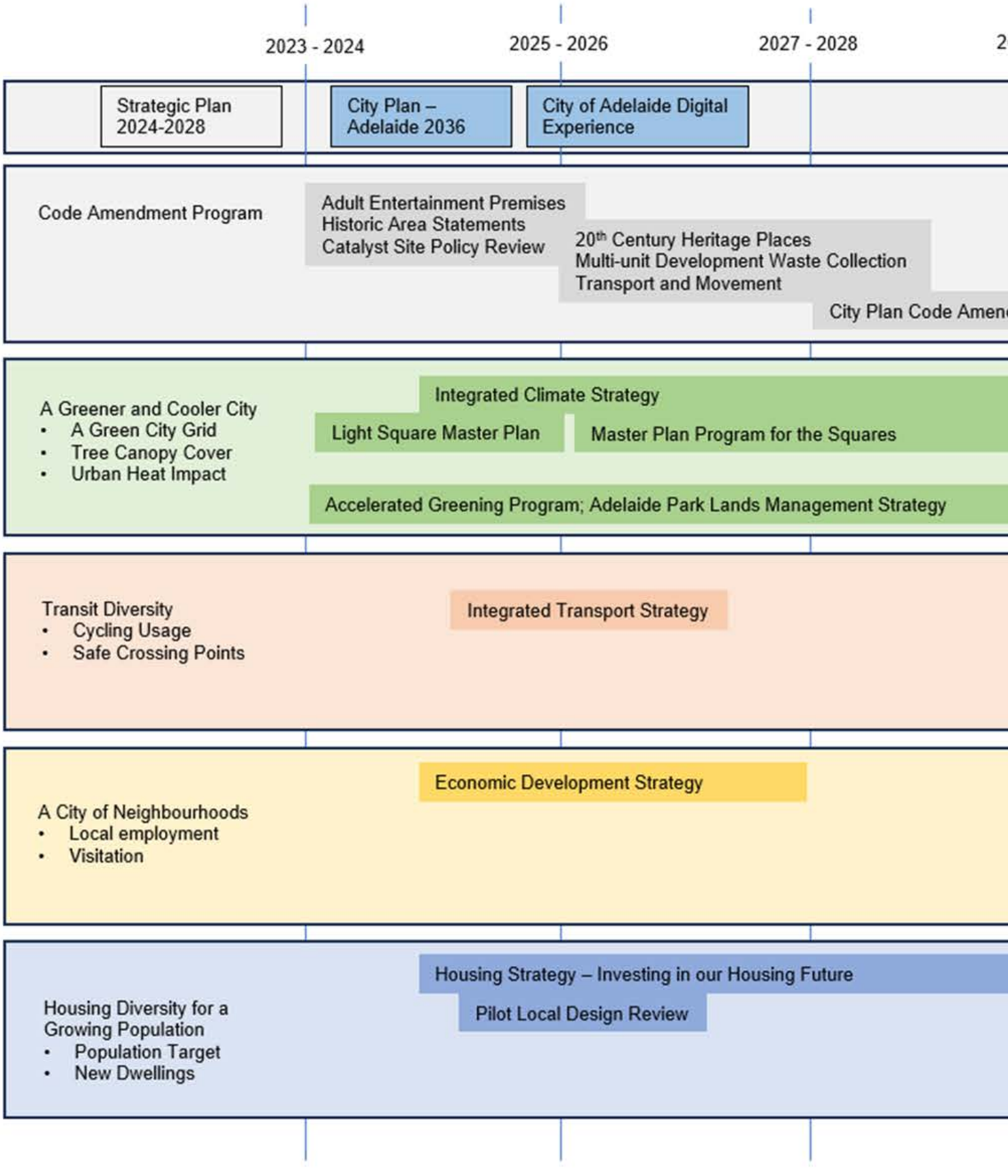
	A Greener and Cooler City	Transit Diversity
Strategy 1 - A Green City Grid	• Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (SPP2.13 & 11.10). • Lead the provision of a connected network of green infrastructure systems, including water sensitive urban design across the city and Adelaide Park Lands to mitigate the impact of extreme heat events (SPP 4.4 & 15.4) • Partner on the protection the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including enhancing pathways and connections to and from the Adelaide Park Lands. • Advocate for stronger provisions within the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, heat reflective materials and built shade.	• Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets. • Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function. • Advocate for contraction of the road network and return of roadways to active transport or greening to support the development of green transport corridors.
Strategy 2 – Activating the Squares	• Lead improvements to canopy cover and green infrastructure in the city Squares to enhance visitation for both passive and active recreational opportunities (SPP 2.14).	• Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to city Squares. • Lead the analysis of options for adjustments to north-south through traffic for city Squares. • Facilitate the expansion of public open space around the city Squares through the removal of slip-ways and side-roads, and adjustments to carparking.
Strategy 3 – Developing the City Spine	• Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection.	• Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street. • Advocate for a light rail connection from North Adelaide to North Terrace.

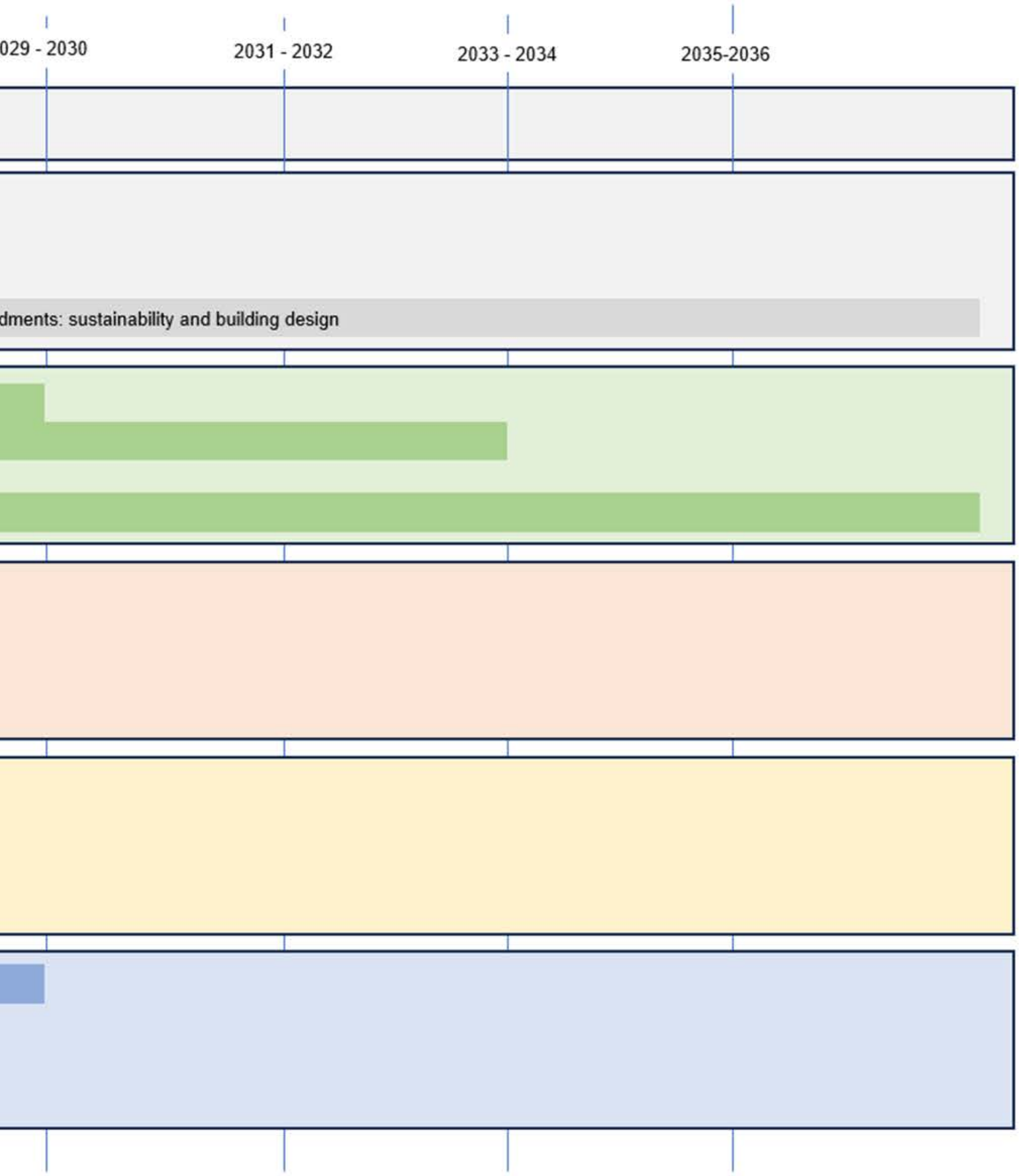
	A City of Neighbourhoods	Housing Diversity for a Growing Population
Strategy 1 - A Green City Grid	• Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods. (SPP5.2) • Lead in infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night.	• Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth.
Strategy 2 – Activating the Squares	• Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around city Squares.	• Lead public infrastructure provision catering to a range of social and recreational activities in the city Squares as a stimulus for population growth. • Advocate for a variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of existing and future residents. • Advocate for changes in the Planning and Design Code to strengthen the requirement for greater housing mix and mix of uses in multi-levels buildings to increase housing diversity and add to the activity and vibrancy of the city.
Strategy 3 – Developing the City Spine	• Partner in the delivery of the Adelaide Aquatic Centre, Market Square and 88 O'Connell as key destinations and attractors along the city spine. • Facilitate community access to a broad range of convenient and affordable accommodation, services, employment and social opportunities with ease of access to the city spine.	• Partner in the delivery of the Market Square and 88 O'Connell to contribute to the city's housing supply.

	A Greener and Cooler City	Transit Diversity
Strategy 4 – Activating North South Laneways	• Partner to extend the pedestrian link between the Riverbank and Adelaide Central Market to create a cohesive, green pedestrian laneway from Karrawirra Pari to the southern Adelaide Park Lands. • Partner on the establishment of a green north-south pedestrian spine through the connection of local streets and laneways in the western part of the city.	• Lead investment in the Hutt Street active transport corridor to connect the retail and recreation activity on Hutt Street with the commercial activity in the East End.
Strategy 5 – Enhancing East West Streets	• Partner on the enhancement of the Grote Street Gateway as an 'entrance to the city' for visitors arriving from the Adelaide Airport through streetscape upgrades and recognition of Kaurna Country.	• Lead a review of the existing boundaries of the Core and Primary Pedestrian areas in the Planning and Design Code with a view to extending the pedestrian areas. • Advocate for enhancements along Wakefield and Grote Streets focused on improving infrastructure and amenity to accommodate increased public transport utilisation and vibrancy of the street experience. • Advocate changes to Planning and Design Code to strengthen policies to ensure the flow of key pedestrian routes remain free and uninterrupted in key pedestrian areas.
Strategy 6 – Establishing the City Loop	• Advocate for the longer-term planning of West Terrace, Hallifax and Sturt Streets, and Hutt Street to accommodate greening and light rail.	• Advocate for an investigation into Light Rail alignment options which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP11.1) and maintains pedestrian accessibility across the city.
Strategy 7 – New Housing Models	• Lead in the provision of well designed public places that are climate change resilient to ensure a comfortable environment for future liveability. (SPP 5.3) • Lead changes to the Planning and Design Code to embed sustainable design principles into housing design, enhance energy and resource efficiency and improve affordability through life cycle and running costs. • Advocate for the development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions. (SPP 2.3)	• Advocate for growth in areas connected to and integrated with, existing and proposed public transport routes, infrastructure, and services. • Advocate for mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.

	A City of Neighbourhoods	Housing Diversity for a Growing Population
Strategy 4 – Activating North South Laneways	• Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP2.10) • Facilitate opportunities for activation of laneways in line with neighbourhood identity.	• Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth.
Strategy 5 – Enhancing East West Streets	• Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along strategic east-west links. (SPP2.10) • Facilitate opportunities for activation of strategic east-west links in line with the neighbourhood identity.	• Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth.
Strategy 6 – Establishing the City Loop	• Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport. (SPP5.1)	• Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.
Strategy 7 – New Housing Models	• Lead investment in new social and community infrastructure in the western parts of the city. • Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality. • Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities. (SPP2.8) • Advocate for development of healthy neighbourhoods that include diverse housing options, enable access to local shops, community facilities and infrastructure, promote active travel and public transport use and provide quality open space, recreation and sporting facilities. (SPP 6.3)	• Lead changes to the Planning and Design Code to facilitate development that improves the relationship between buildings and public spaces and the interface with neighbours. (SPP2.12) • Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities. • Partner with the State Government to pilot Local Design Review. • Partner on the adaptive re-use of existing buildings to unlock dwelling potential in underutilised buildings and provide an additional mode of housing supply across the existing housing spectrum. • Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code.

Figure 6.1 Implementation Program




029 - 2030
2031 - 2032
2033 - 2034
2035-2036
dments: sustainability and building design

State Government response to the Expert Panel on the Planning System Implementation Review

Strategic Alignment - Our Places

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to provide an overview of the State Government's response to the Planning System Implementation Review (PSIR) and the Expert Panel's Report.

An independent review of the *Planning, Development and Infrastructure Act 2016 (SA)* and the Planning and Design Code commenced in August 2022 by an Expert Panel to ensure planning decisions encourage a more liveable, competitive and sustainable long-term growth strategy for Greater Adelaide and the regions. The review was open to industry, community, state and local government to comment.

Council made a submission to the Expert Panel in January 2023 with 57 recommendations. The City of Adelaide's submission reflected Council and community feedback and recommended improvements to the Planning System under the themes of Live, Local and Lead (Link 1).

This report summarises the recommendations of the Expert Panel and the State Government's response, as it aligns with the Council's submission and implications for the City of Adelaide.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the update on the State Government's response to the Expert Panel into the Planning System Implementation Review.
2. Notes that Administration will continue to work with State Government Agency, Planning and Land Use Services, on the implementation of the recommendations of the Planning System Implementation Review.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Encourage bold, interesting and purposeful development that supports the changing needs of our community and city
Policy	At its meeting on 31 January 2023, Council endorsed its submission to the Expert Panel on the Planning System Implementation Review. The submission reflected both Council and community feedback and recommended improvements to the Planning System under the themes of Live, Local and Lead.
Consultation	Council Members have received updates on implementation of the Planning System Implementation Review via E-news.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	The State Government's response to the Expert Panel Report addresses some of the high-priority areas identified by the City of Adelaide for improvement to the State Government's Planning System. Implementing the recommendations has the potential to improve the Planning System and development outcomes for the City of Adelaide.
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The City of Adelaide will continue to follow up on the implementation of the recommendations supported by the State Government and advocate for further improvements to other high priority areas identified in Councils submission.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. At its meeting on January 2023 Council endorsed its submission to the Expert Panel on the State Government Planning System Implementation Review (Link 1).
2. The Expert Panel delivered its report to the State Government in March 2023 (Link 2), with the State Government releasing the Expert Panel Report and its response on 28 March 2024 (Link 3).

Expert Panel Report and Recommendations

3. The Expert Panel report contains 72 substantive recommendations. There is also reference to:
   - 3.1. 25 minor and operational recommendations
   - 3.2. 16 early recommendations made to the Minister for Planning (from January 2023 to September 2023).
4. The State Government has reported that of the above recommendations:
   - 4.1. 63 have been fully supported for implementation
   - 4.2. 13 are supported in principle
   - 4.3. 36 are supported in principle, but require further investigation
   - 4.4. 1 is not supported for implementation.
5. Highlights reported by the State Government relevant to the City of Adelaide are:
   - 5.1. Appeal rights for over-height developments in some circumstances
   - 5.2. Stronger tree protections
   - 5.3. Broader heritage protection with improved design guidelines
   - 5.4. More demolition controls
   - 5.5. Increased car parking provisions
   - 5.6. Improving incentives to encourage a greater provision of affordable housing.
6. A summary of the recommendations with an administrative comment is provided in Link 4.
7. Administration supports most of the Expert Panel's recommendations, particularly those that will improve development assessment processes, information for community members, and public notification and appeal rights.
8. Where the State Government has supported the Expert Panel's recommendations subject to further investigations, the City of Adelaide will seek to work with the State Government to influence outcomes consistent with Council's submission.

Response to Council's Submission

9. Council's submission to the Expert Panel reflected both Council and community feedback and recommended improvements to the Planning System under the themes of Live, Local and Lead.
10. Of the 57 recommendations in Council's submission, four (4) were addressed prior to release of the Expert Panel report, 12 have been addressed by the State Government response, 17 have been partially addressed and 24 have not been addressed.
11. The four recommendations addressed prior to the release of the Expert Panel report, were:
    - 11.1. Reinstatement of definitions for adult entertainment premises and adult products in the Planning and Design Code by the State Government, and initiation of a related Code Amendment by the City of Adelaide.
    - 11.2. Agreement between the City of Adelaide and the State Government to deliver the Adaptive Reuse City Housing Initiative (ARCHI).
    - 11.3. Subscription alerts when Code Amendments are uploaded to the Planning Portal to allow time for meaningful engagement on proposed changes to the Planning and Design Code.
    - 11.4. Planning regulation changes that require applicants to obtain authorisation from their relevant Strata or Community Corporation body before applying for development approval.

12. Council's submission identified a number of high priority improvements. These are identified in the below, with the Expert Panel's response alongside.

Councils' High Priority Improvements	Expert Panel's Response
A review of catalyst site policies to manage the transition in height and scale of development particularly within or adjacent to residential areas. Improvements to policy guiding development at the interface between zone and/or site boundaries.	Review of catalyst site policy to address improvements to interface management and related policies.
Increasing the scope of public notification of development applications.	Increased education around public notification and a new category of notification for boundary development.
Broadening appeal rights beyond the developer only.	Appeal rights for over-height development are proposed (which may be relevant to the catalyst site policy review).
A review of Council Assessment Panels and the current range of authority (including the current $10m threshold).	No recommendation has been made about extending the scope of Council's Assessment Panel, however, this issue is being progressed separately to enact Council's decision on 26 March 2024
Greater protections for vegetation and tree canopy.	Recommendations to protect and enhance vegetation and the urban tree canopy.
Improved policy to guide waste management.	No recommendations have been made by the Panel regarding waste management, however this is being addressed through the City of Adelaide's Code Amendment program.
Land use vs licensing assessment, particularly adult entertainment.	No recommendations have been made by the Panel regarding this, however this is being addressed through the City of Adelaide's Code Amendment program.

13. Other recommendations of the Expert Panel and State Government that align with the Council's submission include:

    13.1. Local heritage transitioned from the *Planning, Development and Infrastructure Act, 2016 (SA),* to the *Heritage Places Act 1993 (SA)* to align with State Heritage listing processes and support the requirement that replacement buildings be approved prior to demolition approval in character areas.

    13.2. Car Parking Offset Funds should be permitted to be used to build active transport facilities.

    13.3. Increasing the fees for the Urban Tree Canopy Offset Scheme to reflect the cost of local government planting and maintaining tree assets.

    13.4. Recommendations to support design innovation to enable tree retention and investigations into opportunities and mechanisms to encourage tree retention and planting on private land.

    13.5. Establishment of the Housing, Infrastructure Planning and Development Unit in the Department for Trade and Investment to establish and implement Infrastructure Schemes

14. A summary of Council's recommendations and the response from the State Government are included in Link 5.

Next Steps

15. The State Government has estimated it will take approximately 18 months to implement the supported recommendations of the PSIR.

16. Administration has contacted the State Government to progress discussions on the review of catalyst site policy.

17. Administration will continue to work with the State Government seeking to actively progress outcomes arising from the Council's submission to the PSIR through available avenues, including:

    17.1. The City of Adelaide's Code Amendment Program

17.2. A pilot of the Local Design Review process

17.3. Advocacy and policy amendment based on the City of Adelaide's Housing Strategy – Investing in our Housing Future.

18. Updates on the implementation of the recommendations will be provided to Council Members via E-news.

DATA AND SUPPORTING INFORMATION

Link 1 – City of Adelaide Submission to the Expert Panel for the Planning System Implementation Review

Link 2 – Final report and recommendations 2023 - Expert Panel for the Planning System Implementation Review

Link 3 – Response of the South Australian Government to the Final Report and Recommendations of the Expert Panel for the Planning System Implementation Review

Link 4 – Expert Panel Recommendations with the City of Adelaide comments

Link 5 – Summary of the City of Adelaide Submission and State Government's Response to Expert Panel's Report

ATTACHMENTS

Nil

- END OF REPORT -

Submission to State Planning Commission on Community Engagement Charter and Regional Planning Portal

Strategic Alignment - Our Places

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to seek Committee's recommendation to Council for endorsement of submissions to the State Planning Commission on behalf of the State Government, on planning consultations that are open until 6 June 2024 on:

- Community Engagement Charter Update (the Charter), and
- Regional Planning Portal (the Portal).

The updated Charter seeks to amend the Community Engagement Charter based on a review undertaken by the State Planning Commission in 2023.

The draft submission on the Charter reiterates the Council's suggested amendments made in the Planning System Implementation Review submission in January 2023.

The Portal is the new digital platform that will house all Regional Plans, including the Greater Adelaide Regional Plan (GARP) when it is released for consultation later in 2024. Currently, the Portal includes the draft Kangaroo Island Regional Plan, which is the first Regional Plan released for consultation by the State Planning Commission.

The draft submission on the Portal focuses on relevance to the GARP and City Plan, as well as feedback on the overall format and details. In particular, it seeks further clarification and detail about the Code Amendments identified in the Regional Plan, given the intent is that the consultation requirements are significantly reduced if the Code Amendments are identified in the draft Regional Plan.

A key element of both submissions is clear and transparent procedural and consultation requirements for any complying Code Amendments identified in the draft Regional Plan.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Endorses the submission on the State Government's Community Engagement Charter Update contained in Attachment A to Item 7.5 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Endorses the submission on the State Government's Regional Planning Portal contained in Attachment B to Item 7.5 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.

3. Authorises the Acting Chief Executive Officer (or delegate) to make minor typographical, syntactical and technical amendments to the documents contained in Attachment A and Attachment B to Item 7.5 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024, for the purposes of submitting to the Community Engagement Charter Update and Regional Planning Portal consultation processes by 6 June 2024.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Encourage bold, interesting and purposeful development that supports the changing needs of our community and city
Policy	Not as a result of this report
Consultation	The submission seeks to ensure transparency and clarity of community consultation requirements established by the State Government in relation to urban planning. The changes proposed in the Update to the Community Engagement Charter will provide greater guidance for the Council when undertaking consultation on future Council-led Code Amendments.
Resource	Not as a result of this report
Risk / Legal / Legislative	The Charter and the Regional Plan Portal have regard to the *Planning, Development and Infrastructure Act, 2016 (SA).*
Opportunities	The Regional Planning Portal will be the platform used by the State Government for the Greater Adelaide Regional Plan. The City Plan is being developed to inform the Council's submission on the Greater Adelaide Regional Plan, including the opportunity for City Plan content to be included on the Portal.
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The State Government must ensure the Community Engagement Charter is reviewed at least one in every five years.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The purpose of this report is to seek Council endorsement of submissions to State Government planning consultations that are open until 6 June 2024 on:
    1.1. Community Engagement Charter Update (the Charter) (Link 1), and
    1.2. State Government Digital Regional Planning Portal (the Portal).
2. The updated Charter's release coincides with consultation on the draft Kangaroo Island Regional Plan (KIRP). The KIRP is the first Regional Plan developed under the Act and is presented through the Portal (Link 2).
3. Given the linkages between the changes proposed in the updated Charter and the Regional Planning Portal/Regional Planning process, the State Government and State Planning Commission are seeking feedback on all elements concurrently.

Community Engagement Charter

4. A key element of the planning reforms implemented through *the Planning, Development and Infrastructure Act, 2016* (the Act) was the requirement for the State Planning Commission to develop a Community Engagement Charter (the Charter).
5. The Charter must be used to guide public participation in the preparation and amendment of designated policies, strategies and schemes under the Act. The Charter does not have a statutory role in consultation on development applications.
6. The Charter was established in April 2018, and in accordance with the requirements of the Act, the State Planning Commission undertook its inaugural 5-year review of the Charter in October 2023 (the Review).
7. As a result of the Review, the State Government has released the updated Charter for consultation until 6 June 2024. Proposed amendments to the Charter include:
    7.1. Requiring engagement and communication activities to address the needs of:
        7.1.1. First Nations people
        7.1.2. Youth
        7.1.3. Culturally and linguistically diverse communities
        7.1.4. People living with disability and neurodiverse communities
        7.1.5. Businesses, workers and employers.
    7.2. Introducing a new engagement process for ‘complying changes’ to the Planning and Design Code (section 75 Code Amendments), including a minimum of two weeks consultation period, and direct notification to owners or occupiers of land affected, and land adjacent to the proposed rezoning.
    7.3. Requiring mandatory notification of relevant statutory boards/committees.
    7.4. Updating wording to reflect that the Charter is an established part of the South Australian planning system.
    7.5. The review's recommendations not included in the update relate to supporting documents, including the Community Engagement Charter Toolkit and Guide, and will likely be addressed in consequential changes once the updated Charter is finalised.
8. The updated Charter does not address Council’s request in its Planning System Implementation Review (PSIR) submission in January 2023 for minimum engagement periods on complex Code Amendments. However, this may be addressed through updates to the supporting documents.

Council’s Submission on the Community Engagement Charter Update

9. In summary, the proposed submission:
    9.1. Supports the intent of the Update to enable improved engagement outcomes.
    9.2. Supports the recognition of more communities impacted by engagements, including suggestions for engaging with First Nations people.
    9.3. Reiterates Council’s request that minimum timeframes of 8 weeks are mandated for complex Code Amendments, in line with Council’s submission to the Planning System Implementation Review.

9.4. Recommends that the mandatory requirements for 'complying changes' to the Planning and Design Code include a minimum timeframe of three weeks, in alignment with development assessment notification periods, or four weeks in line with existing requirements.

9.5. Recommends that the Charter (or supporting documents) provide additional clarification about when property owners need to be directly notified of a Code Amendment.

9.6. Seeks clarification of engagement requirements for Heritage Code Amendments identified in a Regional Plan.

9.7. Notes changes to Practice Direction 2 – Preparation and Amendment of Designated Instruments relating to complying changes, including suggestions for editorial amendments and clarifying the level of detail required to be included in the Regional Plan to comply.

9.8. Welcomes the opportunity to provide further feedback when the Charter is reviewed in the future.

Digital Regional Planning Portal

10. The Portal is the digital platform that provides access to the state-wide planning and infrastructure framework. It includes a long-term vision, interactive maps, dynamic data and spatial plans for each region.

11. It will provide users with the ability to access statistical data and create a detailed report for a selected parcel of land which includes the relevant Regional Plan actions and a map with relevant data layers.

12. A key element of Regional Plans is the ability to identify complying changes to the Planning and Design Code (Code Amendments) that would be subject to a more targeted and faster engagement process.

    12.1. The extent of change permitted through complying changes is limited to zone or subzone changes and the introduction of overlays.

    12.2. These Code Amendments will follow a legislative process outlined in section 75 of the Act.

13. It is unclear from the draft KIRP if any of the identified Code Amendments would proceed through the 'complying changes' pathway.

Council's Submission on the Digital Regional Planning Portal

14. In summary, the proposed submission:

    14.1. Acknowledges the benefits of the Portal and opportunities for integration of local government strategic planning into regional plans.

    14.2. Seeks inclusion of a data index to ensure consistency of data used.

    14.3. Supports the State Government reporting on outcomes and targets in regional plans.

    14.4. Seeks clarification of how the Portal will present subregional plans with reference to the Greater Adelaide Regional Plan (GARP).

    14.5. Requests that the 'complying changes' Code Amendment process is clearly described in the Portal and in all Regional Plans for transparency to the community.

    14.6. Recognises the valuable working relationship between the State Government and the City of Adelaide with respect to City Plan and the GARP.

Next Steps

15. The State Government's consultation on the Update and the Portal closes on 6 June 2024.

16. The Charter will then be finalised and presented to the Minister for Planning for approval.

17. The State Government has indicated that a further review of the Charter will be undertaken following the completion of the Regional Planning Program being undertaken in 2024.

18. The Portal will be updated to reflect feedback received on the KIRP as well as feedback received directly on the Portal.

DATA AND SUPPORTING INFORMATION

Link 1 – Community Engagement Charter Update – Consultation Version

Link 2 – Draft Kangaroo Island Regional Plan

ATTACHMENTS

Attachment A – City of Adelaide Submission on the Community Engagement Charter Update

Attachment B – City of Adelaide Submission on the Regional Planning Portal

- END OF REPORT -

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Enquiries: Sarah Gilmour
Reference: ACC2024/XXXXX

<date> May 2024

Submission – Community Engagement Charter
Department for Trade and Investment
GPO Box 1815
ADELAIDE SA 5000

Via email: plansubmissions@sa.gov.au

Dear Mr Holden

Community Engagement Charter Update

Thank you for the opportunity to provide input to the Community Engagement Charter Update (the Update). On 14 May 2024, the Council endorsed the following position on the Update.

In 2023, the Council submission to the Expert Panel on the Planning System Implementation Review sought changes to the Community Engagement Charter to mandate minimum timeframes for complex Code Amendments. Council maintains that further guidance is still required in this regard.

The City of Adelaide supports the intent of the Update to enable improved engagement outcomes and provides the following technical comments for your consideration in finalising amendments to the Community Engagement Charter:

- Support the recognition of more communities impacted by engagements.
- The City of Adelaide has identified the importance of engagement with First Nations people and considers that the Charter could provide more guidance on how this engagement occurs. The City of Adelaide encourages the State Government to consider including further detail on this in the Community Engagement Charter when undertaking the next review of the Charter including:
    - Listen deeply to First Nations people, particularly the voice and spirit of Country (the biological / biodiverse + the psychological + the social + the spiritual).
    - Take a First Nations first approach to development to minimise harm to Country.
    - A new practice of design through a First Nations lens, weaving stories and a sense of time together, a journey and understanding of the values and rights and ways of Country towards spatially mapping of place and space, which then influences the urban design.

DRAFT

- Request clarification regarding any proposed changes to the Toolkit and Guide to the Community Engagement Charter, particularly regarding minimum timeframes for engagement on Code Amendments.

- Seek clarification of the application of Part B – Minimum Mandatory Requirements, with respect to Heritage Code Amendments identified in a Regional Plan.

- Recommend extending the minimum mandatory timeframe for engagement of complying changes to three weeks, to align with development assessment engagement timeframes. Alternatively, a four-week minimum would align with other timeframes prescribed in the Charter.

- Seek clarification of when property owners need to be directly notified of a proposed Code Amendment under section 73(6)(d) of the *Planning, Development and Infrastructure Act, 2016.*

- Editorial amendments –
  - Delete the first paragraph under Part B – Minimum Mandatory Requirements as this text will be obsolete once Regional Plans are implemented.
  - Direct notification of complying changes should include owners and occupiers of land within the affected area and of adjacent land.
  - Proofreading for clarity of intent.

- Note the draft changes to Practice Direction 2—Preparation and Amendment of Designated Instruments.

- Seek clarification of whether Practice Direction 2 enables changes to Technical and Numeric Variations (TNV) and concept plans to form part of complying Code Amendments (noting these elements of the Planning and Design Code are not covered by section 75 of the Act).

The City of Adelaide acknowledges the importance of community engagement and welcomes the opportunity to clarify this submission and provide further feedback when the Charter is reviewed in the future.

For further information contact Sarah Gilmour, Associate Director, Park Lands, Policy and Sustainability at s.gilmour@cityofadelaide.com.au.

Kind regards

Michael Sedgman
Acting Chief Executive Officer

DRAFT

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Reference: ACC2024/XXXXX

<date> May 2024

Submission – Regional Planning Portal
Department for Trade and Investment
GPO Box 1815
ADELAIDE SA 5000

Via email: plansubmissions@sa.gov.au

Dear Mr Holden

Digital Regional Planning Portal

Thank you for the opportunity to provide input to the Digital Regional Planning Portal (the Portal). On 14 May 2024, the Council endorsed the following position on the Portal.

The City of Adelaide supports the new digital regional planning portal. As the first digital regional plan for South Australia, we are providing technical comments on the Kangaroo Island Regional Plan (KIRP) on the basis that this model is adopted for subsequent plans and associated updates to the Portal:

- Data sources used in the Portal, and across the suite of Regional Plans, should be made available (via an index) to provide certainty to users, and support consistency of reporting on outcomes. In addition, it is critical that data sources are maintained and kept up to date.
- Consideration of how Subregional Plans will be presented in the Portal.
- Further information is requested on the Portal (and/or in the draft Regional Plan for engagement) about the complying change process. In particular the following is suggested to be included on the Portal:
    - Clear information about what a Code Amendment is and a summary of the section 73 and section 75 pathways.
    - Clear statement that Code Amendments identified in the Regional Plan may be progressed as complying changes in the future, so feedback should be provided during the Regional Plan consultation stage (as limited opportunity may be available subsequently).
    - How to provide feedback on Code Amendments identified in the Regional Plan – including confirming that additional opportunities may be limited if the Code Amendment is progressed as a complying change in the future.

DRAFT

- Linkages to the Community Engagement Charter requirements into both s73 and s75 Code Amendment processes.

- Code Amendments included in a draft Regional Plan should include the following:
  - Links to existing and proposed zones or overlays to enable easy understanding of the proposed outcomes.
  - Links to investigations/strategies undertaken (ie in the KIRP, links to the American River Place Plan).
  - Details of the potential pathway that could be undertaken.
- In regard to the draft KIRP:
  - It is unclear what the complying change process is, which identified Code Amendments may follow that pathway, and how members of the community can comment on these.
  - It is noted that the Kingscote Neighbourhood Code Amendment proposes changes to the Technical and Numeric Variations (TNV), which is outside the scope of a complying change.
  - The PDF version of the Regional Plan does not include mapping of proposed Code Amendments.

The City of Adelaide acknowledges the constructive working relationship between Planning and Land Use Services and the City of Adelaide as it relates to a shared ambition regarding the development of City Plan and the Greater Adelaide Regional Plan (GARP).

For further information please contact Sarah Gilmour, Associate Director, Park Lands, Policy and Sustainability at s.gilmour@cityofadelaide.com.au.

Kind regards

Michael Sedgman
Acting Chief Executive Officer

DRAFT

Updated Kerbside Waste Management Services Operating Guidelines

Strategic Alignment – Our Environment

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

This report is as a result of Agenda Item 7.3 Draft Guidelines for Kerbside Waste Management Services of the City Planning, Development and Business Affairs Committee (CPDBA) held on 5 March 2024, which was deferred to a future CPDBA Meeting (Link 1). In response to feedback received in this meeting, an update to the Operating Guidelines has been completed for operational purposes only.

No change to current service levels or budget is proposed as part of the updated Operating Guideline.

As there is no change to service levels, public consultation on the updated documents is not required.

The updated Operating Guideline updates key performance indicators to be consistent with the City of Adelaide Strategic Plan 2024-2028 and the draft Integrated Climate Strategy (Link 2).

The updated Operating Guideline will supersede the existing Operating Guideline for Waste and Recycling Services (Link 3) which was approved by the Executive Leadership Group on 30 July 2014.

There are no implications for the 2024/25 annual business plan and budget deliberations arising from this report.

The Development Information Guide has been prepared as an external document that sets out the City of Adelaide's kerbside waste service and eligibility for multi-unit dwelling developments. This document supersedes the Design Guide for Residential Recycling dated 15 May 2013 (Link 4).

The purpose of this report is to present for noting:

- Updated Operating Guideline for Kerbside Waste Management Services (Operating Guideline) **(Attachment A)**.
- Development Information Guide - Waste and Resource Recovery for Multi-unit Dwellings (**Attachment B**).

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the updated Operating Guideline for Kerbside Waste Management Services (Operating Guideline) contained in Attachment A to Item 7.5 on the Agenda of the City Planning Development and Business Affairs Committee on 7 May 2024.
2. Notes the updated Operating Guideline for Kerbside Waste Management Services (Operating Guideline) contained in Attachment A to Item 7.5 on the Agenda of the City Planning Development and Business Affairs Committee on 7 May 2024 supersedes the existing Operating Guideline for Waste and Recycling Services approved by the Executive Leadership Group on 30 July 2014.

3. Notes the Development Information Guide – Waste and Resource Recovery for Multi-unit Dwellings contained in Attachment B to Item 7.5 on the Agenda of the City Planning Development and Business Affairs Committee on 7 May 2024.

4. Notes the Development Information Guide – Waste and Resource Recovery for Multi-unit Dwellings contained in Attachment B to Item 7.5 on the Agenda of the City Planning Development and Business Affairs Committee on 7 May 2024 supersedes the Design Guide for Residential Recycling dated 15 May 2013.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environment Target: Increase diversion from landfill for residential kerbside waste from 50% (2020) to 80% by 2030. Action: Provide progressive waste management and resource recovery services. Action: Partner with the community to divert more waste from landfill.
Policy	The draft Integrated Climate Strategy will replace the City of Adelaide's Waste and Recycling Services Policy dated 22 July 2014 and Resource Recovery Strategy and Action Plan (Organics, Recycling and Waste) 2020-2028. The Operating Guideline for Kerbside Waste Management Services replaces the existing Operating Guideline for Waste and Recycling Services approved by the Executive Leadership Group on 30 July 2014 (Link 3). The Development Information Guide – Waste and Resource Recovery for Multi-unit Dwellings replaces the Guideline – Design Guide for Residential Recycling dated 15 May 2013 (Link 4).
Consultation	No changes to service levels have been proposed as part of the updated Operating Guideline. As there is no change to service levels, public consultation on the updated documents is not required.
Resource	The review of the guideline has been completed within existing resources and budget allocations. Implementation of any service changes are subject to future budget considerations.
Risk / Legal / Legislative	Kerbside waste collection is undertaken in accordance with the *Local Government Act 1999 (SA)* and the *South Australia Environment Protection (Waste to Resources) Policy 2010 (SA).*
Opportunities	The updated guideline clarifies Council waste services for community groups.
23/24 Budget Allocation	The review of the policy suite and guidelines was funded by the three-year city-wide strategic waste budget which concludes in 2023/24.
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The draft guidelines have a four-yearly review schedule.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The purpose of this report is to present for noting:

   1.1. Updated Operating Guideline for Kerbside Waste Management Services (Operating Guideline) **(Attachment A)**, which will supersede the existing Operating Guideline for Waste and Recycling Services (Link 3) approved by the Executive Leadership Group on 30 July 2014**.**

   1.2. Development Information Guide - Waste and Resource Recovery for Multi-unit Dwellings (**Attachment B**), which will supersede the Design Guide for Residential Recycling dated 15 May 2013 (Link 4).

2. This report is as a result of Agenda Item 7.3 Draft Guidelines for Kerbside Waste Management Services of the City Planning, Development and Business Affairs Committee (CPDBA) held on 5 March 2024 which was deferred to a future CPDBA Meeting (Link 1).

Review Process and Outcomes

3. The review of the Operating Guideline was informed by feedback provided by the City Planning, Development and Business Affairs Committee in a workshop held on 6 June 2023 (Link 5).

4. Research and interstate benchmarking with other capital city council policies and service provision was undertaken with the support of external consultancy, Aurecon.

5. Cross-organisation engagement occurred throughout the process including:

   5.1. City Operations

   5.2. Regulatory Services

   5.3. Strategy and Insights.

6. Key changes to the Operating Guideline include:

   6.1. Simplified and contemporised language

   6.2. Clarification of groups eligible for service provision

   6.3. Recognition of community groups as a user group which formalises existing red waste bin service provision to some community groups.

   6.4. Updated key performance indicators for kerbside waste services that align with the Strategic Plan 2024-28 and draft Integrated Climate Strategy 2030, as follows:

      6.4.1. Divert 85% of residential kerbside collected waste from landfill

      6.4.2. Food waste in landfill is below 5% by weight

      6.4.3. Reduce waste generation by 15% per capita

      6.4.4. Reduce contamination to below 10% in kerbside collected yellow co-mingled recycling.

7. The Operating Guideline relates to Council's kerbside waste management services only. Public place waste collection is not addressed in the guideline.

8. No changes to existing service levels or budgets are proposed as part of the updated Operating Guideline. Any future service level changes and budget will be presented separately to Council.

9. The current kerbside waste collection contract with Cleanaway Pty Ltd is scheduled to expire on 30 June 2027, which may drive more substantive changes to the Guidelines in future.

10. The draft Development Information Guide has been developed to set out the City of Adelaide's kerbside waste service and eligibility for multi-unit dwelling developments.

Next Steps

11. Following the Council meeting on 14 May 2024, the corporate policy register will be updated with the updated Operating Guideline and Development Information Guide.

12. As there is no change to service provision, public consultation on the updated documents is not required.

13. A review of By-law #5 Waste is the subject of a separate report to the CPDBA Committee on 7 May 2024.

DATA AND SUPPORTING INFORMATION

Link 1 – Report Item, City Planning Development and Business Affairs Committee, Tuesday, 5 March 2024
Link 2 – Draft Integrated Climate Strategy 2030
Link 3 – Operating Guideline – Waste and Recycling
Link 4 – Guideline – Design Guide for Residential Recycling
Link 5 – Workshop, City Planning, Development and Business Affairs Committee, 6 June 2023

ATTACHMENTS

Attachment A – Draft Operating Guidelines – Kerbside Waste Management Services

Attachment B – Development Information Guide – Waste and Resource Recovery for Multi-unit Dwellings

- END OF REPORT -

KERBSIDE WASTE MANAGEMENT SERVICES - OPERATING GUIDELINE

Date this document was adopted *administration*

PARENT DOCUMENT: I

PURPOSE

The City of Adelaide provides kerbside waste management services to residents, businesses, and community groups that are equitable, financially sustainable, and transparent, whilst supporting a clean, safe, environmentally friendly, and growing capital city.

The purpose of this Operating Guideline is to:

1. Provide clear and concise information about kerbside waste management service provision, service design and service eligibility.
2. Establish service levels which recover resources and minimise waste material sent to landfill.
3. Outline objectives and key performance indicators for kerbside waste management services.
4. Comply with relevant legislation directly associated with kerbside waste management services.

OPERATION

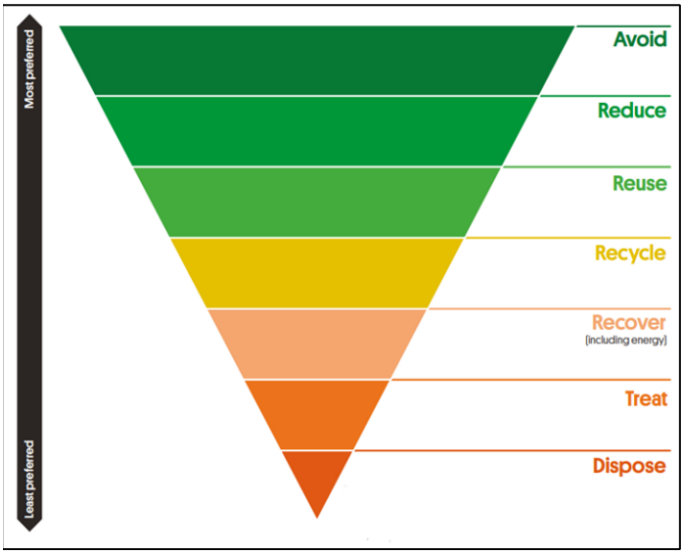
Objectives

- Deliver transparent, equitable and reliable kerbside waste management services.
- Provide financially sustainable kerbside waste management services to residents and eligible businesses. and community groups.
- Support city amenity, public health and safety, and population growth.
- Achieve waste avoidance and resources recovery targets and objectives.

Key Performance Indicators

- Divert 85% of residential kerbside collected waste from landfill
- Food waste in landfill is below 5% by weight
- Reduce waste generation by 15% per capita
- Reduce contamination to below 10% in kerbside collected yellow co-mingled recycling

DRAFT



Service Applicability

- The *Local Government Act 1999 (SA)* mandates the City of Adelaide to provide kerbside waste collection services for residents.
- If a service is provided it must be used as intended.
- Recipients of the City of Adelaide kerbside and/or waste management service:
    - Must comply with the City of Adelaide Bylaw and minimise risks and financial costs to the City of Adelaide and the community through the correct, safe, and responsible use of services.
    - Must minimise waste to landfill through the correct and preferential use of organics and recycling services of general waste disposal services.
- The City of Adelaide will preference bin capacity for organics and recycling over general waste bin capacity.
- Services provided by the City of Adelaide may be amended, changed, removed, reduced and/or increased to provide a better environmental, financial and or community outcome. Trials and pilots may be undertaken to achieve the Guideline's objectives and key performance indicators.
- Service design (including bin types, presentation zones, collection timing, and collection frequency) will consider amenity (i.e. bin reduction), local environmental and traffic conditions, universal design principles, resource recovery sustainability and community expectations.
- Where City of Adelaide collection is not possible or considered impractical for the City of Adelaide's waste collection contractor, or where access or egress is restricted limiting collection vehicles to safely provide collection, the user will need to obtain at their own cost, the services from a private waste collection contractor.
- This Operating Guideline does not apply to waste management services for medium- to large-scale commercial buildings and

businesses, public events, Council offices, operational sites and businesses, and public waste and recycling bins.

- Vacant land is ineligible for kerbside or waste management services.
- This Operating Guideline should be read in conjunction with the City of Adelaide strategies, policies, guidelines, and legislative requirements.

Residential Kerbside Collection Service

The City of Adelaide prefers all residential premises to be serviced by the City of Adelaide's kerbside waste collection service. The design of residential developments should allow for the City of Adelaide's waste collection service to be used, providing all residents with access to a satisfactory and cost-effective waste and recycling service.

The Residential Kerbside Collection Service comprises:

- 1 x 240 litre or smaller organics recycling (green lid) bin, collected fortnightly
- 1 x 7 litre kitchen caddy and 1 x roll of compostable bags to facilitate use of the organics recycling bin
- 1 x 240 litre recycling (yellow lid) bin, collected fortnightly
- 1 x 140 litre waste (red lid) bin, collected weekly
- $2m^3$ hard waste collection, 2 collections per calendar year (booking required)

Multi-unit Dwellings (MUDS) Residential Kerbside Collection Service

To receive this service the community corporation, strata corporation or equivalent must:

- Have sufficient room on-site to store one weeks' worth of organics, recycling and general waste generated from residential properties, and
- Have sufficient and safe access and egress for the City of Adelaide and/or their collection provider to undertake collection safely, and
- Meet the resource recovery requirements identified in the development application process for a new building development, and
- Have an approved Resource Recovery Plan that, to the satisfaction of the City of Adelaide, aligns with the service and demonstrates how it facilitates occupant access and correct use of recycling services; and
- Enter into a Resource Recovery Service Agreement to confirm service alignment with the Resource Recovery Plan and clear definition of the roles and responsibilities of parties subject to the Agreement.

Based on waste generation rates, the Multi-unit Dwelling Residential Kerbside Service may comprise shared:

- 240 litre organics recycling (green lid) bin, collected weekly
- 1 x 7 litre kitchen caddy and 1 x roll of compostable bags per unit to facilitate use of the organics recycling bin
- 660 litre and/or 1100 litre recycling (yellow lid) bin, collected weekly
- 660 litre and/or 1100 litre waste (red lid) bin, collected weekly

- $2m^3$ hard waste collection, 2 collections per calendar year (booking required) per multi-unit dwelling building up to and including 7 storeys of residential living
- $2m^3$ hard waste collection, up to 12 collections per calendar year (booking required) per multi-unit dwelling building exceeding 7 storeys of residential living.

Businesses and Commercial Kerbside Collection Service

To receive the service the business or commercial premises must:

- Have sufficient room within the site record that has been approved for waste storage where the bins will be stored to store one weeks' worth of recycling and waste generated, and
- Have sufficient access and egress for the City of Adelaide and/or their collection provider to undertake collection safely, and
- Serviced premises must transition to private waste management services if the business waste volumes exceed the service provided by the City of Adelaide.

The Business and Commercial Kerbside Collection Service may comprise:

- 1 x 240 litre recycling (yellow lid) bin, collected fortnightly
- 1 x 140 litre waste (red lid) bin, collected weekly
- A cardboard collection service may be provided and will be reviewed periodically by the City of Adelaide.

Eligible businesses or commercial premises that pay one Council rate may receive one kerbside collection service.

Eligible businesses or commercial premises that pay two or more Council rates per site record may receive a maximum of two kerbside collection services.

Community Groups Kerbside Collection Service:

The Council provides a red waste bin service for Community Groups. To receive the service the Community Group must:

- Present bins to a collection route, and
- Have sufficient room within the site record to store one weeks' worth of waste generated by the premise, and
- Sufficient access and egress for the City of Adelaide and/or their collection provider to undertake collection safely, and
- Transition from the City of Adelaide's services to private waste management services if the Community Group waste volumes exceed the service.

Eligible Community Groups include:

- Sporting and recreational clubs
- Child-care centres
- Churches
- Adelaide Park Lands Lessees (non-commercial).

Bin Assets and Presentation

- All bins supplied by the City of Adelaide remain the assets of the City of Adelaide.
- The City of Adelaide will provide bins in a safe working order and a maintenance service for repair and replacement when damaged.
- Service recipients are responsible for washing or sanitising bins if they become soiled or odorous, or notifying the City of Adelaide if they need repair or replacement.
- Bin identification measures, including address labelling and radio frequency identification devices (RFID), may be adopted to minimise misuse of the service, support bin recovery, enable enhanced reporting and facilitate educational support.

Equity and Service Charges

- The City of Adelaide will work with kerbside service recipients to transition to an alternative service if/when the recipient needs exceed the City of Adelaide kerbside service level provisions.
- The City of Adelaide may require co-payment, cost-recovery, or fee-for-service through a Waste Management Charge, pursuant to Section 146 of the *Local Government Act 1999 (SA)*, for the provision of:
    - Additional resource recovery and waste services including additional bin(s) or increased bin sizes through an additional yearly fee.
    - Resource recovery and waste services to Council rate exempt or rebated premises.
- Service charges will be set by the City of Adelaide through the Fees and Charges Schedule reviewed annually.

Temporary Refusal, Withdrawal and Reinstatement of Service

A refusal of service may be issued to recipients of services provided by the City of Adelaide where:

- There is a failure to place approved materials in the correct bin; or
- Insanitary or prohibited waste is presented for collection; or
- A bin presented for collection exceeds the maximum safe weight of 45kgs for waste and up to 70kg for green organics and recycling; or
- A bin is presented in a location where it would be unsafe for the collection vehicle to empty due to local environmental conditions; or
- Bin identification measures have been removed or modified without the consent of the City of Adelaide; or
- A bin is not accessible from a public roadway; or
- The correct bin is not presented for collection by the required time on the Council nominated collection day.
- An unauthorised additional bin is presented for collection which is non-City of Adelaide.

The City of Adelaide reserves the right to:

- Decline a request for a waste service where an eligible premise does not adopt resource recovery services (e.g. organics and recycling services) that are appropriate to the type, volume and nature of materials in that premise's waste stream.

- Recover stolen or misappropriated bins.
- Remove bins and/or cease a collection service where there is repeated misuse of services.
- Cease a collection service where there are repeated instances of incorrect use of resource recovery bins (organics and recycling or other).
- Cease waste collection when service is not being used to minimise waste being sent to landfill.
- Withdraw or cease collection when deliberate and wilful damage to a bin provided by the City of Adelaide occurs or repeated failure to wash or sanitise bins if they become soiled or odorous.
- Withdraw services for non-payment of fee-for-service.

Education and Support

- A comprehensive and ongoing education and compliance program will be delivered to support the correct and effective use of the City of Adelaide's kerbside waste management services and to promote waste avoidance and resource recovery.

Monitoring and Implementation

- Waste auditing will occur at least once in every two years to measure progress against waste recovery baselines and build data for evidence-based decision making.
- Alternative service model trials may be undertaken to assess operational and infrastructure requirements.

OTHER USEFUL DOCUMENTS

Related documents

Integrated Climate Strategy 2030

By-Law No.5 – Waste Management

Relevant legislation and policy

- *Local Government Act 1999 (SA)*
- *South Australian Public Health Act 2011 (SA)*
- *South Australian Public Health (General) Regulations 2013 (SA)*
- *South Australia Environment Protection Act 1993 (SA)*
- *Environmental Protection (Waste to Resources) Policy 2010*[i] *(SA)*
- *South Australia's Waste Strategy 2020-2025*
- *Single-use and Other Plastic Products (Waste Avoidance) Act 2020 (SA)*
- *Real Property Act 1886 (SA)*
- *Planning, Development and Infrastructure Act 2016 (SA)*
- *Planning and Design Code*
- *Building Code of Australia*
- *Community Titles Act 1996 (SA)*
- *Strata Titles Act 1988 (SA)*
- *Disability Discrimination Act 1992 (SA)*
- *Work Health and Safety Act 2012 (SA)*
- *Climate Change and Greenhouse Emissions Reduction Act 2007 (SA)*

GLOSSARY

The terms below are used in the Guideline document and are defined as:

Bin: A mobile garbage bin (MGB) provided by City of Adelaide as a container for the temporary storage of organics, recycling or waste.

Business premise: A premise lawfully used for a commercial, light industrial, institutional, or other non-residential purposes and includes short term accommodation such as tourist accommodation in a hotel, back packer hostel or serviced apartment.

Bulk bin: Larger capacity bins including 660L and 1100L 4-wheeled bins.

Business and Commercial Kerbside Collection Service: The service provided by the City of Adelaide to eligible businesses.

Compostable bags: Bags that are certified and comply with the AS 4736-2006 standard. These bags may be used with a kitchen caddy to collect food scraps, which can be placed in the organics bin.

Community Group Kerbside Collection Services: The service provided by the City of Adelaide to eligible Community Groups.

Eligible business premise: A rateable business premise, including any related business premise, as defined in this Operating Guideline, which has a weekly waste generation rate that is compatible by waste types and volumes with the City of Adelaide's Business and Commercial Kerbside Service.

General waste: That part of the waste stream remaining after the separation of recyclable, organic, and hazardous or prohibited waste materials.

Hard waste: Selected solid waste items, as specified by the City of Adelaide, which arise from residential premises that cannot be collected by the general waste, recycling or organics collection services.

Kitchen caddy: A small container used to collect organic waste and food scraps generated in the kitchen.

Organics recycling: Any clean organic matter consisting of lawn clippings, plants, vegetables, leaves, prunings, vegetables, fruit, manure or any other organic material for which permission has been granted by the City of Adelaide. This excludes any item larger than 15 centimetres in diameter, domestic waste, commercial or industrial waste (general), listed waste, hazardous or electronic waste.

Rate exempt or rebated premise: A premise which receives a partial or full Council rate reduction or exemption pursuant to Section 166 of the *Local Government Act 1999 (SA)*.

Recycling: Dry and clean newspapers, magazines, paper, cardboard, tins, cans, glass, milk and juice containers, plastic containers of a type specified by City of Adelaide and other recyclable material for which permission has been given by the City of Adelaide.

Residential premise: A premise lawfully used as a dwelling or place of residence, including:

a. A detached or semi-detached dwelling, row house or townhouse.
b. A home unit or apartment within a residential flat building or group dwelling.
c. Caretakers' residence within a residential complex.

This excludes short term stays and short stay tourist accommodation such as hotels, serviced apartments, vacation rentals, student accommodation, hostels, bed and breakfast, AirBnB, lodging and boarding houses (excluding tourist accommodation) and commercial student accommodations.

Resource recovery: The process of recovering materials for recycling. This can include comingled recycling, organics and food waste and more through the provision of services.

Kerbside Residential Kerbside Collection Service: The service provided by the City of Adelaide to residential premises.

Resource Recovery Service Agreement: A periodic legal agreement between the Corporation of the City of Adelaide and a Community Corporation, Strata Corporation or equivalent for the provision of resource recovery and waste services.

Resource Recovery Plan: A Plan that details the internal resource recovery management system of a building including service delivery model, roles and responsibilities and education/communication plan on correct system use.

Site record: A unique base or grandparent site record in the City of Adelaide's property and rating system, which may accommodate a single or multiple rateable premises, which aligns to the following certificate of titles issued under the *Real Property Act 1886 (SA)*:

a. Torrens Title
b. Community Title in the ownership of the Primary Community Corporation
c. Strata Title owned by the Strata Corporation
d. Moiety Title
e. Company Title

ADMINISTRATIVE

As part of the City of Adelaide's commitment to delivering the City of Adelaide Strategic Plan, services to the community, and transparent information, all policy documents are reviewed as per legislative requirements. When no such provision is made, a risk assessment approach is taken to guide the review timeframe.

This Policy document will be reviewed every four years unless legislative or operational change occurs beforehand. The next review is required in 2028**.**

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits

Contact:

For further information contact the Park Lands, Policy & Sustainability Program

City of Adelaide
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+61 8 8203 7203
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Waste and Resource Recovery for Multi-unit Dwellings

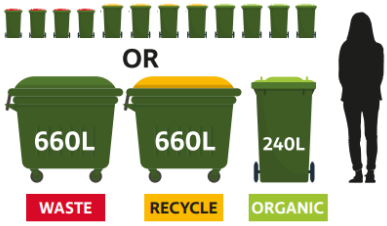
Who should read this guide?

Anyone undertaking development of, or management of buildings/sites containing multiple residential dwellings with the intention to utilise the City of Adelaide Kerbside Waste Services.

Kerbside residential waste management services:

The City of Adelaide provides kerbside residential waste management services for eligible multi-unit dwellings (MUDs). To meet eligibility criteria for the service, residential buildings must be designed in a manner that allows for safe and efficient servicing by the City of Adelaide. This guide provides details on how to meet eligibility criteria.

The service may include:



- 240 litre organics recycling (green lid) bin, collected weekly
- 1 x 7 litre kitchen caddy and roll of compostable bags for each premise to help use the green organics bin
- 660 litre or 1 x 1100 litre recycling (yellow lid) bin, collected weekly
- 660 litre or 1 x 1100 litre waste (red lid) bin, collected weekly
- 2m^3 hard waste collection, 2 collections per calendar year (booking required) for the multi-unit dwelling up to and including 7 storeys of residential living
- 2m^3 hard waste collection, up to 12 collections per calendar year (booking required) for the multi-unit dwelling above 7 storeys of residential living

If the waste generation of a development exceeds the City of Adelaide's entitlement or it does not comply with the City of Adelaide's service requirements, private collection contractors may be used to substitute or supplement the City of Adelaide's collection service.

Eligibility Criteria

To receive this service the community corporation, strata corporation or equivalent must meet:

The development application and the City of Adelaide process:

1 Have sufficient storage room for waste and resource recovery

2 Submit for approval a Waste and Resource Recovery Plan.

As part of the City of Adelaide process:

3 Enter the City of Adelaide Site Service Agreement.

Further details to meet the Eligibility Criteria are provided below.

1. Have sufficient storage room for waste and resource recovery

The location, design and size of bin storage rooms and the collection areas are important to ensure efficient and safe collection. They must consider *size and streams, amenity, bins, access and servicing:*

Size and streams:

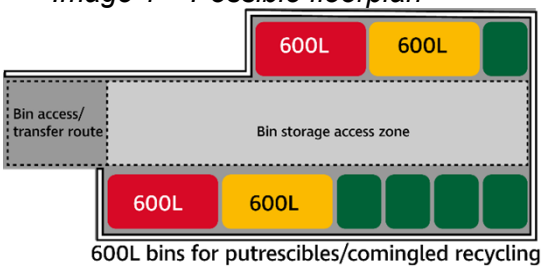
- Storage areas must be big enough to service the number of dwellings in a communal area and consider the frequency of collection
- Storage areas must be large enough to store and separate at least four materials streams (organics, recycling, waste, and hard waste) during the period between collections
- The City of Adelaide recommends providing space for collection bins for donation or reuse of goods
- Many charities offer a free service, including bin supply and collection, and will generally collect clothing, used furniture and homewares in good condition. Council does not provide this service.

Table 1 outlines the space required per bin size, and Image 1 shows a possible floorplan.

Table 1 – Bin space requirements

Bin size	
Size	**Space required (m2)**
140L	0.314
240L	0.489
660L	1.142
1100L	1.732

Image 1 – Possible floorplan



600L bins for putrescibles/comingled recycling and 240L for organics

Amenity

Storage areas must consider:

- Good ventilation and be located away from dwellings/habitable rooms
- Ongoing compliance with the Building Code of Australia and all relevant Australian Standards
- Prevention and mitigation of fire risks
- Consider safe handling for transporting waste
- Adequate provision for the secure storage and periodic collection of hazardous waste (batteries, smoke detectors, compact fluorescent light globes etc)
- Adequate signage and illumination (also information for visually impaired) to indicate to the user the nature of the waste and recyclable material. Signage needs to align with the Australian Standards for mobile waste containers - colours, markings, and designation
- Structural design requirements for floor
- Suitable flooring and wall finishes to minimise staining and allow for easier cleaning and maintenance
- Adequate floor grading and drainage to prevent spillages entering stormwater
- Where storage areas are on higher levels, a separate service lift should be considered and adequately sized and designed to carry filled bins.

Bins:

- Developments with more than four dwellings will be required to use communal bins.
- The City of Adelaide will provide bins in a safe working order and a maintenance service for repair and replacement when damaged.
- Service recipients are responsible for washing or sanitising bins if they become soiled or odorous.
- Bin identification measures, including address labelling and radio frequency identification devices (RFID), may be adopted to minimise misuse of the service, support bin recovery, enable enhanced reporting and facilitate educational support.

Access

Access points should:

- Be located, enclosed and designed to be screened from the public domain.
- Be secured or gated compounds to prevent interference with bins and equipment.
- Suitable access by residents (where required) or building staff for maintenance purposes.

Servicing

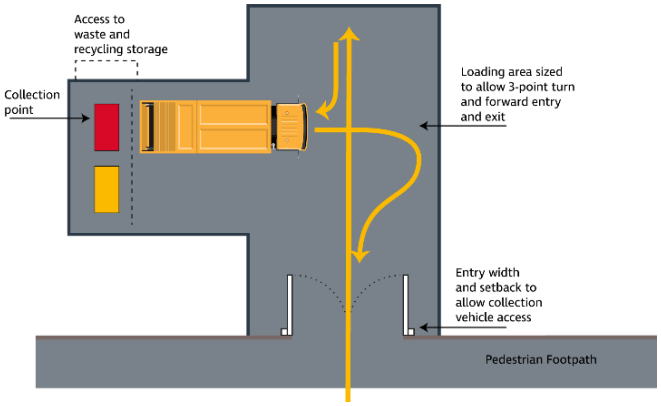
Bins provided by the City of Adelaide for the purposes of the kerbside bin and bulk bin waste management services may be collected using two options: On-site collections or on-street collections.

On-site collections

The City of Adelaide can provide an on-property collection of the bins, also known as a roll-out/roll-in service. To qualify for this service, the development should:

- Provide access for trucks to enter and exit the property in a forward gear
- Minimise the need for reversing
- Minimise interference with pedestrian or vehicular movements
- Provide a roadway designed for fully loaded weight and turning loads of collection vehicles
- Provide adequate clearance and lifting heights for bin servicing and maneuvering
- Not include inclines, declines or ramps in which bins need to be pushed up
- Include a maximum distance of 30 meters from bin room to collection point
- Be positioned and have designated collection times to minimise amenity impact on residents, neighbours and the public arising from noise or odour associated with bin collection.

Image 2 – Possible collection



On-street collections
On-street collections are based on the City of Adelaide's approval to ensure city amenity and functional requirements are met. To qualify for this service:

- Bins must be stored in the designated waste storage area and only presented to the street during collection periods
- Bins must be placed nearest to the building and be accessible by the City of Adelaide and contractor's waste collection vehicles
- Bins permitted at the kerbside for collection must not obstruct pedestrians, street furniture, bike lanes, driveways or other points of access and must not exceed the property frontage
- Residents/Building Managers are responsible for moving the bins from the storage area to the collection point and returning the bins after collection.

Larger developments or ones that are unable to provide on-site collection will require further consultation with the City of Adelaide (e.g. in the event the developer is seeking dedicated loading zone or amendments to road/parking controls).

2. Submit a Waste and Resource Recovery Plan that meets the City of Adelaide requirements

Development applications for multi-unit dwellings should include a Waste and Resource Recovery Plan that, to the satisfaction of the City of Adelaide, aligns with the City of Adelaide services and demonstrates how users will access and use the service correctly.

If previous versions of a Waste and Resource Recovery Plan have been submitted to the City of Adelaide, please include a summary of the changes that have been made to the revision.

To assess the development the City of Adelaide requires the following Waste and Resource Recovery Plan Details:

a) Land Use Details

- Contact details of the applicant
- Address of residential building
- Number of residential dwellings by size (studio, one, two, three etc. bedrooms)
- Number of floors
- Number of building occupants
- Type and proportion of uses (residential, commercial, or mixed use)
- Current waste management arrangement i.e collection frequency, number of bins, type of bins (if applicable), type of collection (on-site or off-site).

b) Waste generation

It is important to get an accurate estimate of how much material and waste the MUD is expected to generate. The City of Adelaide uses Green Industries SA's guidance on waste generation estimates. Visit the Green Industries SA Information Guide:

Better Practice Guide for Waste Management in Residential & Mixed Use Developments (greenindustries.sa.gov.au)
See Appendix C

c) Waste and resource recovery systems

Details of the entire waste and resource recovery system should be provided including in-dwelling source separation systems, chutes, compactors, bin lifters etc. At a minimum, the building design should include organics, recycling, waste and hard waste. It may also include:

- Items for donation/reuse
- Textile recycling
- Soft plastic recycling.

The collection and disposal of additional material streams must be managed by the building.

d) Bin quantity, size and colour

The plan must include the number and size of bins. A smaller number of larger bins is preferred to a higher number of smaller bins.

e) Collection frequency
The City of Adelaide supports the reduction of waste vehicle movements in our city. It is recommended that developments containing multiple residential tenancies combine waste management arrangements to minimise the number of trucks required to service the property. Premises containing both residential dwellings and businesses should have separate waste storage areas and bins.

f) Bin storage
The development shall include a designated bin storage room(s) that enables material streams to be source-separated and clearly labelled.

Adequate space shall be provided in the bin room and shown in the plan submitted to the City of Adelaide.

The following details shall also be provided:
- Bin room size (m^2)
- Bin layout
- Wash-down area
- Ventilation
- Vermin protection
- Noise reduction
- Stormwater pollution prevention
- Odour mitigation techniques.

g) Scaled waste management drawings
Developers must provide a set of scaled drawings showing the entire material management process - from the storage and disposal of organic, recycling and waste by the occupant through to the final collection point and pick up by the collection contractor.

The drawings must include:
- Elevations (including all hanging services) showing adequate clearance for the collection vehicle from the development's entry and exit points to the point of collection
- Generic residential and commercial floor spaces showing organics, recyclable, and waste disposal points
- Waste infrastructure and storage areas including any chutes, carousels, compactors, bins, bin lifters, hard waste, and charity bins
- Clear diagram of the movement of each material from disposal, storage and collection points including any gradient/slope/stairs
- Bin presentation location (on-site or on-street)
- Swept path diagrams illustrating sufficient access to collection points for all vehicles required to collect from the development. Swept path diagrams must show access to/from the nearest main street to ensure access into smaller streets/laneways is feasible.

h) Collection contractors
If the waste generation associated with a development exceeds the City of Adelaide's service levels or does not comply with the Council's service requirements, a private collection contractor may be used for some residential properties to substitute or supplement the City of Adelaide's collection service.

i) Signage
Signs will be required on and near or adjacent to bin storage locations to communicate the correct usage of the system and reduce contamination.
The City of Adelaide can provide assistance with signage.

3. Enter into the City of Adelaide Site Service Agreement.

A Site Service Agreement is provided when service provision is approved. Signing this agreement forms a contract with the City of Adelaide to service the building.

Further information
For further information or to discuss your specific requirements, please contact the Council's Development Assessment team on 8203 7185 or planning@cityofadelaide.com.au

This information is provided as a general guide only and may not be relevant to your specific circumstance

Encroachment Policy 2024 for Endorsement

Strategic Alignment - Our Places

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Sarah Gilmour, Associate Director, Park Lands, Policy & Sustainability

Approving Officer:
Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to note consultation feedback on the draft Encroachment Policy and to seek adoption of the attached Encroachment Policy.

On 14 November 2023 Council resolved to endorse amendments to the Encroachment Policy, for the purposes of public consultation (Link 1). Public consultation commenced on 29 January 2024 and closed on 26 February 2024. A total of seven eight submissions were received from key stakeholders and the community.

The Encroachment Policy (the Policy) provides criteria for managing different forms of encroachments in the public realm to ensure they contribute positively to public safety and amenity. The Policy provides the basis for the City of Adelaide's assessment and decision-making on encroachments as land custodian of public roads. Encroachments over parks, reserves or private land are not covered by the Policy.

The Policy has been reviewed in the context of the recently adopted National Heritage Management Plan and newer forms of encroachment such as ground anchors.

The proposed Policy amendments seek to improve the effectiveness and provide further clarity regarding acceptable and unacceptable encroachments into the public realm.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the Encroachment Policy Consultation Summary contained in Attachment A to Item 7.6 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Adopts the Encroachment Policy contained in Attachment B to Item 7.6 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
3. Notes the Encroachment Policy contained in Attachment B to Item 7.6 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024 replaces the Encroachment Policy dated 11 February 2020.
4. Authorises the Acting Chief Executive to make minor typographical, syntactical and technical amendments to the document contained in Attachment B to Item 7.6 on the Agenda for the meeting of the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024, for the purposes of finalising the documents.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Encourage bold, interesting and purposeful development that supports the changing needs of our community and city.
Policy	This report proposes amendments to Council's Encroachment Policy dated 11 February 2020. The Encroachment Policy is intended to support a public realm that is welcoming and user friendly, cultivating a positive relationship between the public and private realms and strengthening the character and identity of the capital city. The draft Encroachment Policy for consultation aligns with: • Temporary Use of Public Space Policy • Objects on Footpaths Guidelines • Outdoor Dining Guidelines • Lighting Policy and Operating Guideline • Undergrounding (Overhead Electricity and Telecommunication Cables) Policy • Cabling and Communication Policy • City Works Operating Guidelines • National Heritage Listing of the Adelaide Park Lands and City Layout • Adelaide Event Guidelines • Adelaide Park Lands Event Guidelines • Adelaide Park Lands Events Policy.
Consultation	Community consultation on amendments to the Encroachment Policy opened on 29 January 2024 and closed on 26 February 2024 and was undertaken in accordance with Council's Community Consultation Policy.
Resource	Not as a result of this report
Risk / Legal / Legislative	Amendments to the Encroachment Policy seek to provide policy currency, address risk and protect Council against future liability. The review has had regard to relevant legislation, including: • Planning and Design Code • *Local Government Act, 1999 (SA)* • *Planning, Development and Infrastructure Act, 2016 (SA)* • *Encroachments Act, 1944 (SA)*
Opportunities	The Policy review has identified opportunities to clarify policy as it relates to unacceptable encroachments, including to enable adaptive reuse, and as it relates to signage and ground anchors.
23/24 Budget Allocation	The review was undertaken within existing resources.
Proposed 24/25 Budget allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The Encroachment Policy will be used for the ongoing assessment and management of encroachments in the public realm.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	The ongoing administration, monitoring and review of the Policy will be undertaken with existing resources.
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The purpose of this report is to note consultation feedback on the draft Encroachment Policy and to seek adoption of the attached Encroachment Policy.
2. On 14 November 2023 Council resolved to endorse amendments to the Encroachment Policy, for the purposes of public consultation (Link 1).
3. The draft Encroachment Policy (the Policy) for consultation proposed to:
    3.1. Update exceptions to Unacceptable Encroachments which relate to heritage-listed properties and adaptive reuse buildings where no alternative access options are available.
    3.2. Allow for temporary ground anchors to support construction.
    3.3. Reference new legislation and Council policies.
    3.4. Reinforce the importance of maintaining the built form edge as an attribute of the National Heritage listing of the Adelaide Park Lands and City Layout
    3.5. Ensure canopy columns or pillars are not fixed to footpaths.
    3.6. Ensure encroachments are a minimum of 1 metre away from a trunk and/or major limb of a street tree.
    3.7. Ensure CCTVs do not extend beyond the fascia line of a verandah or balcony.
    3.8. Include criteria for above awning projecting signage.
4. The Policy provides criteria for managing different forms of encroachments in the public realm to ensure they contribute positively to public safety and amenity. The Policy provides the basis for the City of Adelaide's assessment and decision-making on encroachments as land custodian of public roads. Encroachments over parks, reserves or private land are not covered by the Policy.
5. The Policy has been reviewed in the context of the recently adopted National Heritage Management Plan and newer forms of encroachment such as ground anchors.
6. The proposed Policy amendments seek to improve the effectiveness and provide further clarity regarding acceptable and unacceptable encroachments into the public realm.

Public Consultation

7. Public consultation opened on 29 January 2024 and closed on 26 February 2024 and involved:
    7.1. Public notice in the Advertiser.
    7.2. Letter to key stakeholders including:
        7.2.1. Department for Infrastructure and Transport
        7.2.2. Urban Development Institute of Australia
        7.2.3. Planning and Land Use Services division of the Department for Trade and Investment (PLUS)
        7.2.4. Urban Development Institute of Australia SA
        7.2.5. Property Council of Australia SA
        7.2.6. The Office for Design and Architecture
        7.2.7. Australian Institute of Architects.
    7.3. Your Say Adelaide survey.
    7.4. Information sheets and the Policy available online and at the Customer Centre, Libraries and Community Centres.
    7.5. Open invitation to meet with a member of Administration to discuss the content of the Policy.
    7.6. Internal consultation process.
8. A consultation summary report is provided in **Attachment A**, in summary:
    8.1. A total of eight submissions were received from key stakeholders and the community.
    8.2. Three (3) formal submissions were received from the key stakeholders listed in 7.2, they are:
        8.2.1. Department for Infrastructure and Transport

8.2.2. The Office for Design and Architecture

8.2.3. PLUS (late submission).

8.3. A meeting was held with PLUS during the consultation period and advice was received of an intention to develop design guidelines for apartments. A late formal submission dated 22 April 2024 was received from PLUS that:

8.3.1. Notes the State Planning Commission intends to progress a Code Amendment in 2024 to review design guidance for apartment-type accommodation.

8.3.2. Recognises the alignment between the Policy and the State Planning Commission's initiative to provide appropriate flexibility in building design.

8.3.3. Outlines dialogue has commenced between PLUS and Administration with the aim of aligning, to the extent possible, the Code Amendment and the Policy, and encourages Council to enable this collaboration to continue.

8.4. Five (5) submissions were received from community members via Your Say Adelaide.

8.5. Key issues raised during public consultation included:

8.5.1. Ensuring encroachments do not impact the safe operation of the Council road network.

8.5.2. Ensuring encroachments do not impact State Government transport infrastructure, including tram, train and bus infrastructure such as stops, stations, catenary wires, poles and other similar facilities.

8.5.3. Encroachments for the adaptive reuse of heritage buildings should be limited.

8.5.4. Measurement standards should be consistent with performance criteria outlined in recognised standards or guidelines such as the Austroads Guide to Road Design.

9. Amendments to the Policy following consultation are shown in red in **Attachment B** (amendments made prior to consultation are shown in blue), and are summarised as follows:

9.1. The Policy glossary is updated to define 'effective footpath clear width' as:

The unobstructed walking and/or wheeling space excluding street trees, street signs and street furniture.

9.2. Clarify when exceptions for adaptive reuse of heritage listed properties will be considered, that is where no alternative access options are available and other means would result in the loss of original building fabric.

9.3. Insert a requirement for under footpath service connections to private property to be via the shortest route available.

9.4. Insert a requirement that an accepted encroachment must not hinder, damage or interfere with existing or future City of Adelaide or State Government infrastructure.

9.5. Amend requirements for verandah, awnings and pergolas such that encroachments:

9.5.1. Are not fixed to canopy columns or pillars to pavements.

9.5.2. Do not extend beyond the traditional verandah post alignment.

9.5.3. Increase the effective footpath clear width from 1.8 metres to 2 metres wide and from 1.8 metres to 2.4 metres in high pedestrian areas.

9.6. Amend requirements for balconies to ensure:

9.6.1. First floor balconies are not enclosed, and do not extend more than 5 metres from the boundary line and beyond the prevailing traditional verandah post alignment.

9.6.2. Above first floor balcony encroachments are not located along Frome Road.

Next Steps

10. Pending decision by Council, the amended Policy (**Attachment B**) will be published to the City of Adelaide website and take effect from the date of Council endorsement.

10.1. All applications received from the date of adoption will be assessed against the new Policy.

10.2. Encroachments approved under the previous Policy will be allowed to remain provided the permit holder continues to meet the conditions of the permit.

DATA AND SUPPORTING INFORMATION

Link 1 – Agenda City Planning, Development and Business Affairs Committee, Tuesday, 7 November 2023

ATTACHMENTS

Attachment A – Consultation Summary Report – Draft Encroachment Policy 2024

Attachment B – Encroachment Policy 2024

- END OF REPORT -

REVIEW OF ENCROACHMENT POLICY

SUMMARY OF SUBMISSIONS AND RESPONSE

APRIL 2024

Background

The City of Adelaide's Encroachment Policy was previously amended in February 2020.

As part of the current review, a series of changes are proposed that will provide the basis for the City of Adelaide to manage encroachments on, over and under public land.

The Encroachment Policy supports a public realm that is welcoming and user friendly, cultivating a positive relationship between the public and private realms and strengthening the character and identity of our Nationally listed city.

The **goals and methodology of engagement** were:

- Inform the community about the proposed changes to the Encroachment Policy.
- Provide an opportunity for community and key stakeholders to provide feedback on the draft revised Policy through Your Say Adelaide and written submissions.

Public Consultation

The consultation opened on 29 January 2024 to 26 February 2024.

Submissions were invited from the community, and external stakeholders, including the following State Government agencies and industry associations:

- Department for Infrastructure and Transport
- Urban Development Institute of Australia
- Planning and Land Use Services
- Urban Development Institute of Australia SA
- Property Council of Australia SA
- The Office for Design and Architecture
- Australian Institute of Architect

Submissions

A total of 8 submissions were received. A high-level summary of written submissions and Administration's response is provided in Table 1 below. Feedback was received from:

- Department for Infrastructure and Transport
- Office for Design and Architecture
- Planning and Land Use Services (PLUS)
- Five (5) Your Say submissions.

YourSay Activity

Online engagement was undertaken through YourSay and promoted through various City of Adelaide social media and online platforms. The engagement response was as follows:

- **121 'Aware' visitors:** These are unique visitors, which could be individuals or individuals visiting on behalf of organisations. There were 144 visits to the Your Say Adelaide page, which means some people visited your page more than once.
- **45 'Informed' visitors** These are visitors that explored the available consultation materials more closely to learn more about your project e.g. viewed the draft Encroachment Policy, FAQs. etc.
- **5 'Engaged' visitors/participants:** These are people who have submitted feedback through the online survey.

Table 1 – High-level summary of written submissions and Administration's response

	Stakeholder	Summary of Submission	Administrative Response
State Government			
1	**Office for Design and Architecture**	Support the proposed amendments to the Encroachment Policy.	Noted. General comment that does not request a change to the Encroachment Policy.
2	**Department for Infrastructure and Transport**	Supportive of Council's approach to the Encroachment Policy that seeks to ensure encroachments do not impact on the safe operation of Council's road network.	Noted. General comment that does not request a change to the Encroachment Policy.
		Recommend consideration be given to ensuring that encroachments do not impact on existing and future State Transport Infrastructure, including tram, train and bus infrastructure such as stops, stations, catenary wires, poles and other similar facilities.	To ensure encroachments do not impact on existing and future local and State infrastructure the following provision has been included in the Encroachment Policy and applies to all forms of encroachments: *They do not hinder, damage or interfere with existing or future City of Adelaide or State Government infrastructure*
		Recommend where encroachments may impact on infrastructure facilities, the Department is given the opportunity to provide comment. This will ensure that encroachments do not detrimentally impact on the safe and effective operation of State transport Infrastructure and services.	Noted. Although there are not any formal mechanisms under the *Planning Development and Infrastructure Act 2016* or the *Local Government Act 1999* to notify the Department for Infrastructure and Transport of encroachment proposals that could potentially impact on infrastructure, it is common practice for the Development Assessment Team within the City of Adelaide to inform the Department.
3	**Planning & Land Use Services (PLUS)**	Welcomes changes to update terminology and reference to the Encroachment Policy to reference the *Planning, Development and Infrastructure Act 2016* (the Act) and the Planning and Design Code (the Code).	Noted. Terminology is updated.
		Note that the Encroachment Policy makes allowance for the encroachment of balconies in specific circumstances. Allowances of this nature are important to provide additional flexibility in builfing design to respond to site context and achieve a balanced design	Noted. The Encroachment Policy allows for encroachment of balconies in specific circumstances.

	Stakeholder	Summary of Submission	Administrative Response
		outcome. Flexibility of this nature can contribute to the viability of development.	
		Encourage council to strive to identify appropriate allowances for encroachments in light of the current housing crisis, to aid the provision of housing and accommodation whilst acknowledging the National Heritage values of the Adelaide City Layout.	Noted. Section 4.2.6 has identified appropriate allowances for balcony encroachments is provided in certain instances. This is subject to further discussion with PLUS through an intention for a State-led Code Amendment into apartment design.
		I note that a new Code Amendment is intended to be progressed by the State Planning Commission in 2024 to review policy in the Code to, amongst other things, ensure it provides contemporary guidance to apartment-type accommodation (be this of a conventional nature, for accommodation of students or supported accommodation). Investigations to inform the Code Amendment will consider provision of additional flexibility for apartment accommodation, while achieving quality design and apartment amenity outcomes.	Noted. Administration is in dialogue with PLUS on apartment design and housing diversity as part of Council's recommendations to the Planning System Implementation Review.
		Recognising the influence that council's Encroachment Policy can have on apartment accommodation design in the City of Adelaide, and the fact that most apartment accommodation development in our state occurs in the City of Adelaide, my team and the Executive Director have commenced a dialogue and collaboration with your administration aimed at aligning, to the extent possible, the Code Amendment with your updated Encroachment Policy. I would encourage council to enable this collaboration to continue. The State Planning Commission has a view to a final draft of its Code Amendment being prepared for community engagement this calendar year.	Noted. Administration is in dialogue with PLUS on apartment design and housing diversity as part of Council's recommendations to the Planning System Implementation Review.
		Reference is made on page 11 of the draft policy document to the City grid layout on the National Heritage Listing being detailed in Attachment C. This	References are updated as 'Figure 2' on pages 6 & 11 of the draft policy. Revisions were made to the draft policy to reflect

	Stakeholder	Summary of Submission	Administrative Response
		appears to be incorrect. If this is intended to be Attachment A as shown in the draft provided, then this information should be updated to clearly reflect that all grid streets are not subject to the encroachment policy and that this policy only relates to laneways and secondary streets.	that the City Grid streets in the National Heritage Listing will not be considered for above first floor balcony encroachments.
		The Code's deemed-to-satisfy criteria generally requires a setback of 2 metres or more from the base of the trunk of a street tree, unless consent is provided from the tree owner for a lesser distance. PLUS raises no objection to the lesser distance of 1 metre specified in the Encroachment Policy, as the City of Adelaide would be the tree owner, but consideration could be given to whether a greater setback is desired which could benefit larger trees with more expansive root systems.	Noted. The City of Adelaide is seeking to balance opportunities for greening with development.
		Clarification is sought as to whether the requirement for canopies (e.g., external shading devices / verandahs / awnings and pergolas / balconies etc) to be set back from street furniture at ground level means that any street seating / benches cannot be covered as they are subject to the 1 metre setback.	Section 4.2.3 – 4.2.6 has been updated to clarify that street furniture can be covered by canopies if it is less than 3 metres in height.
YourSay Summary			
4	**YourSay Submission**	Supports changes that will allow for temporary ground anchors to support construction however concerned that these changes will lead to more closures of footpaths and bicycle paths.	Noted. General comment that does not request a change to the Encroachment Policy.
		Supports encroachments that allow for the adaptive re-use of heritage buildings.	Noted. General comment that does not request a change to the Encroachment Policy.
		Pedestrian movement where outdoor dining is permitted is difficult in particular, Rundle Street, East Terrace, Gouger Street, and in city laneways.	Noted, outdoor dining is outside the scope of the Encroachment Policy however, this is addressed by the Outdoor Dining Policy.

	Stakeholder	Summary of Submission	Administrative Response
5	**YourSay Submission**	Support is noted for temporary ground anchors to support construction but further definitions are required to define 'temporary'.	The Policy includes a definition for temporary ground anchors. The definition specifies that temporary ground anchors are permitted for a limited period (up to 2 years) as a site is excavated.
		Encroachments onto public land should only be allowed to facilitate equitable access for the adaptive re-use of heritage and significant public buildings.	Encroachments for the adaptive reuse of heritage buildings will only be considered in limited situations such as providing equitable access where there are no alternative access options and other alternatives would result in the loss of fabric of the original building.
		Smoking and vaping should not be allowed in outdoor dining areas and other public areas.	Noted, however, this is outside the scope of the Encroachment Policy as smoking is governed by the *Tobacco Products Regulation Act 1997.* Since 1 July 2016, smoking is no longer permitted in public outdoor dining areas under section 52 of the *Tobacco Products Regulation Act 1997*. Outdoor dining areas must be smoke-free at all times when food is offered or provided.
6	**YourSay Submission**	Temporary ground anchor encroachment needs to be restricted. Construction work and associated Encroachment Policy results in additional traffic, air pollution, disruption to pedestrians and damage to footpaths.	A City Works Permit (CWP) is issued by the City of Adelaide for works undertaken in the public realm. Conditions are attached to the CWP that address damages, outline requirements for setup and how works must be conducted. When issuing CWPs, an assessment is undertaken to ensure the impact on pedestrians and traffic is minimised. For any major impacts, the permit holder is advised to contact impacted residents and businesses and provide their contact details. Major worksites have the contact details for the builders noted on their fencing for the public to report any issues / concerns. In addition, the City of Adelaide can be contacted if there are concerns.
		Encroachments onto public land for the adaptive reuse of historic and/or significant public buildings need to be extremely limited.	Encroachments for the adaptive reuse of heritage buildings will only be considered in limited situations such as providing equitable access where there are no alternative access options

	Stakeholder	Summary of Submission	Administrative Response
			and other alternatives would result in the loss of fabric of the original building.
		Encroachments onto public land for special events do not consider the wider needs of the city.	Encroachments required specifically for special events are considered against the following City of Adelaide policies and guidelines that provide the management framework for hosting events in the city: • Adelaide Event Guidelines • Adelaide Park Lands Event Guidelines • Adelaide Park Lands Events Policy Encroachments over parks and reserves are not covered by the Encroachment Policy.
7	**YourSay Submission**	The current and proposed policy lack a solid foundation in terms of measurement standards. For instance, the requirement of "a minimum vertical clearance of 2.5 metres above the footpath level" should be tethered to specific performance criteria outlined in recognised standards or guidelines such as the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, Section 5.5.2, or alternatively AS 1742.2:2009 Clause D2.3.5. By establishing clear links to industry standards, the policy can adapt to evolving community standards, ensuring its relevance over time.	The measurements and policies specified in the Encroachment Policy are consistent with the relevant Australian Standards. For instance, the minimum vertical clearance height of 2.5m above the footpath level is in accordance with AS 1742.2:2022 Clause D2.3.5 and Austroads Guide to Road Design Part 6A 2021 Section 5.5. To ensure relevance and consistency with appropriate standards the Encroachment Policy is reviewed regularly.
		Permissions granted under this Policy hold commercial value for property owners or tenants, and it's imperative that this information is accessible to the public. A public register, accessible on the City of Adelaide's website, where permissions are openly documented enhances transparency but also enables the community to ascertain whether encroachments are authorised by the Council.	The City of Adelaide maintains an internal register of permits. Whilst converting this register to a public interfacing platform is not anticipated, members of the public are welcome to direct enquiries regarding encroachments to the Administration.
		The policy currently lacks explicit guidance on how breaches will be addressed. In the absence of a clear	The *Local Government Act 1999, Planning, Development and Infrastructure Act 2016* and *Planning, Development and*

	Stakeholder	Summary of Submission	Administrative Response
		enforcement mechanism, conflicts between non-compliant property owners and the wider community may persist. I recommend incorporating explicit provisions within the policy outlining the procedures for addressing encroachments. This could involve issuing orders for the removal of prohibited encroachments, specifying timeframes for compliance, and detailing the consequences of non-compliance. Establishing a robust enforcement framework will contribute to a harmonious coexistence between property owners and the community.	*Infrastructure (General) Regulations 2017* detail enforcement action that can be undertaken in regard to development that is not built in accordance with approved documentation/conditions or without development approval. The City of Adelaide undertakes enforcement action in accordance with relevant legislation. Encroachment Permits also impose a series of conditions to ensure the requirements of the Policy are upheld and action that will be undertaken should a breach occur.
8	**YourSay Submission**	Encroachments onto public land should only be permissible in some cases, subject to stringent examination of the effect on public use of the public realm and aesthetic results (particularly buildings that are heritage listed or of historic interest) and imposition of appropriate conditions.	The Policy criteria has been developed with the intent of creating a public realm that is welcoming, user friendly, cultivates a positive relationship between the private and public realms, contributes positively to Adelaide's identifiable built form character and strengthens the character and identity of our National Heritage listed city. Encroachment Permits seek to impose conditions such that a permit holder maintains the encroachment in a good, safe and presentable condition, and does not allow it to fall into disrepair, or become ruinous, dilapidated or dangerous or in such a state as to detract from the amenity of the area in which it is situated.

ENCROACHMENT POLICY

Date this document was adopted: 11 February 2020 *legislative*

PURPOSE

This Policy provides criteria for managing different forms of encroachments in the public realm to ensure they contribute positively on public safety or amenity and supports the application of the Planning and Design Code ~~Development Plan objectives~~ of maintaining Adelaide's strong identifiable townscape character through strong urban form and well-defined built form edges to the street. The strong street edges contribute to the city layout and plays an important component of the National Heritage Listing. It provides the basis for Council's assessment and decision making on encroachments as land custodian of public roads. Encroachments over parks, reserves or private land are not covered by this Policy.

STATEMENT

Application of this document

No building or structure (including pipes, wires, cables, fixtures, fittings, ground anchors or other objects) shall be erected or installed in, on, across, under or over public roads ~~Council land~~ unless prior written permission has been issued by Council in accordance with *Section 221* of the *Local Government Act 1999*, ~~the *Development Act 1993*, and~~ the *Planning, Development and Infrastructure Act 2016* ~~(when in effect)~~ and the conditions determined by Council are complied with.

The Encroachment Policy takes effect from the date of adoption by Council. All applications for an Encroachment Permit received after that date will be assessed against this Policy.

Encroachments approved under the previous policy will be allowed to remain and will not be charged retrospective fees provided the Permit holder continues to meet the conditions of the Permit. If the previously approved encroachment is removed, any new encroachment installed in its place would have to meet the requirements of this Policy.

The overall design approach to development as defined by the *Planning, Development and Infrastructure Act 2016* ~~*Development Act 1993*~~ is addressed via the development assessment process.

The Policy objectives are to design flexibility that also yields public benefit including:

- Creating a public realm that is welcoming and user friendly;
- Cultivating a positive relationship between the private and public realms; and
- Strengthening the character and identity of our Capital City.

This Policy sets out the conditions which are specific to managing encroachments over public roads and will:

- provide a clear framework for controlling encroachments;
- provide for consistent decision making;
- ensure encroachments do not create public safety risks;
- reinforce the importance of retaining the City's distinctive urban form;

- reinforce the strong street edges that contribute to the city layout and plays an important component of the National Heritage Listing;
- support the provision of pedestrian-friendly streetscapes accessible to all users;
- support verandahs and first floor level balconies that provide shelter;
- support green infrastructure measures that contribute to a more liveable City; and
- prevent above first floor balconies and floor area encroachments, other than in limited specified circumstances.

Council will assess all encroachments against the criteria for managing different forms of encroachments detailed in **Attachment A**. Fees and charges which might be applicable to approved encroachments are detailed in **Attachment B** and will be included in Council's annual business fees and charges.

OTHER USEFUL DOCUMENTS

Related documents

- ~~Adelaide Design Manual~~
- Temporary Use of Public Space Policy
- Objects on ~~Public~~ Footpaths ~~Policy and~~ Operating Guidelines
- Outdoor Dining ~~Policy and Operating~~ Guidelines
- Parklet Operating Guidelines
- Lighting Policy and Operating Guideline
- Undergrounding (Overhead Electricity and Telecommunication Cables) Policy
- ~~Parklet Program Operating Guidelines~~
- Cabling and Communication Policy
- City Works Operating Guidelines
- National Heritage Listing of the Adelaide Park Lands and City Layout.

Relevant legislation

- *Local Government Act 1999,* s 221
- *Encroachments Act 1944*
- ~~*Development Act 1993 and Development Regulations 2008*~~
- *Planning, Development and Infrastructure Act 2016*
- *Planning, Development and Infrastructure (General) Regulations 2017*
- Planning and Design Code
- *Disability Discrimination Act 1992*
- *National Construction Code, 2022 ~~Building Code of Australia 2016~~*
- *Electricity Act and Regulations 1996*
- *Telecommunications Act and Regulations 1993*
- Australian Standards
- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

architectural features – are the details and component parts that, together, form the architectural style of buildings and structures e.g. fins, blades, cornices, eaves, sills, mullions and architraves.

awning – a sheet of canvas or other material stretched on a frame and used to keep the sun or rain off a window or doorway.

effective footpath clear width - the unobstructed walking and/or wheeling space excluding street trees, street signs and street furniture.

encroachment – is any structure erected or installed in, on, across, under or over Council land including structures that straddle a title boundary from private land onto public land (including roads and community land).

external cladding – material affixed flush with the exterior building façade.

entrance portico – is a structure that defines the entrance into a building.

green facades – are a means of growing plants in a vertical arrangement and will generally have climbing plants weaving themselves in and around a framework of mesh, wires or cables.

living wall – is a means of growing plants in a vertical arrangement and contain potted plants. they are pre-planted in boxes, tubs or trays and then hung on a wall vertically.

pergola – an open trellis-like roof which can be used to support climbing plants.

permanent ground anchor – is a structural element installed into rock or soil to provide stability of structures as a site is excavated and where the final structure may not provide sufficient support. They are used where a structure needs a permanent solution.

public road – a class of land owned in fee simple by Council, the classification of which determines how that land is managed in accordance with the Local Government Act 1999 and other acts.

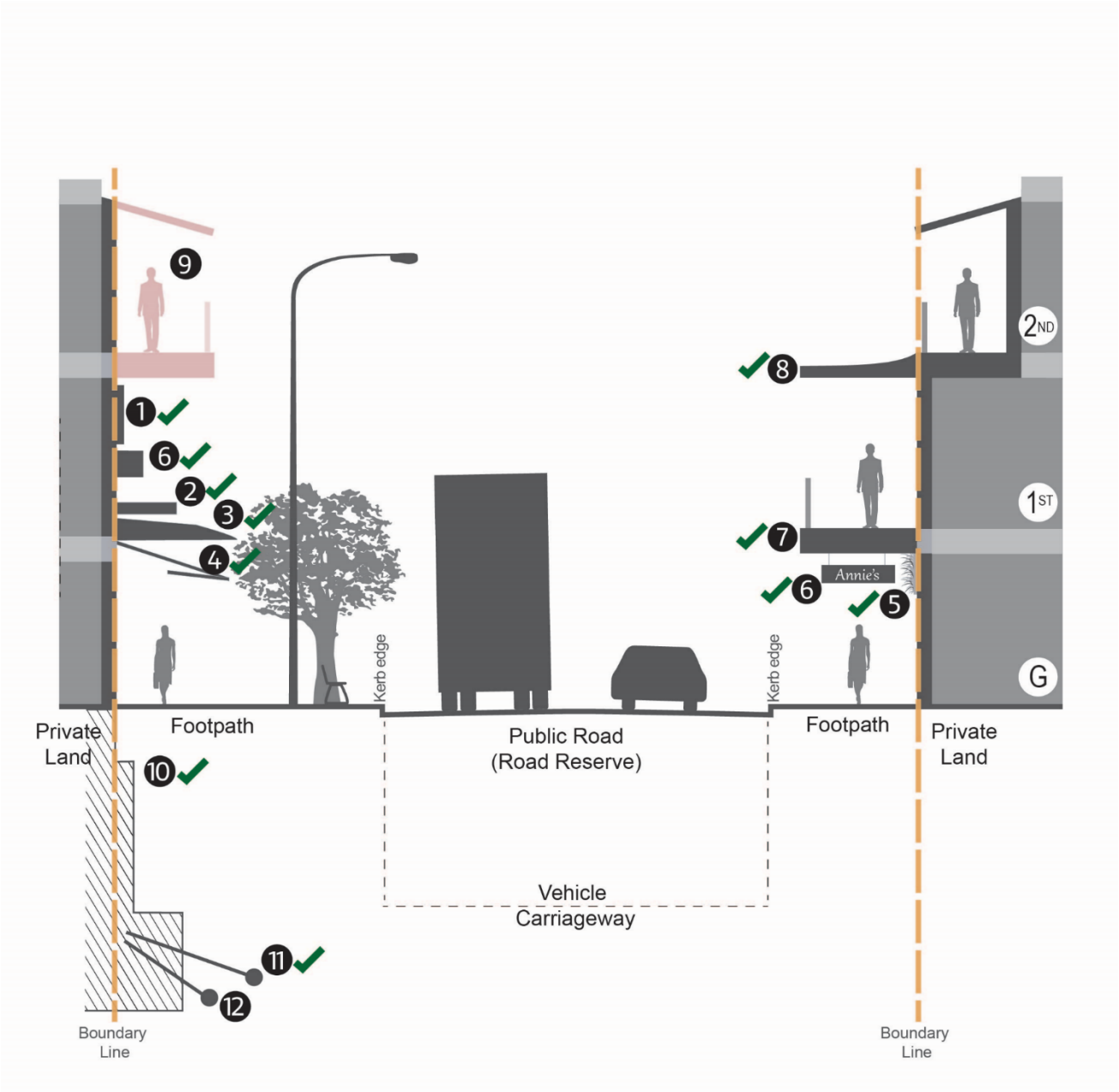
It includes facilities such as carriageways, road reserve, footpaths, pavement and associated features for public travel and is all the area of land that is within the boundaries of a road.

shading device – a projecting feature on the exterior of a building, over a window that provides shade.

temporary ground anchor – is a structural element installed into rock or soil to provide stability of structures for a limited period of time (up to 2 years) as a site is excavated. They are designed to last until the building can support the excavation, rendering the anchors obsolete. When no longer required the anchors are destressed, unloaded or cut so that the anchor no longer provides support and can be removed if required. 'Destressing' is the removal of load or bearing capacity of the ground anchor, such that the ground anchor is no longer providing any structural support.

universal access – is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

verandah – an open-walled roof attached to the exterior of a building to provide shelter.



Examples of Different Encroachments (refer to Attachment A - Criteria for Managing Encroachments)

1. Example of Architectural feature or external cladding
2. External Shading Device Encroachment.
3. Fixed Awning Encroachment.
4. Retractable Awning Encroachment.
5. Green Wall Encroachment.
6. Under and Above Canopy Sign Encroachment.
7. Verandah and First Floor Balcony Encroachment.
8. First Floor Verandah/Awning Encroachment.
9. Above First Floor Balcony Encroachment.
10. Concrete Piling Encroachment.
11. Temporary Ground Anchor Encroachment.
12. Permanent Ground Anchors.

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents are reviewed for currency at least annually as part of the review of delegations. Those requiring detailed consideration are flagged in the current forward Council Policy Program.

Review history:

Review date	Authorised Body	Description of edits
28/01/97	Council	Notice Boards and Signs
10/02/97	Council	Encroaching Air Conditioners
28/07/08	City Strategy and Policy Committee	Reviewed fees, minor encroachments and minor variations
11/08/08	City Strategy and Policy Committee	Reviewed fees for heritage and character encroachments
16/12/14	Council	Review of encroachment fees
26/09/17	Council	Draft produced for consultation
25/03/19	Council	Reviewed fees and variations to balconies, ground anchors, built form enclosures, introduced criteria for public art, cladding, shading devices, green facades and lighting
11/02/20	Council	Reviewed variation to balconies within section 4.2.6 within Attachment A – criteria for managing different forms of encroachments.

Contact:

For further information contact the Planning and Development Program.

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Attachment A - Criteria for Managing Encroachments

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1. INTRODUCTION

Council is the custodian of the public realm in the City of Adelaide. The role of this Policy is to ensure encroachments do not diminish the health, safety and amenity of the public for present and future use and contribute positively to Adelaide's identifiable built form character. If a proposed encroachment meets the criteria within the Policy, the proposal may still be subject to assessment against the Planning and Design Code and Building Code, in accordance with the requirements of the ~~Development Act 1993~~ Planning, *Development and Infrastructure Act 2016* ~~(when in effect).~~

These guidelines provide criteria for managing different forms of encroachments and assist in implementing the objectives of the Policy that seek to create a public realm that is welcoming user friendly, cultivates a positive relationship between the private and public realms and strengthens the character and identity of our National Heritage listed Capital City. They apply to structures or parts of buildings that project or encroach into public road located within the City of Adelaide boundaries.

2. UNACCEPTABLE ENCROACHMENTS

The following forms of encroachment are not allowed:

- Above first floor balconies (unless exempted within section 4.2.6).
- Floor area encroachment including habitable floor or occupiable floor area of a building, enclosed balconies and structures that occupy a public road, airspace above a public road and/or land beneath a public road.
- Encroachment onto public land to achieve access requirements is ~~generally~~ not permitted ~~except when:~~ (including ramps, handrails, landings, tactile indicators) except when a proposal involves a heritage listed building where equitable access is highly desirable and there are no alternative pedestrian access options available and/or pedestrian access by other means would result in substantial loss of original fabric of the heritage listed property.
  - ~~(a) access by other means will not result in a substantial loss of original fabric of a heritage-listed property impacting on the heritage significance of the place, and that the provision of equitable access is highly desirable, with no alternative access options available; or~~
  - ~~(b) the proposal involves a significant public building where equitable access is highly desirable and there are no alternative access options available.~~
- Third party signage.
- ~~Fixing of canopy columns or pillars to pavements.~~
- Mechanical and plant equipment including air-conditioning units, electrical plant equipment.
- Tunnels, underpasses except for future public transport and underground car parking.
- Permanent tensioned ground anchors.

3. ACCEPTABLE ENCROACHMENTS (where an Encroachment Permit is not required)

The following forms of encroachment do not require an Encroachment Permit.

Examples might include, but are not limited to:

- butt-out bins;
- under footpath ~~electricity~~ service connections to private properties that provide direct connection between private property to the public authority infrastructure via the shortest route available;
- architectural features e.g. cladding, cornices, eaves, sills, mullions and architraves; and
- pipes and services on existing buildings that cannot be incorporated within the property boundary e.g. flues and downpipes.

Accepted encroachments that cannot practically be incorporated within the private property boundary MUST:

☐ not encroach over a vehicle carriageway;

- ☐ not present a safety risk to pedestrians or other users of the public road;
- ☐ be appropriately secured to the building;
- ☐ not interrupt pedestrian movement or public road;
- ☐ avoid water dripping or discharging onto a public road; and
- ☐ not interfere with existing services and on-street activities.

If an accepted encroachment meets the above criteria, it MUST meet all the following criteria (where relevant):

- ☐ be setback a minimum of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, light pole or street furniture element;
- ☐ not narrow the footpath width to less than ~~1.8~~ 2 metres;
- ☐ have a minimum vertical clearance height of 2.5 metres above the footpath level;
- ☐ be not less than 600mm high above the footpath level; ~~and~~
- ☐ not encroach horizontally more than 150mm into the public road; and
- ☐ they do not hinder, damage or interfere with existing or future City of Adelaide or State Government infrastructure.

4. ~~DEEMED TO SATISFY~~ ENCROACHMENT CRITERIA REQUIREMENTS

Encroachments that do not meet the criteria in 2.0 and 3.0 require an Encroachment Permit. Encroachments which require a permit must comply with the following criteria:

- Public Benefit Criteria
- Above Ground Encroachment Criteria
- Below Ground Encroachment Criteria

4.1 PUBLIC BENEFIT CRITERIA

All new encroachments MUST:

- ☐ maintain public safety; and
- ☐ maintain and/or improve public amenity, including the appearance of development; or
- ☐ facilitate anticipated development that would not otherwise be possible.

In addition, encroachments must comply with the criteria for Above and Below Ground Encroachments.

4.2 ~~DEEMED TO SATISFY~~ ABOVE GROUND ENCROACHMENT CRITERIA (requires an Encroachment Permit)

Above ground encroachments MUST be consistent with the following:

- ☐ Constructed of high quality, durable and low maintenance materials;
- ☐ Can be removed if required;
- ☐ Avoid water dripping or discharging onto a public road;
- ☐ Will not affect the planting and growth of street trees;
- ☐ Will not affect traffic signs or visibility of traffic control devices e.g. traffic signals;
- ☐ Will not affect the operation of emergency vehicles or personnel; and
- ☐ Avoid impeding access to all above ground and subsurface services in the public road reserve.

4.2.1. ARCHITECTURAL FEATURES

Architectural feature encroachments such as MUST:

- ☐ be constructed of durable materials compatible with the surface structure to which it is fixed;
- ☐ have a minimum vertical clearance of 2.5 metres above the footpath level (unless demonstrated it will not pose a risk to users' ~~pedestrian~~ safety); and
- ☐ have a maximum projection of 1.2 metres over a public space which exceeds 10 metres in width and a maximum of 600mm over a public space which is less than 10m in width; and
- ☐ avoid the use of materials that produces glare, discomfort or danger to pedestrians and users of vehicles.

4.2.2. EXTERNAL CLADDING

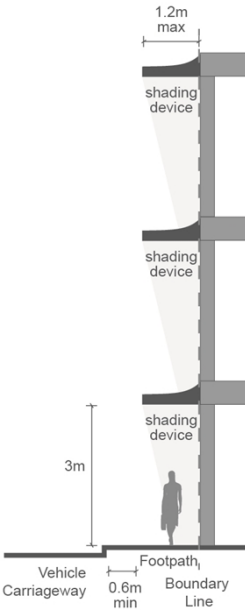
External cladding encroachments added to existing buildings MUST:

- ☐ be constructed of durable materials compatible with the surface structure to which it is fixed;
- ☐ have a minimum vertical clearance of 2.5 metres above the footpath level (unless demonstrated it will not pose a risk to users' ~~pedestrian~~ safety); and
- ☐ have a maximum projection of 150mm beyond the property boundary; and
- ☐ avoid the use of materials that produces glare, discomfort or danger to pedestrians and users of vehicles.

4.2.3. EXTERNAL SHADING DEVICES

External shading device encroachments MUST:

- ☐ be constructed of durable materials compatible with the surface structure to which it is fixed;
- ☐ have a maximum projection of 1.2 metres over a public road.
- ☐ be setback a minimum of 600 mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, light pole or vertical street furniture element of greater than 3 metres (or greater for traffic movement/safety requirements); and
- ☐ have a minimum vertical clearance between the top of the footpath and lowest underside of the shading device of 3 metres or 5 metres above the level of a vehicular carriageway.



Example of External Shading Devices

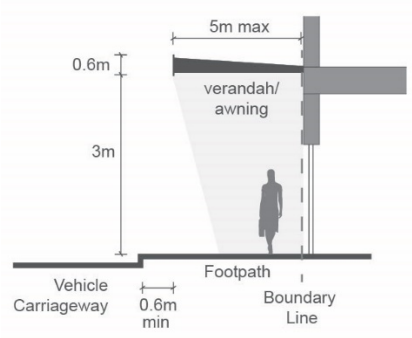
4.2.4. VERANDAHS, AWNINGS AND PERGOLAS

Verandahs, awnings and pergola encroachments MUST:

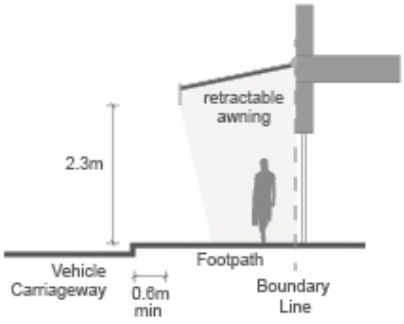
- ☐ provide pedestrian comfort by providing shelter from sun and rain;
- ☐ not fix canopy columns or pillars to pavements;
- ☐ be setback a minimum of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, traffic signal, light pole or vertical street furniture element of greater than 3 metres (or greater for traffic movement/safety requirements);
- ☐ have a minimum setback of 600mm from the wall of the building that adjoins a laneway;
- ☐ have a minimum vertical clearance between the top of the footpath and lowest underside of the verandah or pergola of 3 metres or 5 metres above the level of a vehicular carriageway;

- ☐ in the case of retractable awnings, have a minimum vertical clearance of ~~2.3~~ 2.5 metres above the footpath level when fully lowered and 3 metres when fully retracted;
- ☐ have a minimum projection of 600mm;

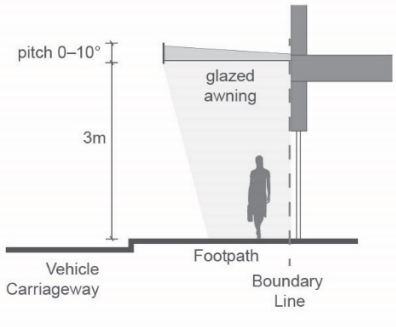
- ☐ not extend more than 5 metres from the boundary line and beyond the prevailing traditional verandah post alignment;
- ☐ ~~avoid~~ not narrow~~ing~~ the effective footpath clear width ~~of the footpath~~ to less than ~~1.8~~ 2 metres or 2.4 metres in a high pedestrian area identified in **Figure 1- Pedestrian ~~and Future Infrastructure~~ Map**;
- ☐ incorporate lighting on the underside of verandahs, awnings or pergolas at ground level where street lighting is obscured; and
- ☐ be designed to incorporate CCTV cameras on the underside of verandahs, awnings or pergolas at ground level where existing CCTV coverage has been obscured by the verandah, awning or pergola and the CCTV cameras are not to extend beyond the fascia line of the verandah.



Example of Verandah/Awning



Example of Retractable Awning



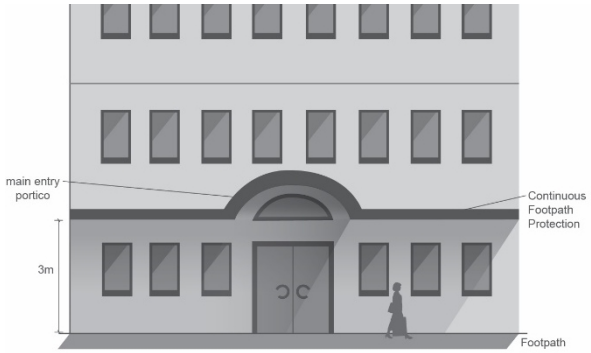
Example of Glazed Awning

4.2.5. ENTRANCE PORTICOS

Entrance portico encroachments MUST:

- ☐ be provided above the main entrance of the building;
- ☐ provide pedestrian comfort by providing shelter from sun and rain;
- ☐ is setback a minimum of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, traffic signal, light pole or vertical street furniture element of greater than 3 metres (or greater for traffic movement/safety requirements);
- ☐ have a minimum vertical clearance between the top of the footpath and lowest underside of the verandah or pergola of 3 metres or 5 metres above the level of a vehicular carriageway;
- ☐ ~~avoid~~ not narrow~~ing~~ the effective footpath width ~~of the footpath~~ to less than ~~1.8~~ 2 metres (or ~~greater~~ 2.4 metres in a high pedestrian area identified in **Figure 1- Pedestrian ~~and Future Infrastructure~~ Map**;
- ☐ be of a size, ~~and~~ scale and height appropriate to the building's proportions and width of the street. ~~and~~

- ~~Have a maximum height up to the ceiling of the first floor.~~

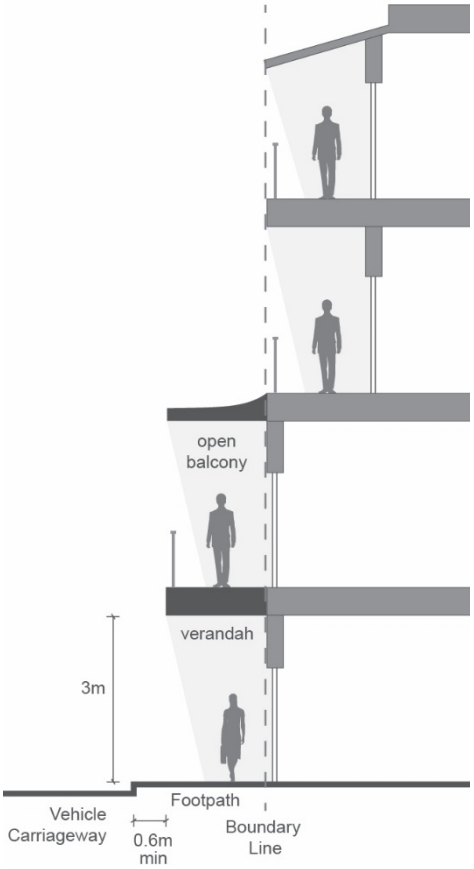


Example of Main Entry Porticos

4.2.6. BALCONIES

Balcony encroachments where the balcony is at first floor level provided that they:

- are designed to be open in appearance and form and is not visually enclosed with blinds, louvres or glass ~~rather than enclosed;~~
- are setback a minimum of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, traffic signal, light pole or vertical street furniture element of greater than 3 metres (or greater for traffic movement/safety requirements);
- have a minimum vertical clearance between the top of the footpath and lowest underside of the balcony of 3 metres or 5 metres above the level of the vehicular carriageway;
- incorporates lighting on the underside of the balcony at ground level where street lighting is obscured; and
- are designed to incorporate CCTV cameras on the underside of the balcony at ground level where existing CCTV coverage has been obscured by the balcony and the CCTV cameras are not to extend beyond the fascia line of the balcony;
- not extend more than 5 metres from the boundary line and beyond the prevailing traditional verandah post alignment.



Example of First Floor and Above First Floor Balconies

Above first floor balcony encroachments will not be considered in the following instances:

- On streets that are ~~not~~ listed as part of the City grid on the National Heritage Listing detailed in **~~Attachment C~~Figure 2,** or
- Along Frome Road.

Above first floor balcony encroachments will only be considered where balconies front the following portions of the Squares:

- Eastern, northern and western sides of Hindmarsh Square (excluding Grenfell Street, Pirie Street and Pulteney Street frontages); or
- Eastern, northern and western sides of Light Square (excluding Currie Street, Waymouth Street and Morphett Street frontages); or

- ☐ Eastern, southern and western sides of Whitmore Square (excluding Wright Street, Sturt Street and Morphett Street frontages); or
- ☐ Eastern, southern and western sides of Hurtle Square (excluding Carrington Street, Halifax Street and Pulteney Street frontages.

If encroaching balconies satisfy one of the locational criteria above, they MUST also be carefully integrated into the building design and enhance the appearance of the development when viewed from the public realm, as well as satisfying the following:

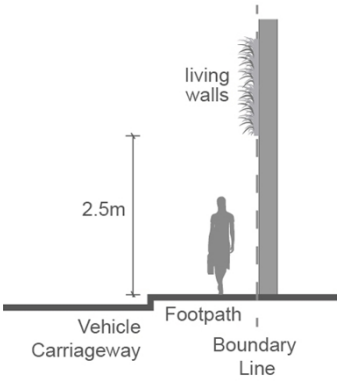
- ☐ being no greater than 30% of the street frontage on every level of the building; and
- ☐ having no more than 50% of each balcony area encroaching over the public realm; and
- ☐ having a maximum encroachment projection of 1 metre; and
- ☐ being designed to be open in form and appearance rather than enclosed; and
- ☐ being free of service infrastructure such as air conditioning units; and
- ☐ having a minimum setback of 600mm from the kerb edge and 1 metre from a trunk and/or major limb of a street tree, traffic signal, light pole or vertical street furniture element of greater than 3 metres (or greater for traffic movement/safety requirements).

4.2.7. GREEN FACADES AND LIVING WALLS

Green facades and living wall encroachments on new buildings must be incorporated within existing site boundaries at ground floor level.

Green facades and living walls on all buildings MUST:

- ☐ have a minimum vertical clearance of 2.5 metres above the footpath level (unless demonstrated it will not pose a risk to users' ~~pedestrian~~ safety); and
- ☐ be maintained, pruned and watered as required to ensure plant health and pedestrian safety.



Example of Green Facades and Living Walls

4.2.8. SIGNAGE

Under awning signage encroachments MUST:

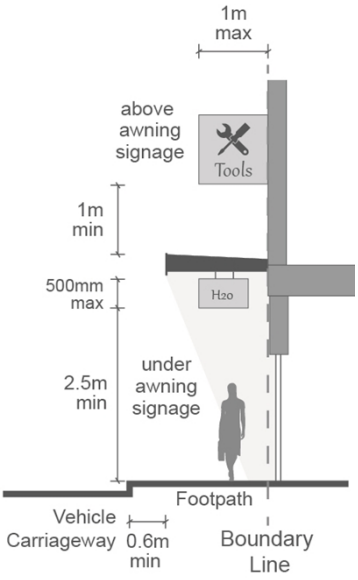
- ☐ have a minimum vertical clearance of 2.5 metres between the footpath level and the underside of the sign; and
- ☐ have a minimum setback of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, light pole or street furniture.

Above awning projecting signage encroachments MUST:

- ☐ avoid extending more than 1 metre from the boundary line; and
- ☐ be a minimum of 1 metre above the awning line.

Projecting signage encroachments MUST:

- ☐ have a minimum vertical clearance of 2.5 metres between the footpath level and the underside of the sign;
- ☐ avoid extending more than 1 metre from the boundary line;
- ☐ have a minimum setback of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, light pole or street furniture.



Example of Under and Above Awning Signage

Wall mounted signage encroachments MUST:

- ☐ have a minimum vertical clearance of 2.5 metres above the footpath level (unless demonstrated it will not pose a risk to users' ~~pedestrian~~ safety); and
- ☐ have a maximum projection of 150mm beyond the property boundary.

4.2.9. PUBLIC ART

Public art encroachments MUST:

- ☐ have a minimum setback of 600mm from the kerb edge or 1 metre from a trunk and/or major limb of a street tree, light pole or street furniture;
- ☐ not ~~avoid~~ narrow~~ing~~ the width of the footpath to less than ~~1.8~~ 2 metres;
- ☐ avoid obstructing pedestrian movement in and out of a building;
- ☐ be designed and constructed to ensure pedestrian safety; and
- ☐ avoid impeding sightlines or mobility for pedestrians i.e. bus stops and crossing roads.

4.2.10. LIGHTING

Lighting encroachments MUST:

- ☐ operate between the hours of dusk until dawn;
- ☐ be energy efficient;
- ☐ be fit for public purpose in a public environment;
- ☐ avoid glare that produces discomfort or danger to pedestrians and users of vehicles; and
- ☐ has a minimum vertical clearance height of 2.5 metres above footpath level.

Lighting must comply with Council standards and guidelines and is subject to individual technical assessment by Council staff.

4.2.11. PIPES AND SERVICES

Pipes and service encroachments for new buildings MUST be incorporated within the property boundary.

Pipes and services for existing buildings will only be considered in circumstances where it is demonstrated that there is no viable alternative and the service is necessary.

Pipes and services for new buildings must comply with Council standards and guidelines and are subject to individual technical assessment by Council staff.

4.2.12. BRIDGES AND OVERPASSES

Bridges and Overpasses must comply with Council standards and guidelines and are subject to individual technical assessment and require determination by Council.

Bridge and overpass encroachments are discouraged and will only be considered in the following circumstances:

- ☐ there is an access requirement between two adjacent buildings above street level and there is no viable access alternative at street level;
- ☐ the encroachment will not redirect pedestrian activity and affect the viability of existing tenancies at street level;
- ☐ the encroachment will not impact on the public road amenity through loss of views, vistas or sunlight access; and
- ☐ incorporates lighting on the underside of the bridge or overpass at ground level where street lighting is obscured; and
- ☐ incorporates lighting on the underside of the bridge or overpass at ground level where street lighting is obscured.

If the bridge or overpass meets the above criteria, it MUST:

- ☐ have a minimum underside vertical clearance of 3.5 metres above footpath level;
- ☐ have a minimum underside vertical clearance of 5 metres above the level of a vehicular carriageway;
- ☐ be largely visually permeable to maintain views and sunlight through the structure;
- ☐ be universally accessible;
- ☐ allow for the growth and preservation of street trees;
- ☐ ensure access for emergency services and vehicles; and
- ☐ have a maximum width of 6 metres.

4.2.13. OTHER ABOVE GROUND ENCROACHMENTS

All other above ground encroachments will be ~~performance~~ assessed against the criteria for 'Acceptable~~ed~~ Encroachments' or other parts of the Policy considered relevant.

4.3 ~~DEEMED TO SATISFY~~ BELOW GROUND ENCROACHMENT CRITERIA (requires an Encroachment Permit)

Where a development encroaches under a public road, it MUST:

- ☐ not impact on street trees or services; or
- ☐ hinder envisaged future underground transport or movement alternatives.

4.3.1. ELECTRICITY SERVICE CONNECTIONS

An underground electricity service connection installed in the footpath from an SA Power Network service point to a private property for the purpose of providing electricity is considered to be an accepted encroachment. However, works must comply with Council standards and guidelines and are subject to individual technical assessment by Council staff. Each installation will require separate Council approval.

4.3.2. SERVICE PITS / HATCHES, CABLING AND OTHER SERVICES

Service pits, hatches and cabling should be minimised and must comply with Council standards and guidelines and are subject to individual technical assessment by Council staff.

4.3.3. GROUND ANCHORS, FOOTINGS AND PILINGS

Footings, pilings and temporary ground anchor encroachments will only be permitted where:

- ☐ they do not hinder, damage or interfere with existing or future Council or State infrastructure ~~works~~; and
- ☐ ~~they are not located within areas unsuitable for ground anchors illustrated within **Figure 1 – Pedestrian and Future Infrastructure Map**~~

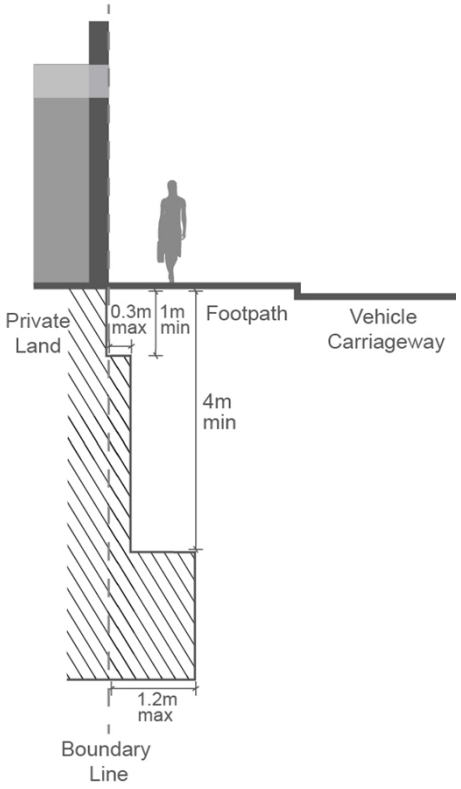
Where the above circumstances exist, footings and pilings MUST:

- ☐ have a minimum depth of 1 metre below the level of the footpath or vehicular carriageway;
- ☐ not encroach horizontally more than 300mm onto a public street or public place when less than 4 metres below the level of the footpath or vehicular carriageway; and
- ☐ not encroach more than 1.2 metres onto a public street or public place when 4 metres or more below the level of the footpath or vehicular carriageway.

Footings and pilings must comply with Council standards and guidelines and are subject to individual technical assessment by Council staff.

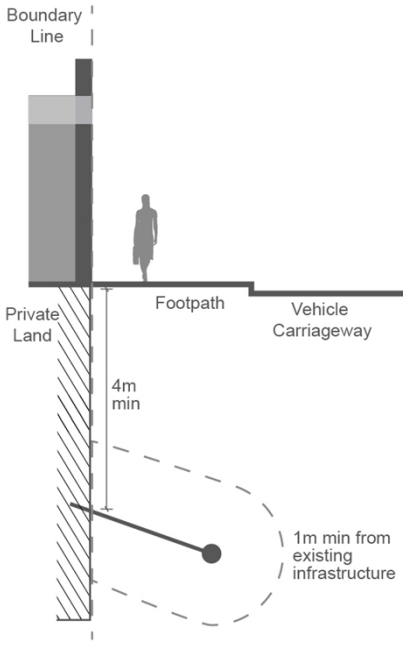
Temporary ground anchors MUST:

- ☐ be de-stressed (made inactive) prior to project completion;
- ☐ be installed a minimum of 4 metres below the existing natural surface;



Example of Footings and Pilings

- ☐ be installed a minimum of 1 metre from any existing underground infrastructure (service providers may require greater clearances and should be consulted);
- ☐ ensure that the temporary ground anchor head is accessible for the duration that the temporary ground anchor is under tension for inspection and maintenance;
- ☐ provide maintenance records of live ground anchors;
- ☐ undertake geotechnical testing to confirm soil and groundwater conditions in the zone where temporary ground anchors are proposed;
- ☐ be installed and tested to confirm performance, prior to installation of the working anchors;
- ☐ maintain minimum clearance zones around active temporary ground anchors at 0.6m x anchor fixed length; and
- ☐ provide 'as constructed' documentation showing the location of ground anchors to Council.



Example of a Temporary Ground Anchor

Permanent ground anchors are not allowed (refer to **Section 2**).

Temporary ground anchors must comply with Council standards and guidelines and are subject to individual technical assessment by Council staff.

Council will require applicants to complete a 'Temporary Ground Anchor Encroachment Agreement' which will set out the conditions and financial arrangements, which can include a temporary bond. This is to encourage applicants to provide post-construction confirmation that the ground anchors have been de-tensioned, and details of the location of the de-tensioned ground anchor infrastructure, and that any other requirements have been addressed.

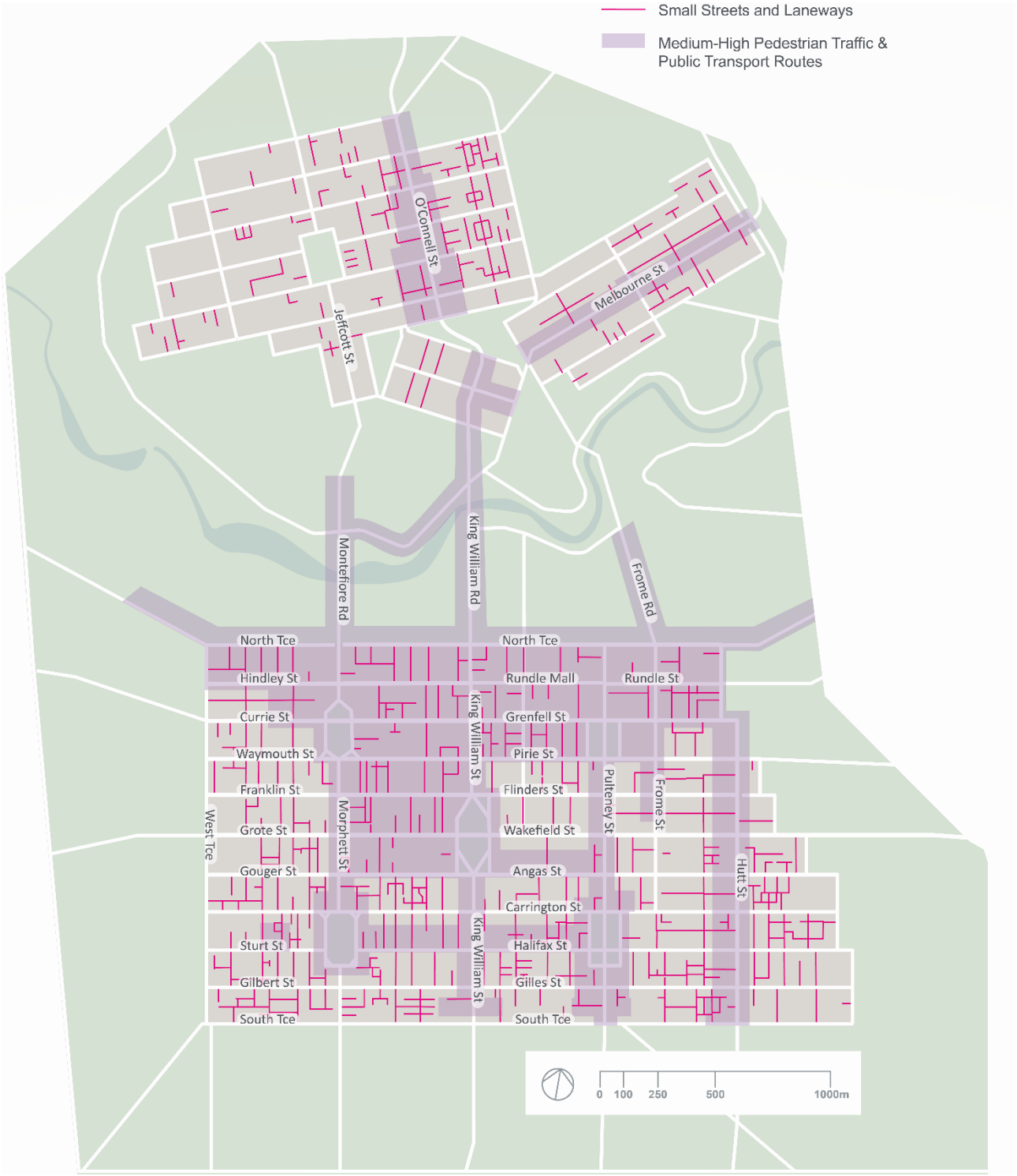
4.3.4. OTHER BELOW GROUND ENCROACHMENTS

All other below ground encroachments will be performance assessed against the criteria for 'Accepted Encroachments' or other parts of the Policy considered relevant and subject to individual technical assessment by Council staff.

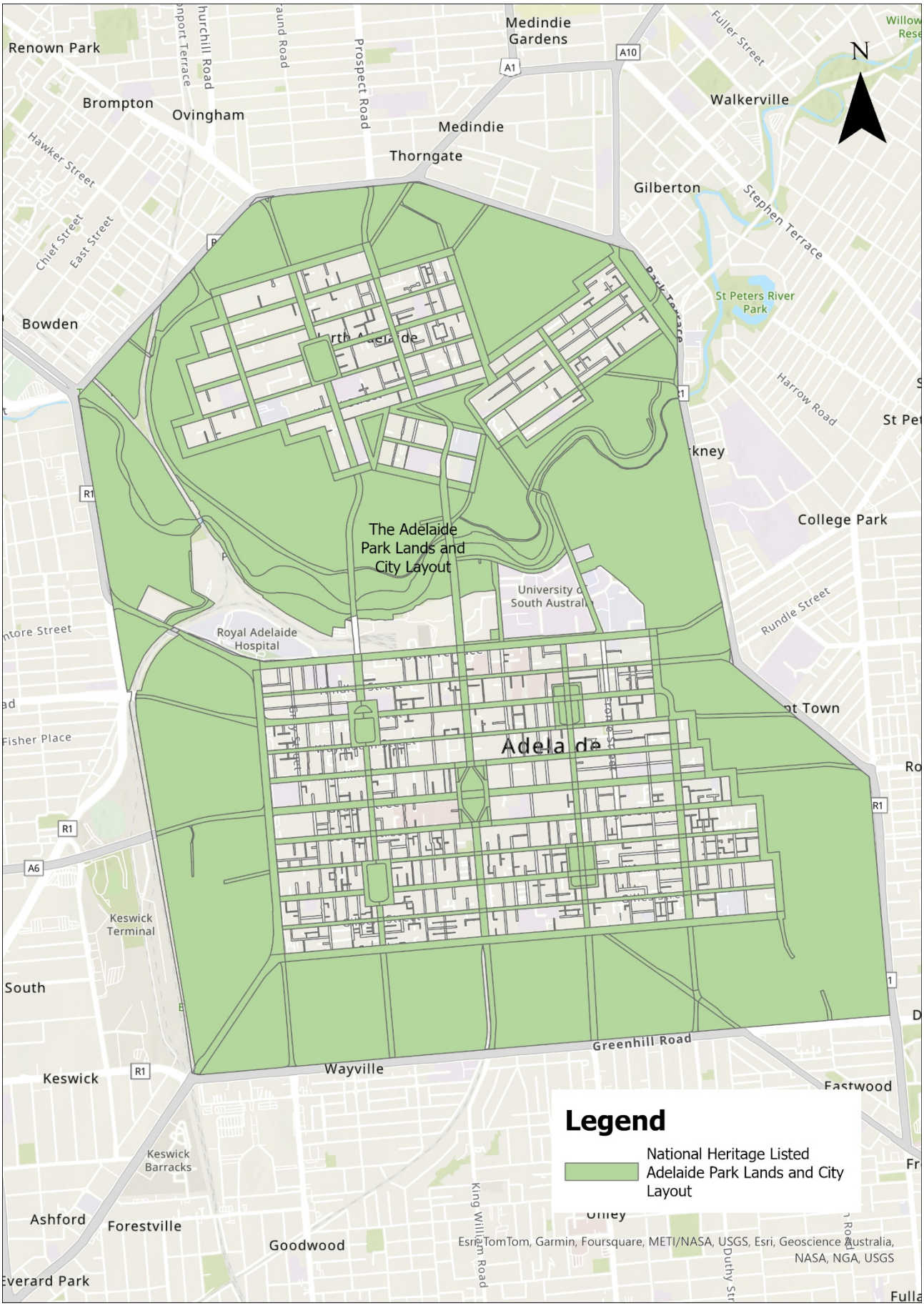
5. VARIATIONS TO THE POLICY

Where an individual site presents circumstances such as where the development of a site would be impacted due to its size, dimensions and/or orientation, a variation to the criteria of the Policy will be considered providing it is consistent with the overall intent and purpose of the Encroachment Policy.

FIGURE 1 - Pedestrian ~~and Future Infrastructure~~ Map



~~ATTACHMENT A~~ FIGURE 2 - The Adelaide Park Lands and City Layout National Heritage List



Proposed amendment of the Community Land Management Plan (CLMP) for Community Open Space and Results of Public Consultation

Strategic Alignment - Our Places
Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Mike Philippou, Associate Director Strategic Property & Commercial

Approving Officer:
Tom McCready, Director City Services

EXECUTIVE SUMMARY

At its meeting on 10 October 2023, Council approved 'in principle' the commercial use of a portion of the Community Land parcel, Allotment 21 in Deposited Plan 55398 in Certificate of Title Volume 5861 Folio 864 (an enclosed structure, built from galvanised sheeting at 8 Catherine Helen Spence Street for The Greek on Halifax restaurant located at 75-79 Halifax Street, Adelaide) for storage use and authorised the Administration to consult on an amended Community Land Management Plan (CLMP) for Community Open Space.

The public consultation on the proposed amended CLMP has been completed in accordance with Section 198 of the *Local Government Act 1999 (SA)* and Council's Community Consultation Policy.

A total of two (2) submissions were received. All submissions were received within the specified timeframe.

The purpose of this report is to seek Council's adoption of the amended CLMP.

RECOMMENDATION

The following recommendation will be presented to Council on 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the results of the public consultation of the proposed amended Community Land Management Plan - Community Open Space as contained within Attachment A to Item 7.7 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Adopts the amended Community Land Management Plan – Community Open Space as contained within Attachment B to Item 7.7 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
3. Authorises the Acting Chief Executive Officer to negotiate and finalise a lease agreement for storage use of a portion of the Community Land at Allotment 21 in Deposited Plan 55398 in Certificate of Title Volume 5861 Folio 864, 8 Catherine Helen Spence Street, Adelaide.
4. Authorises the Lord Mayor and Acting Chief Executive Officer to execute and affix the Common Seal of the Council to the lease agreement and associated documentation.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Create opportunities for sustained activation the city through outdoor dining, parking, leases and licences and support food businesses to operate safely.
Policy	Community Consultation Policy prescribes public consultation for the amendment to a Community Land Management Plan pursuant to Section 198 of the *Local Government Act 1999 (SA).*
Consultation	The Administration consulted with the public on the amendment of the Community Land Management Plan.
Resource	This activity will be managed within existing resources.
Risk / Legal / Legislative	The *Local Government Act 1999 (SA)* governs the way this matter should be managed pursuant to Section 198.
Opportunities	Align the existing use of the storage facility with the permitted use as set out in the CLMP.
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	CLMPs remain in place in perpetuity and are reviewed as and when needed. Consultation is required when and significant changes occur.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

1. There are various parcels of land within the Community Land Management Plan – Community Open Space set out in the below table:

Name of Property	Location	Certificates of Title
1) Grenfell Plaza Open Space	Stock Exchange Place	Volume 5566/Folio 691
	Brookman Fountain & Land	Volume 5994/Folio 788 & Volume 5506/Folio 985
	19-39 Grenfell Street	Volume 5506/Folio 986
	CBS Court Rear of 90 - 94 King William Street	Volume 6115/Folio 538
2) Margaret Street Garden	Margaret Street, North Adelaide	Volume 5845/Folio 733
3) Carrington Street Garden	219-221 Carrington Street	Volume 5485/Folio 423
4) Gilles Street Garden	230-232 Gilles Street	Volume 6294/Folio 163
5) Howard Florey Street	11-31 Howard Florey Street	Volume 5920/Folio 895
6) Halifax Street Gardens	Reserve 8 Catherine Helen Spence Street	Volume 5861/Folio 864
7) Lombard Street Community Open Space	Eastern end of Lombard Street between O'Connell Street and Fenchurch Street, North Adelaide	Volume 6088/Folio 309

Non-significant Changes to the Community Land Management Plan (CLMP)

2. Minor amendments that do not significantly impact the community's interests do not require public consultation pursuant to Section 198(3) of the *Local Government Act 1999 (SA).*

3. The minor amendments to this CLMP were changes to layout, font, branding, and updates to the Certificates of Title.

4. The parcels of land identified in the current CLMP as Vaughan Place and Gilles Lane Land are classified as Private Roads and do not require a management plan. Therefore, they were removed from the CLMP.

Lombard Street, North Adelaide

5. Council adopted a separate Community Land Management Plan – Community Open Space for Lombard Street on 11 April 2017.

6. The Lombard Street land within the above CLMP has been merged into the broader Community Land Management Plan for Community Open Space.

Amendments to the Community Land Management Plan that required consultation

Catherine Helen Spence Street

7. At its meeting on 10 October 2023, Council approved 'in principle' the commercial use of a portion of the Community Land parcel Allotment 21 in Deposited Plan 55398 Certificate of Title Volume 5861 Folio 864 at 8 Catherine Helen Spence Street for storage use.

8. The CLMP has been amended to include the storage facility on this parcel of Community Land, **Attachment A**.

Results of the Public Consultation on the amended CLMP

9. Public consultation was conducted in accordance with Section 198 of the *Local Government Act 1999 (SA)* and in accordance with Council's Community Consultation Policy. The public consultation was undertaken for a period commencing on 23 February 2024 and concluded on 18 March 2024.

10. Public notices requesting submissions were placed in the Government Gazette, the Advertiser, Your Say Adelaide and on the City of Adelaide's website.
11. The information relating to the amendment to the CLMP was on display for public viewing in the Customer Service Centre, Council Libraries and Community Centres. Hard copy consultation packs (Link 1).
12. A summary report of online activity and submissions received through Your Say Adelaide is available at Link 2.
13. All responses from the public consultation are provided in full at Link 3.
14. In addition to the consultation results themselves, Your Say Adelaide provides further insights regarding consultation activity achieved online.
15. Key insights, activities and results from the consultation are as follows:
    15.1. There was a total of 45 visits to the consultation web page, of those 41 appear to be unique visitors with the remaining being repeat visitors.
    15.2. 12 participants consumed additional information to further inform themselves on the consultation, these activities include downloading content, reviewing photos and/or reviewing FAQ pages.
    15.3. The Draft Community Land Management Plan document was downloaded eight (8) times.
    15.4. Three (3) participants reviewed the online survey page with one (1) choosing to submit a response. In addition to this response, one (1) additional response was received via email.
    15.5. All respondents were in support of the Proposed Amendment to the Community Land Management Plan.
    15.6. One (1) respondent strongly disagreed with the use of a portion of Catherine Helen Spence (adjacent Green on Halifax) for commercial storage, one (1) respondent agreed with the proposal.

Next Steps

If Council adopts the amended CLMP

16. Negotiation and finalisation of a commercial lease to facilitate the exclusive use of a portion of the area of the Community Land Parcel Allotment 21 in Deposited Plan 55398 in Certificate of Title Volume 5861 Folio 864 for storage for a term less than five (5) years.
17. The Lessee will be required to submit a Development Application and gain associated approvals for the existing and/or a modified structure within the leased premises.
18. Public notice of Council's adoption of the amended Community Land Management Plan – Community Open Space pursuant to Section 198(4) of the *Local Government Act 1999 (SA).*

If Council does not adopt the amended CLMP

19. Noting this option is not recommended, Council will commence the encroachment removal process pursuant to Section 200 of the *Local Government Act 1999 (SA)* by contacting the owners and issuing a formal notice to remove the infrastructure within three (3) months.

DATA AND SUPPORTING INFORMATION

Link 1 – Consultation pack available at Customer Centre, Libraries and Community Centres

Link 2 – Public Consultation Results – Your Say Adelaide Summary Report

Link 3 – Public Consultation Results – Your Say Adelaide Full Responses

ATTACHMENTS

Attachment A – Results of the public consultation

Attachment B – Amended Community Land Management Plan – Community Open Space

- END OF REPORT -

Attachment A – Submissions – Community Land Management Plans – Community Open Space

Submissions	Are you in Support of the Draft CLMP?	Are you in Support of Commercial Use for Storage?	Do you have any further comments?
Recipient 1	Agree	Strongly Disagree	Inappropriate to allow private concerns to encroach any further on public space.
Recipient 2	Agree *(interpret from response)*	Strongly Agree *(interpret from response)*	I have lived here for 22 years, and the structure has been there for (a guess) 7 years. Prior to this common area where this structure has been built was a veritable pig stye. There were rubbish bins in abundance which greatly reduced the enhancement of the whole area. To make the overall appearance more palatable for us in the apartment block facing the said area, the owner of the (adjacent restaurant) erected the 'shed' and planted ivy over the structure to make the structure blend in. The area was a dead space and I am grateful to have the structure instead of having to look out on rubbish heap.

COMMUNITY LAND MANAGEMENT PLAN

COMMUNITY OPEN SPACE

April 2024

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact Officer:	**Mike Philippou**
Title:	**Associate Director**
Program:	**Strategic Property & Commercial**
Phone:	**(08) 8203 7850**
Email:	**m.philippou@cityofadelaide.com.au**

Record Details

HPRM Reference:	**ACC2023/110823**
HPRM Container:	**2017/03832**

Disclaimer

City of Adelaide has made every endeavour to ensure that the contents of this plan are accurate as at the date of publication. City of Adelaide must act to uphold and promote observance of the principles in Section 8 of the *Local Government Act 1999 (SA)* (legislation.sa.gov.au) in the performance of its roles and functions. As such, it reserves the right to periodically update supporting documents and information which inform this Community Land Management Plan in order for the Council to continue to observe those principles.

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INTRODUCTION

Section 199 of the *Local Government Act 1999 (SA)* (the Act) requires a council to manage Community Land in accordance with a management plan for the land. Land owned by a council or under a council's care, control and management is classified as Community Land.

The current adopted Community Land Management Plans including plans for the Park Lands and City Square are available to view at City of Adelaide's website www.cityofadelaide.com.au

The Corporation of the City of Adelaide owns a number of properties that is used for the purposes of community open space.

Section 196(2) of the Act allows a council to prepare a single management plan for one or more separate holdings of Community Land used for similar purposes. Accordingly, a single management plan is proposed for those properties currently being used as community open space. The management plan is referred to as the Community Land Management Plan – Community Open Space (CLMP).

Section 196 of the Act sets out the structure and content and other matters relevant to the CLMP. The CLMP has been prepared in accordance with that section of the Act.

Section 197 of the Act specifies the public consultation process associated with the development of the CLMP.

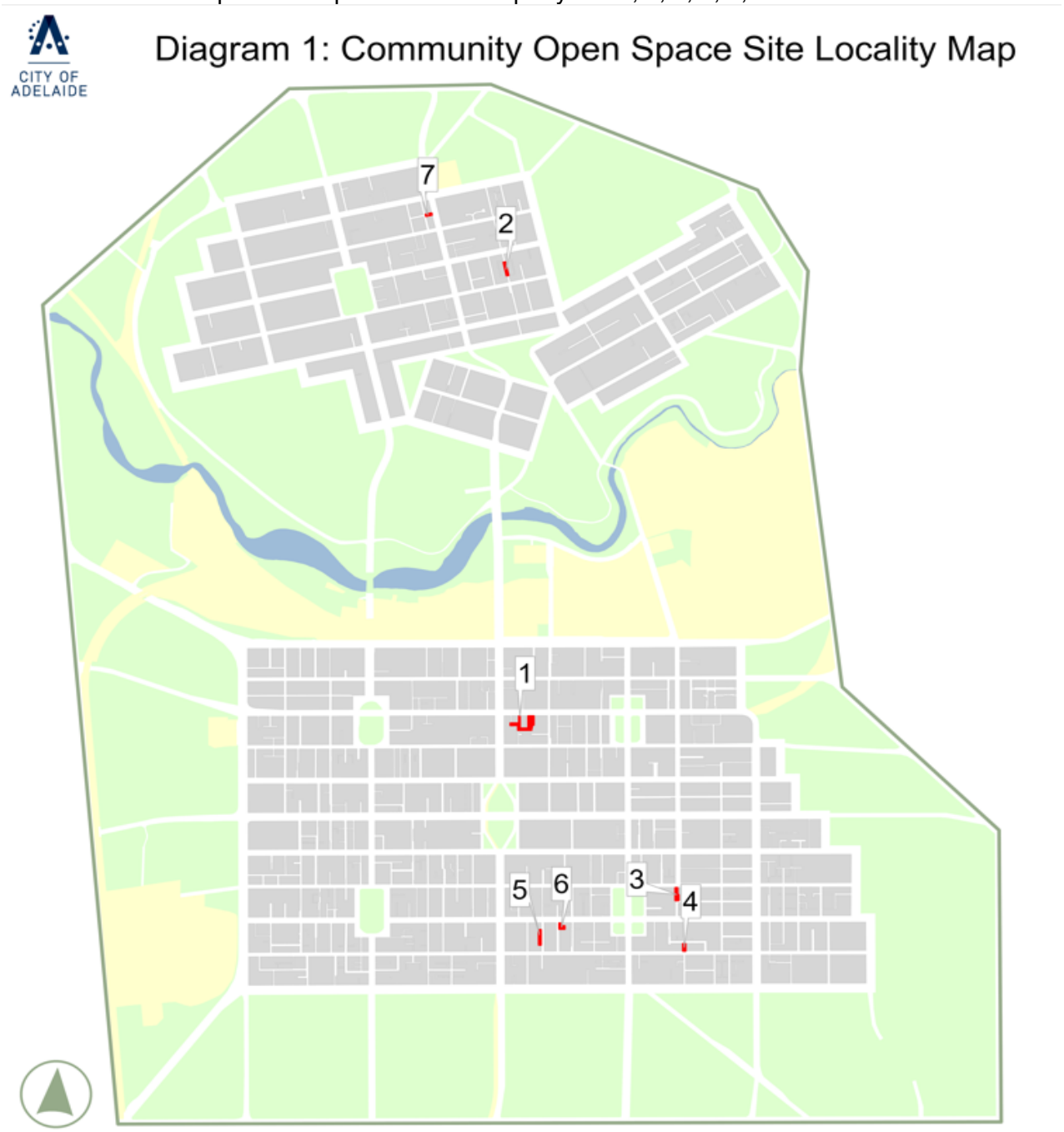
DETAILS OF THE COMMUNITY LAND MANAGEMENT PLAN

Property Identification (Section 196(3)(a) of the *Local Government Act 1999 (SA)*)

Name of Property	Location	Certificates of Title
1) Grenfell Plaza Open Space	Stock Exchange Place	Volume 5566/Folio 691
	Brookman Fountain & Land	Volume 5994/Folio 788 & Volume 5506/Folio 985
	19-39 Grenfell Street	Volume 5506/Folio 986
	CBS Court Rear of 90 - 94 King William Street	Volume 6115/Folio 538
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4) Gilles Street Garden	230-232 Gilles Street	Volume 6294/Folio 163
5) Howard Florey Street	11-31 Howard Florey Street	Volume 5920/Folio 895
6) Halifax Street Gardens	Reserve 8 Catherine Helen Spence Street	Volume 5861/Folio 864
7) Lombard Street Community Open Space	Eastern end of Lombard Street between O'Connell Street and Fenchurch Street, North Adelaide	Volume 6088/Folio 309

Figure 1 – Community Open Space sites locality map

An aerial photo delineating the Community Land location for each of the Community Open Space sites presented in Property IDs 1, 2, 3, 4, 5, 6 & 7



Index	Name of Property	Location	Certificates of Title
1	Grenfell Plaza Open Space	Stock Exchange Place	Volume 5566 Folio 691
		Brookman Fountain & Land	Volume 5594 Folio 788 & Volume 5506 Folio 985
		19-39 Grenfell Street	Volume 5506 Folio 986
		CBS Court Rear of 90-94 King William Street	Volume 6115 Folio 538
2	Margaret Street Garden	Margaret Street, North Adelaide	Volume 5845 Folio 733
3	Carrington Street Garden	219-221 Carrington Street	Volume 5485 Folio 423
4	Gilles Street Garden	230-232 Gilles Street	Volume 6294 Folio 163
5	Howard Florey Street	11-31 Howard Florey Street	Volume 5920 Folio 895
6	Halifax Street Gardens	Reserve 8 Cathering Helen Spence Street	Volume 5681 Folio 538
7	Lombard Street Community Open Space	Eastern end of Lombard Street between O'Connell Street and Fenchurch Street, North Adelaide	Volume 6088 Folio 309

1. GRENFELL PLAZA OPEN SPACE

1.1 Description

The Grenfell Plaza Open Space includes the following areas:

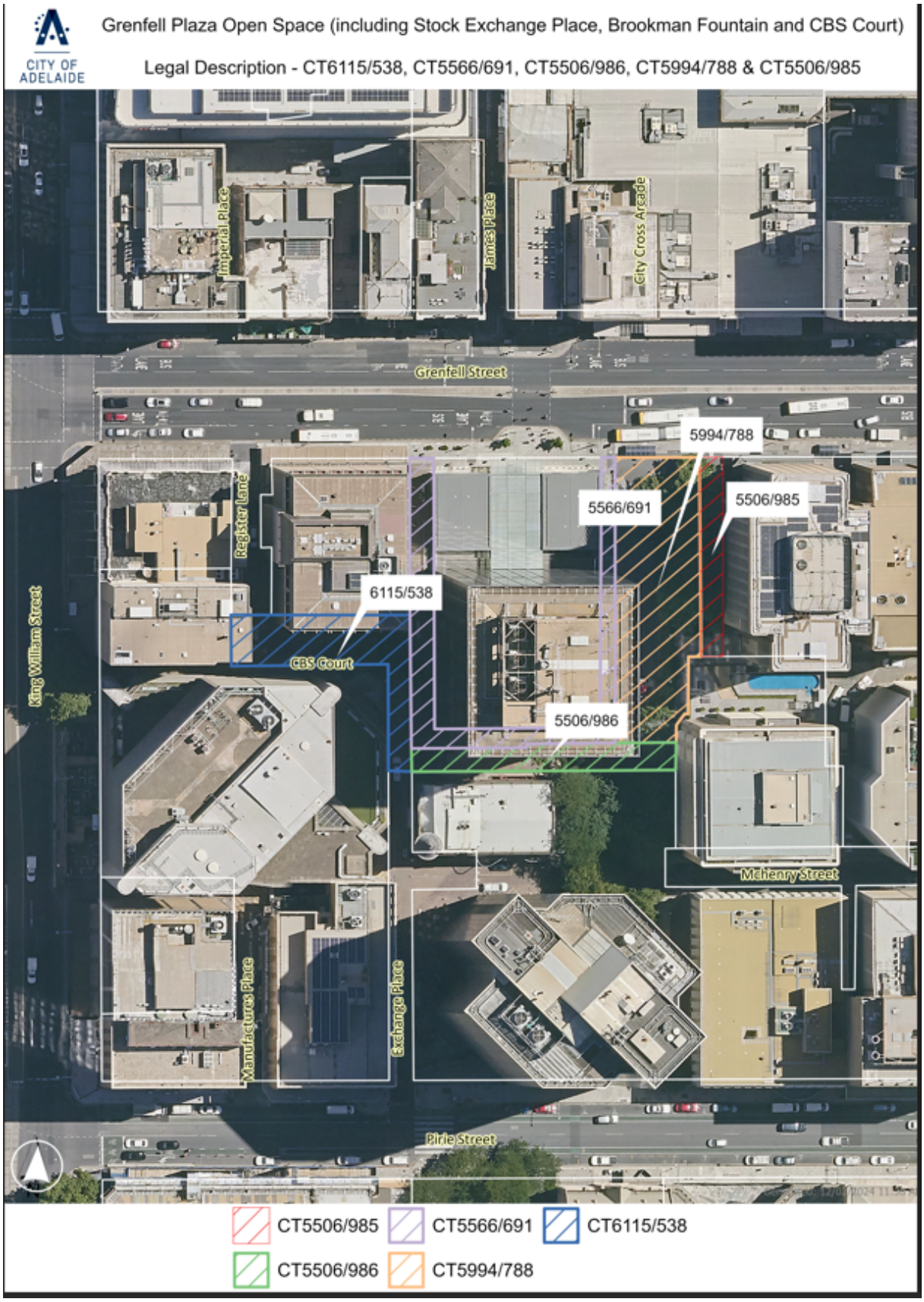
- Stock Exchange Place - CT5566/691
- Brookman Fountain & Land – CT5994/788 and CT5506/985
- 19-39 Grenfell Street – CT 5506/986
- CBS Court Rear of 90-94 King William Street – CT6115/538

There is one additional privately owned space which have usage and management implications for the Grenfell Plaza Open Space CLMP:

(i) The Australian Telecommunications Commission (ATC) owns the land fronting 22-38 Pirie Street and adjoins Council land to the north (the southern boundary of Grenfell Plaza Open Space). The ATC land between McHenry Street and the southern boundary the Grenfell Plaza Open Space is the subject of a lease (Memorandum of Lease 6375799 expiring in 2086) between Council and ATC enabling the area to be used as follows –

- Pedestrian walkway
- Appropriate landscaping
- Restricted used for nominated service vehicles

Figure 2 – Aerial photo delineating Grenfell Plaza Open Space, community land boundary



1.2 Purpose for which land is held (Section 196(3)(b))

The land is held for the purpose of providing:

- Community foot traffic
- Community seating and rest facilities
- Open space between buildings
- Planted garden space
- Restricted outdoor dining (subject to approved permits)
- An approved encroachment
- Easements for Rights of Way, Light and Air and infrastructure

1.3 Objectives for management of the land (Section 196(3)(c))

The objectives for management of the land are to provide:

- Safe, easy access and a convenient thoroughfare for pedestrians
- A place for people to meet and enjoy the relaxed surroundings
- Allowance for Right(s) of Way, Easement for Light and Air, and infrastructure easements

1.4 Policies related to the management of the land (Section 196(3)(c))

The management of the land is consistent (as far as practicable) with Council's relevant plans and policies, including but not limited to:

- City of Adelaide Strategic Plan
- Community Consultation Policy
- Disability Access and Inclusion Plan
- Asset Management Plan for Park Lands & Open Space
- Lighting Policy
- Safer City Policy
- Street Tree Planting Policy

1.5 Management arrangements (Section 196(3)(c))

The Open Space is managed and maintained in accordance with Council's Nature Strip, Community Gardens programs and Horticulture Maintenance guidelines.

Easements to be managed in accordance with the Grants of Easement.

1.6 Performance targets and measures (Section 196(3)(d))

The Open Space is subject to Council's maintenance standards and levels of service schedules.

Performance targets are:

- To provide a well-maintained and presented community open space
- Ensure lighting, paving, bitumen, kerb, trees and garden assets are suitable for purpose, kept clean and comply to relevant standards to ensure safe use of the area by the public
- To provide well maintained assets that are aesthetically pleasing and safe, encouraging public use

Performance measures are:

- Regular inspections and audits (yearly) to determine the condition of the facilities and identify any maintenance requirements
- Action reported issues for repair

2. LOCAL GARDENS

2.1 Description

The local gardens included in this section are:

- Margaret Street Garden – CT5845/733
- Carrington Street Garden – CT5485/423
- Gilles Street Garden – CT6294/163
- Howard Florey Street – CT5920/895

Figure 3 - Aerial photo delineating Margaret Street Garden, community land boundary



Figure 4 – Aerial photo delineating Carrington Street Garden, community land boundary

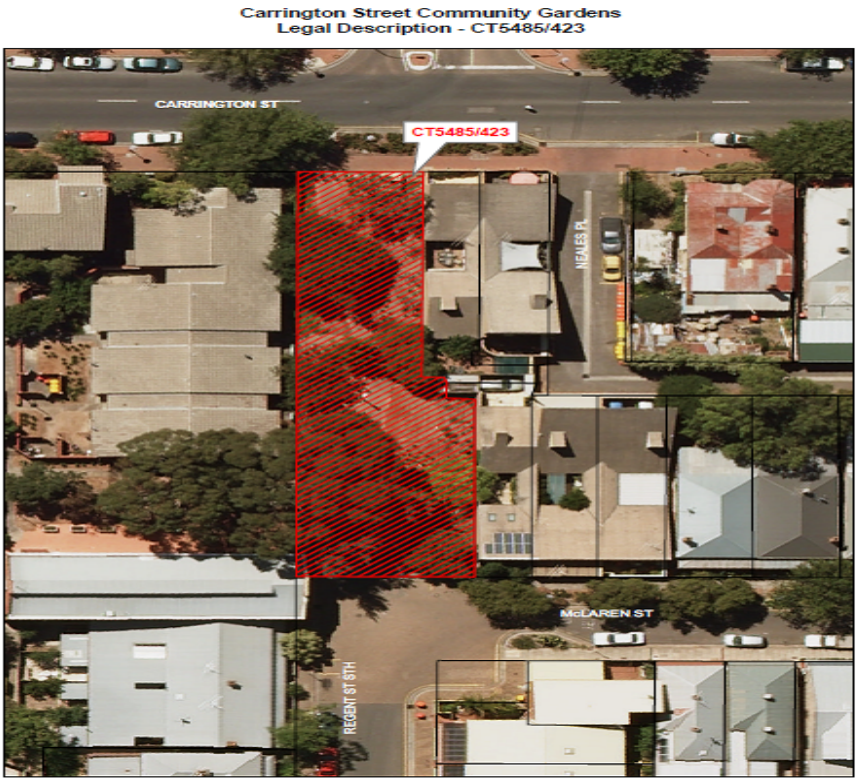
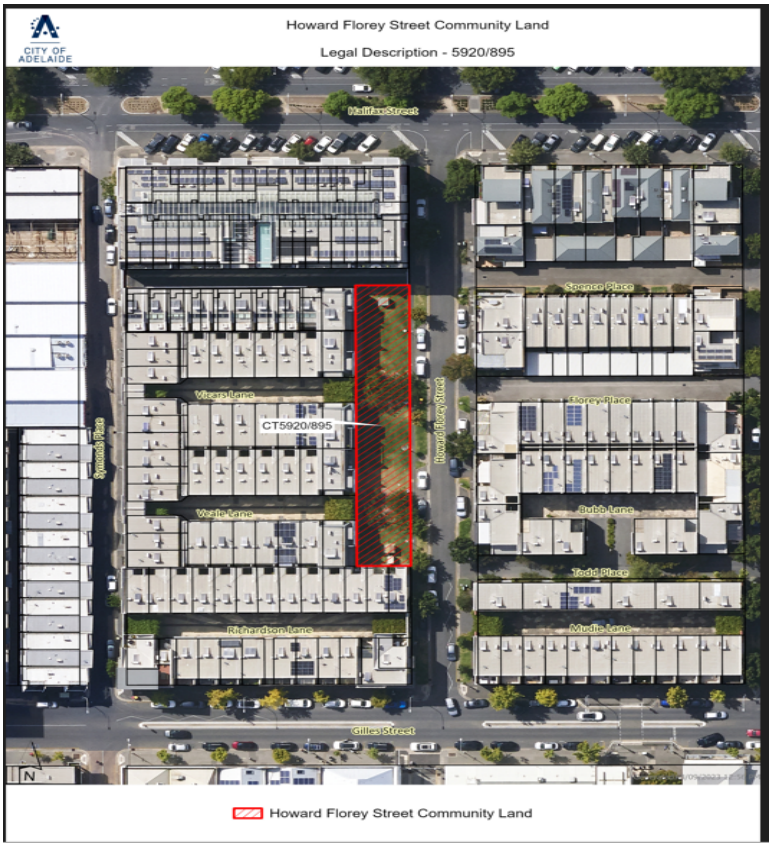


Figure 5 – Aerial photo delineating Gilles Street Garden, community land boundary –



Figure 6 – Aerial photo delineating Howard Florey Street, community land boundary



2.2 Purpose for which land is held (Section 196(3)(b))

The Gardens are held for the purpose of providing:

- Community foot traffic right of way
- Community seating and rest facilities
- Open space between buildings
- Planted garden space.
- Rights of Way and Service Easements

2.3 Objectives for management of the land (Section 196(3)(c))

The objectives for management of the land are to provide:

- An aesthetically pleasing environment for visitors to the area
- A place for people to meet and enjoy the relaxed surroundings
- Allowance for Right(s) of Way and Easements

2.4 Policies related to the management of the land (Section 196(3)(c))

The management of the land is considered (as far as practicable) with Council's relevant plans and policies, including but not limited to:

- City of Adelaide Strategic Plan
- Community Consultation Policy
- Disability Access and Inclusion Plan
- Asset Management Plan for Park Lands & Open Space
- Lighting Policy
- Safer City Policy
- Street Tree Planting Policy

2.5 Management arrangements (Section 196(3)(c))

The Open Space is managed and maintained in accordance with Council's Nature Strip, Community Gardens programs and Horticulture Maintenance guidelines.

Easements to be managed in accordance with the Grants of Easement.

2.6 Performance targets and measures (Section 196(3)(d))

The land is subject to Council's maintenance standards and levels of service schedules.

Performance targets are:

- To provide a well-maintained and presented community open space.
- Ensure lighting, tree, garden assets are suitable for purpose, kept clean and comply to relevant standards to ensure safe use of the area
- Aesthetically pleasing and safe, encouraging use by all

Performance measures are:

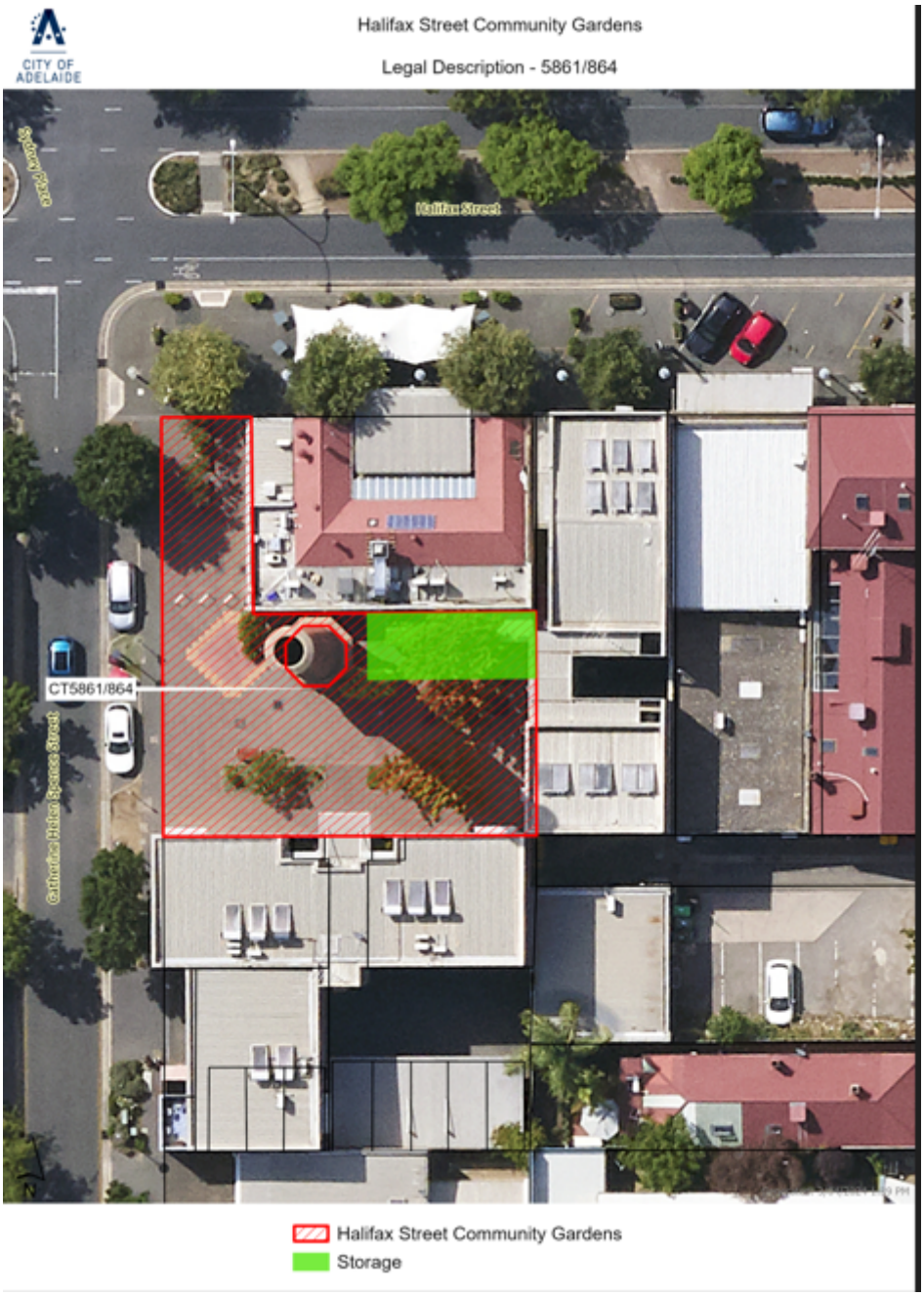
- Regular survey inspections and audits (yearly) to determine the condition of the facilities and identify any maintenance
- Action reported issues for repair

3. HALIFAX STREET GARDEN AT 8 CATHERINE HELEN SPENCE STREET

3.1 Description

Halifax Street Garden located at 8 Catherine Helen Spence Street and a portion of the land as highlighted in green in the aerial photo for a storage facility.

Figure 7 – Aerial photo delineating Halifax Street Garden, community land boundary and storage facility as highlighted in green.



3.2 Purpose for this land held by Council (Section 196(3)(b))

The land is held for the purpose of providing a convenient and aesthetically open space for the residents and visitors to Halifax Street Gardens.
A portion of the land for a storage facility.

3.3 Objectives for management of the land (Section 196(3)(c))

The objectives for management of the land are to:

- Community foot traffic for pedestrians
- Open Space for visitors and residents within the area
- Community seating
- Facilitate a storage facility under a lease for the storage use by adjacent restaurant.
- Allowance for Right(s) of Way on Foot, easement for support and infrastructure easements
- Allowance for an approved encroachment

3.4 Policies related to the management of the land (Section 196(3)(c))

The management of the land is considered (as far as practicable) with Council's relevant plans and policies, including but not limited to:

- City of Adelaide Strategic Plan
- Community Consultation Policy
- Disability Access and Inclusion Plan
- Active City Strategy
- Asset Management Plan for Park Lands & Open Space
- Lighting Policy
- Safer City Policy
- Street Tree Planting Policy
- Community Consultation Policy

3.5 Management arrangements (Section 196(3)(c))

The Open Space is managed and maintained in accordance with Council's Nature Strip, Community Gardens programs and Horticulture Maintenance guidelines.

Easements to be managed in accordance with the Grants of Easement.

The storage infrastructure to be managed and maintained in accordance with a lease/licence agreement.

3.6 Performance targets and measures (Section 196(3)(d))

The land is subject to Council's maintenance standards and levels of service schedules.

Performance targets are:

- To provide a well-maintained and presented community open space
- Ensure lighting, tree, garden assets are suitable for purpose, kept clean and comply to relevant standards to ensure safe use of the area
- Aesthetically pleasing and safe, encouraging use by all

- The storage facility in line with the commercial lease/licence conditions and obligations

Performance measures are:

- Regular survey inspections and audits (yearly) to determine the condition of the facilities and identify any maintenance
- Action reported issues for repair

4. LOMBARD STREET COMMUNITY OPEN SPACE

4.1 Description

The eastern end of Lombard Street North Adelaide was closed as public road in May 1980 (refer to the South Australian Government Gazette of 29 May 1980).

The Corporation of the City of Adelaide owns the land described in Certificate of Title Volume 6088 Folio 309 (the **Land**) as a result of the road closure, the Land is now classified as Community Land.

The Land is located at the eastern end of Lombard Street, North Adelaide (that portion of Lombard Street between O'Connell Street and Fenchurch Street). The Land is a small open space grassed area of dimensions approximately 28 metres by 9 metres, which represents an area of about 254 square metres.

The following amenities are located on the area:

- Two brick paved pathways on the north and south perimeter of the grassed area
- A 'double sided' park bench fronting O'Connell Street
- A single litter bin
- Four lamp posts

Doors from the adjoining buildings on the northern and southern sides of the Land lead directly onto the Land. These buildings are currently occupied by restaurants.

The verandah on the building abutting the southern side of the Land encroaches onto the Land. The verandah encroachment received Development Approval (Number 400360 in 1994) and the encroachment will be managed by a permit.

Figure 8 – Aerial photo delineating Lombard Street Community Open Space



4.2 Purpose for which land is held (Section 196(3)(b))

The open space is held for the purpose of providing:

- Pedestrian walkway
- Community seating and rest facilities
- Open space between buildings
- Planted garden space
- Public lighting

4.3 Objectives for management of the land (Section 196(3)(c))

The objectives for management of the land are to provide:

- An aesthetically pleasing environment for visitors to the area
- A place for people to meet and enjoy the relaxed surroundings
- The area in a well-maintained manner
- Easy access and a convenient thoroughfare for pedestrians.

4.4 Policies related to the management of the land (Section 196(3)(c))

The management of the land is considered (as far as practicable) with Council's relevant plans and policies, including but not limited to:

- City of Adelaide Strategic Plan
- Community Consultation Policy
- Disability Access and Inclusion Plan
- Asset Management Plan for Park Lands & Open Space
- Lighting Policy
- Safer City Policy
- Encroachment Policy

4.5 Management arrangements (Section 196(3)(c))

The land is managed and maintained in accordance with Council's Community Gardens programs and Horticulture Maintenance guidelines.

4.6 Performance targets and measures (Section 196(3)(d))

The land is subject to Council's maintenance standards and levels of service schedules.

Performance targets are:

- To provide a well-maintained and presented community open space
- Ensure lighting, tree, garden assets are suitable for purpose, kept clean and comply to relevant standards to ensure safe use of the area
- To reduce the occurrence of vandalism and graffiti, and repair promptly

Performance measures are:

- Regular inspections and audits (yearly) to determine the condition of the facilities and identify any maintenance requirements
- Action reported issues for repair

5. PUBLIC CONSULTATION

A major amendment of the Community Land Management Plan requires Council to consult with the public before adopting the amended Plan. The consultation must be in accordance with *the Local Government Act 1999 (SA)* and Council's Community Consultation Policy.

Prior to Council amending the Community Land Management Plan – Community Open Space (CLMP), it must take the following steps:

- Consultation with the public
- Provide minimum of 21 days for the public to make submissions
- Receipt of submissions by Council
- Submissions to be presented to Council
- Adoption of an amended CLMP by Council
- Inform public of outcome

Figure 9 – Certificates of Titles: Grenfell Street Open Space



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5506 Folio 986

Parent Title(s) CT 4180/468

Creating Dealing(s) CONVERTED TITLE

Title Issued 25/02/1998 **Edition** 1 **Edition Issued** 25/02/1998

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 4 FILED PLAN 10639
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

TOGETHER WITH RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED S AND V (T 4645218)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL

Figure 9 – Certificates of Titles: Grenfell Street Open Space

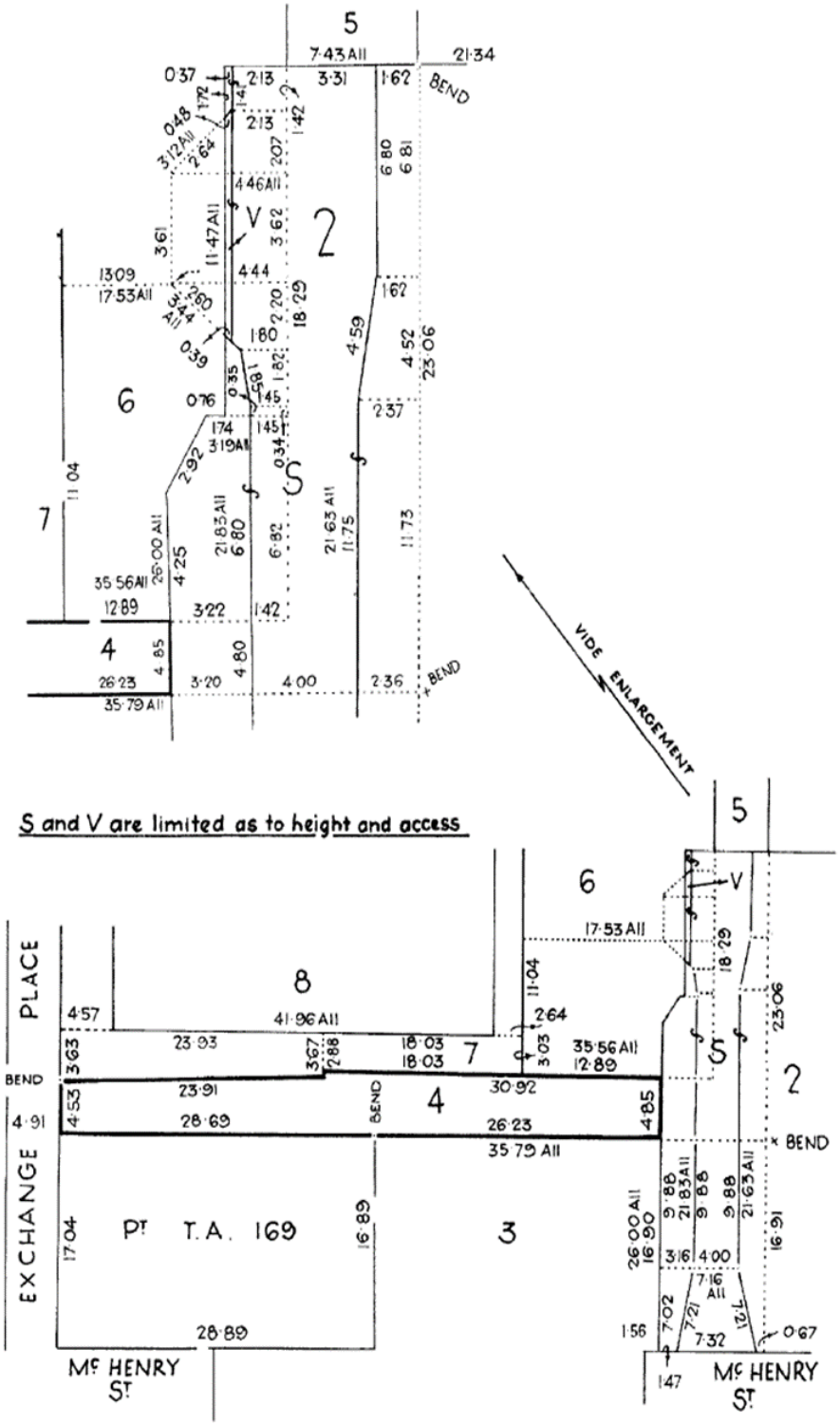


Figure 9 – Certificates of Titles: Grenfell Street Open Space



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5566 Folio 691

Parent Title(s) CT 4180/471

Creating Dealing(s) RTC 8367117

Title Issued 19/08/1998 **Edition** 1 **Edition Issued** 19/08/1998

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 101 DEPOSITED PLAN 47431
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED T (T 4645212)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED L ON FP 10639 APPURTENANT ONLY TO THE LAND MARKED H HEREON

TOGETHER WITH RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED S AND V ON FP 10639 (T 4645218)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes

APPROVED FX52604

Administrative Interests NIL

Figure 9 – Certificates of Titles: Grenfell Street Open Space

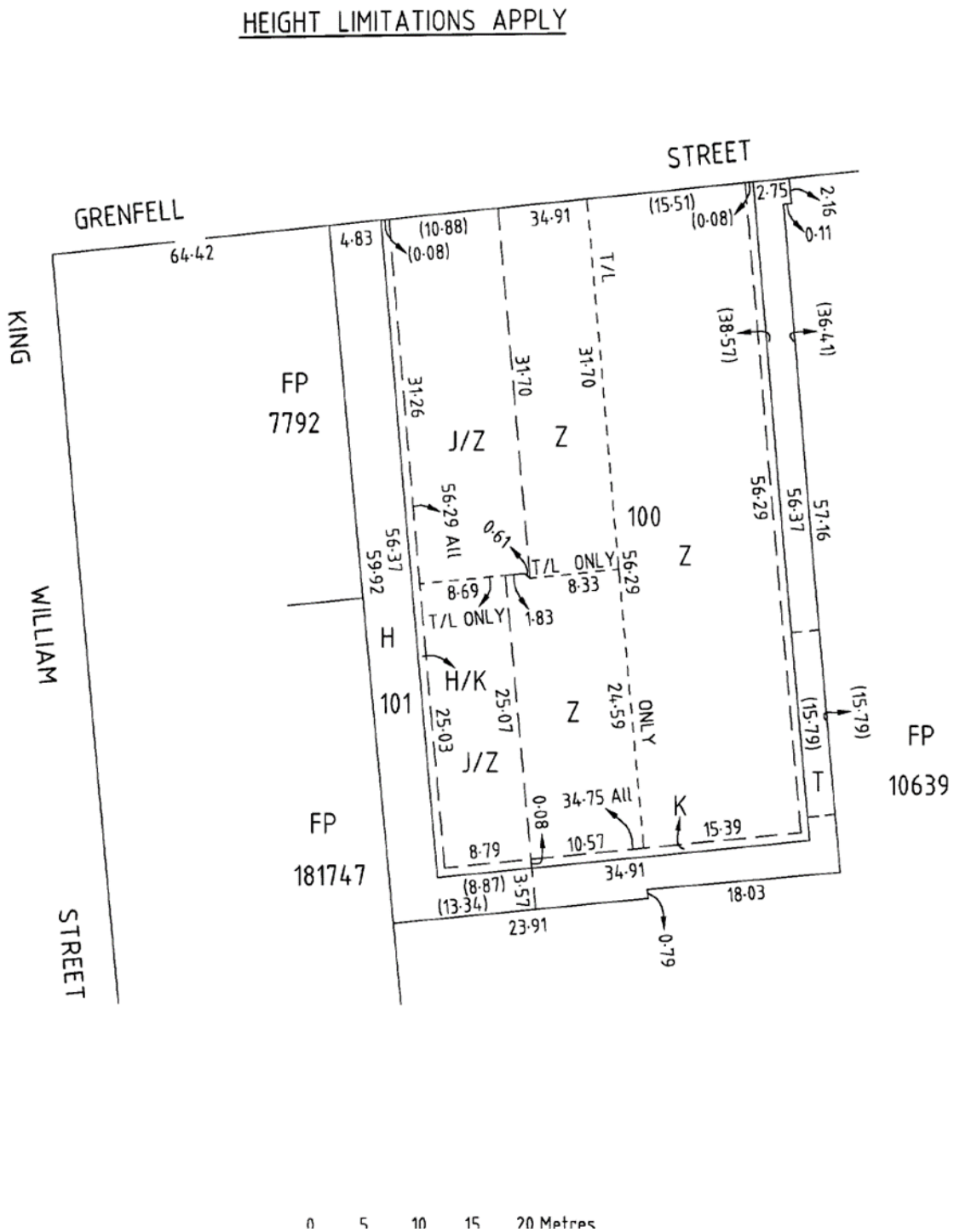


Figure 9 – Certificates of Titles: Grenfell Street Open Space

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR - GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5994 Folio 788

Parent Title(s) CT 5530/844

Creating Dealing(s) ACT 10790224

Title Issued 28/09/2007 **Edition** 1 **Edition Issued** 28/09/2007

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 6 FILED PLAN 10639
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Conditions

SUBJECT TO AN ENCROACHMENT PURSUANT TO SECTION 27 OF THE COMMUNITY TITLES ACT 1996 VIDE CP 24204

Easements

SUBJECT TO RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED R AND T (T 4645212)

TOGETHER WITH RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED S AND V (T 4645218)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes

REGISTERED PROPRIETOR CONSENTS TO ENCROACHMENT OF C24204

Administrative Interests NIL

Figure 9 – Certificates of Titles: Grenfell Street Open Space

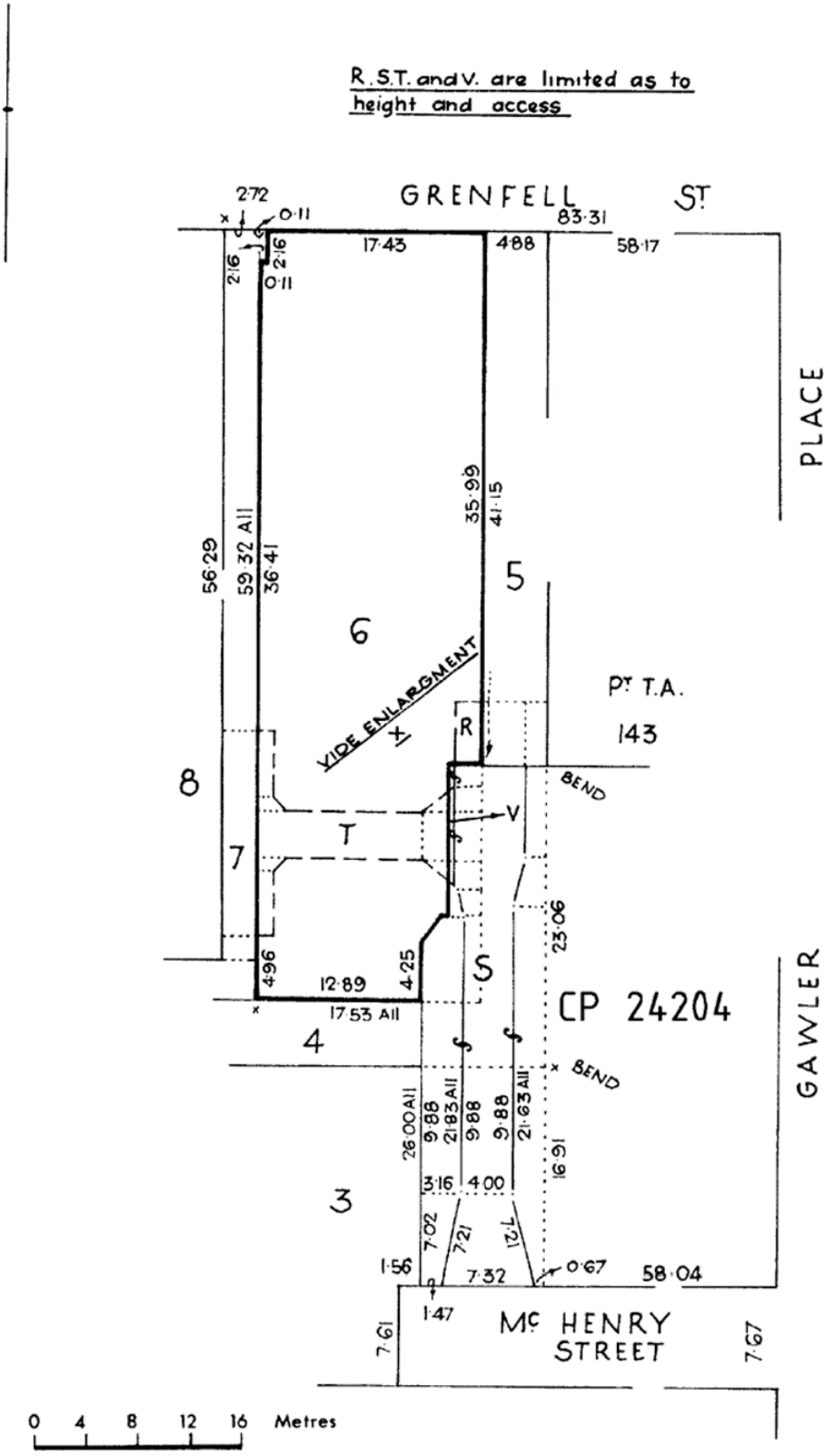


Figure 9 – Certificates of Titles: Grenfell Street Open Space

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR – GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 6115 Folio 538

Parent Title(s)	CT 5892/834				
Creating Dealing(s)	DDA 11976702				
Title Issued	01/08/2013	**Edition**	1	**Edition Issued**	01/08/2013

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 95 FILED PLAN 181747
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO THE EASEMENT(S) FOR LIGHT AND AIR OVER THE LAND MARKED A (T 1178969)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B TO THE COUNCIL FOR THE AREA (T 1054824)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C TO THE MINISTER FOR INFRASTRUCTURE (T 2420658)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED D (GRO NO.29 BOOK 222)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED E (T 243635)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED F AND G TO THE COUNCIL FOR THE AREA (T 1054824)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED G

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED F

Schedule of Dealings

Dealing Number	Description
1178970	ENCUMBRANCE TO COMMONWEALTH CUSTODIAL SERVICES LTD. (SINGLE COPY ONLY)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Figure 9 – Certificates of Titles: Grenfell Street Open Space

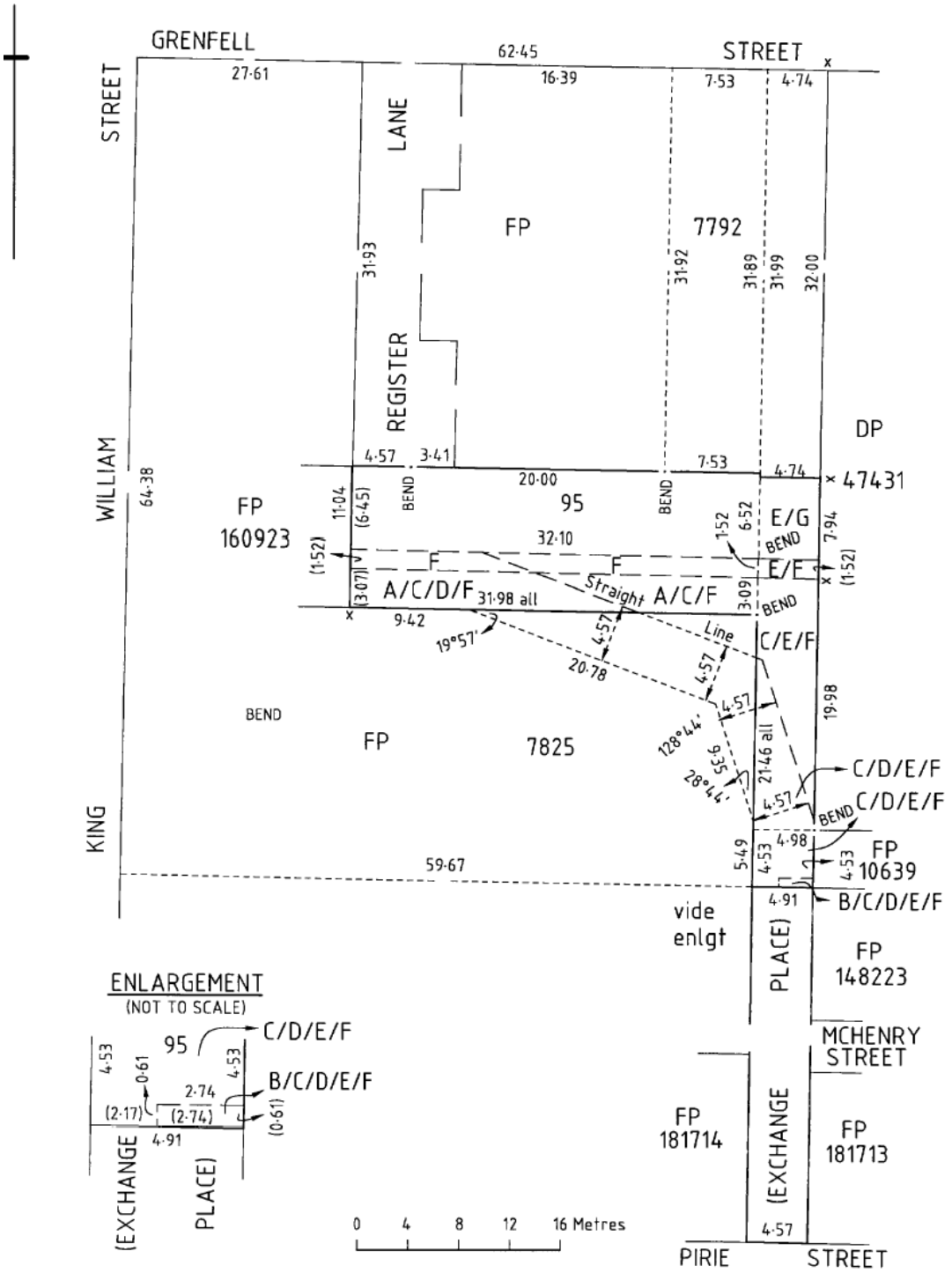


Figure 9 – Certificates of Titles: Grenfell Street Open Space

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR – GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5506 Folio 985

Parent Title(s) CT 4180/469

Creating Dealing(s) CONVERTED TITLE

Title Issued 25/02/1998 **Edition** 1 **Edition Issued** 25/02/1998

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 5 FILED PLAN 10639
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED R (T 4645212)

TOGETHER WITH RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED S AND V (T 4645218)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes

APPROVED FX31900

Administrative Interests NIL

Figure 9 – Certificates of Titles: Grenfell Street Open Space

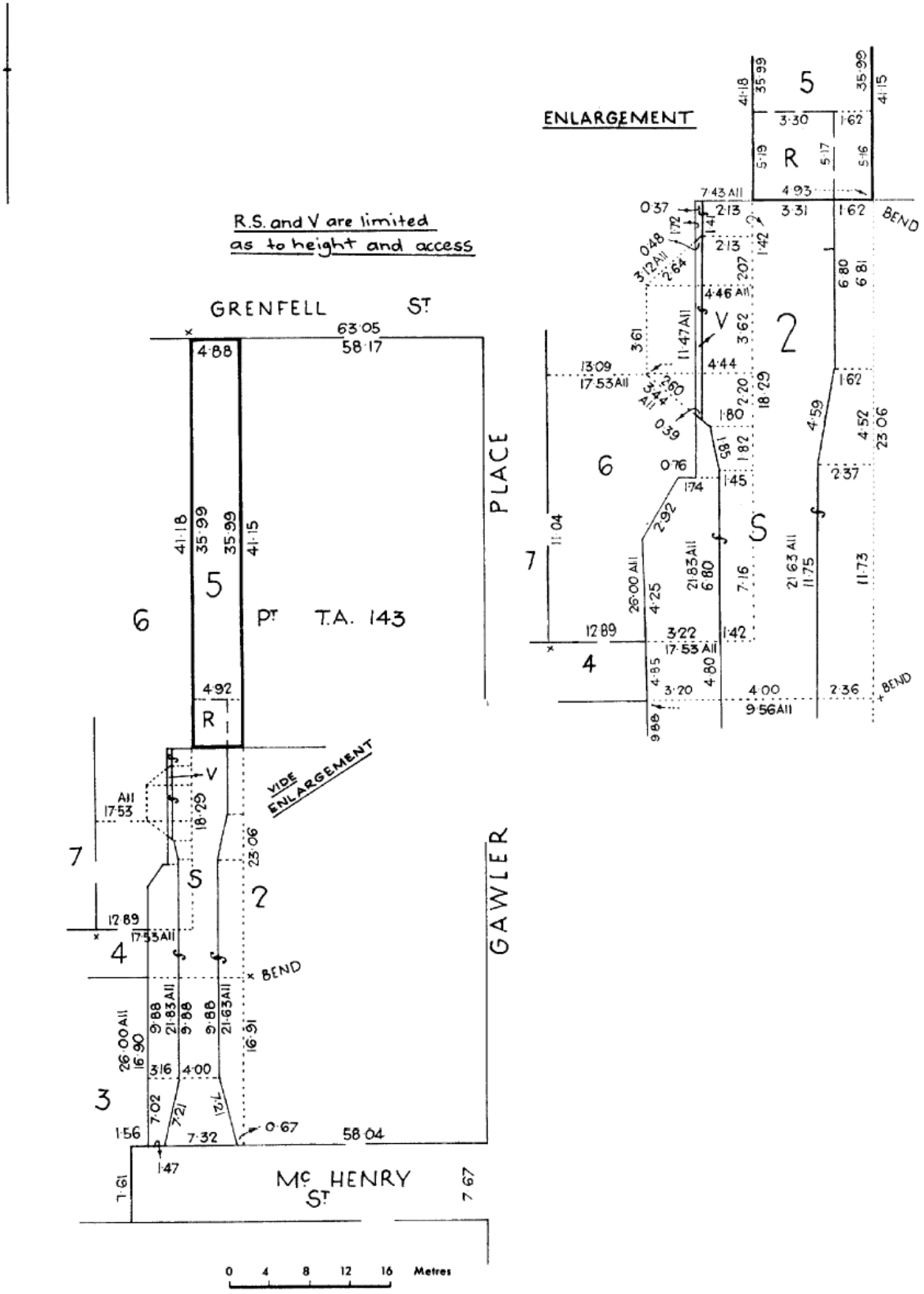


Figure 9 – Certificates of Titles: Grenfell Street Open Space

Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5506 FOLIO 986 *

COST : $18.00 (GST exempt)	PARENT TITLE : CT 4180/468
REGION : EMAIL	AUTHORITY : CONVERTED TITLE
AGENT : LGA6 BOX NO : 131	DATE OF ISSUE : 25/02/1998
SEARCHED ON : 09/04/2010 AT : 11:36:50	EDITION : 1

REGISTERED PROPRIETOR IN FEE SIMPLE

THE CORPORATION OF THE CITY OF ADELAIDE OF GPO BOX 2252 ADELAIDE SA 5001

DESCRIPTION OF LAND

ALLOTMENT 4 FILED PLAN 10639
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

EASEMENTS

TOGETHER WITH A RIGHT OF WAY WITH LIMITATIONS OVER THE LAND MARKED S AND V (T 4645218)

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

CONVERTED TITLE-WITH NEXT DEALING LODGE CT 4180/468

END OF TEXT.

Page 1 of 2

The Registrar-General certifies that this Title Register Search displays the records

Figure 9 – Certificates of Titles: Grenfell Street Open Space

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5506 FOLIO 986

SEARCH DATE : 09/04/2010 TIME: 11:36:50

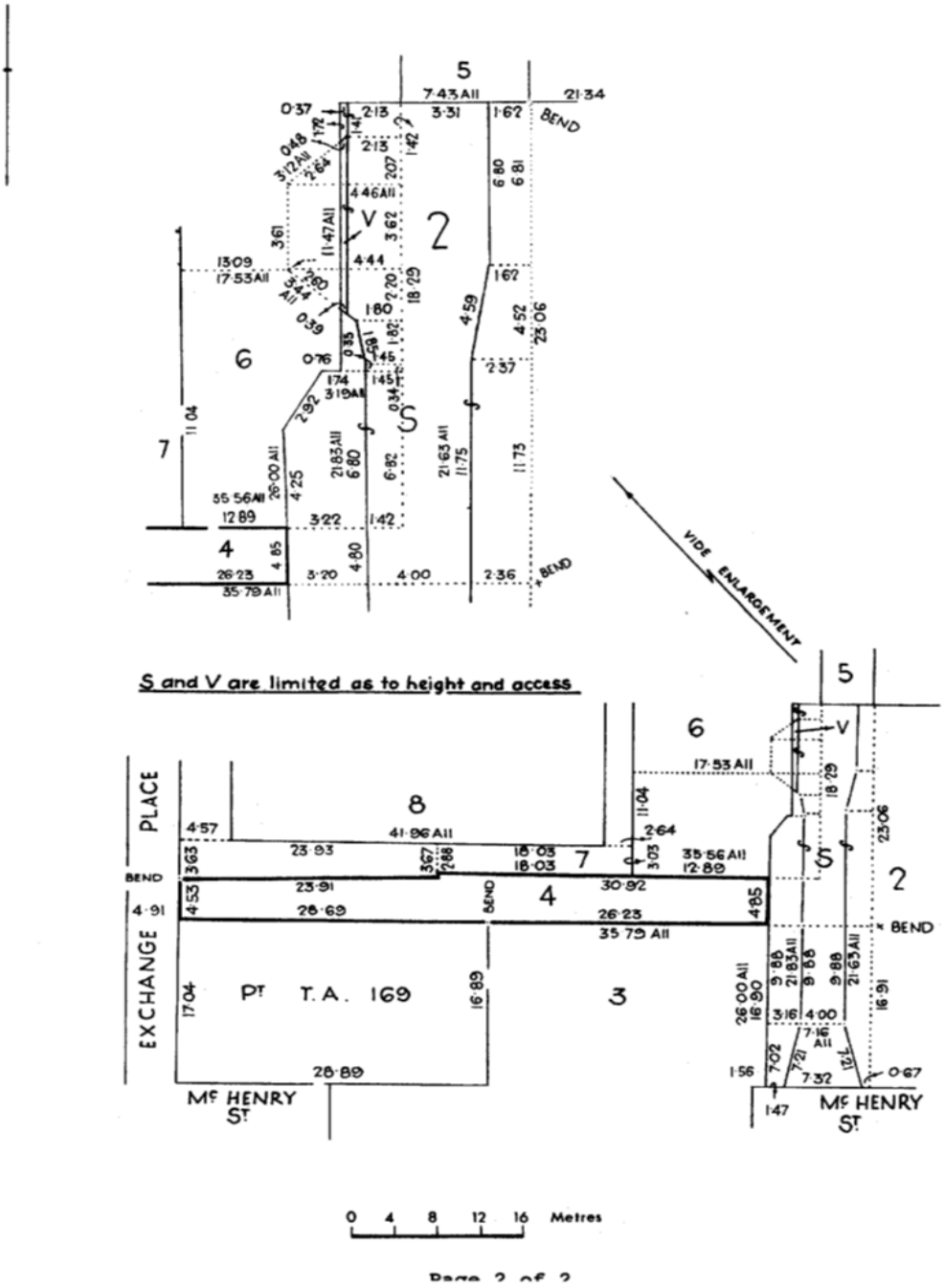


Figure 10 – Certificate of Title – Margaret Street Garden

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5845 Folio 733

Parent Title(s)	CT 4143/180				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	20/04/2001	**Edition**	1	**Edition Issued**	20/04/2001

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 5 FILED PLAN 218378
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA

BEING A CLOSED ROAD

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED X TO THE MINISTER FOR INFRASTRUCTURE (CERTIFICATE OF TITLE UNDER ROAD ORDER VOL. 4143 FOLIO 180)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED Y TO THE SOUTH AUSTRALIAN GAS CO. (CERTIFICATE OF TITLE UNDER ROAD ORDER VOL. 4143 FOLIO 180)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED Z TO THE ETSA CORPORATION (CERTIFICATE OF TITLE UNDER ROAD ORDER VOL. 4143 FOLIO 180)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Figure 10 – Certificate of Title – Margaret Street Garden

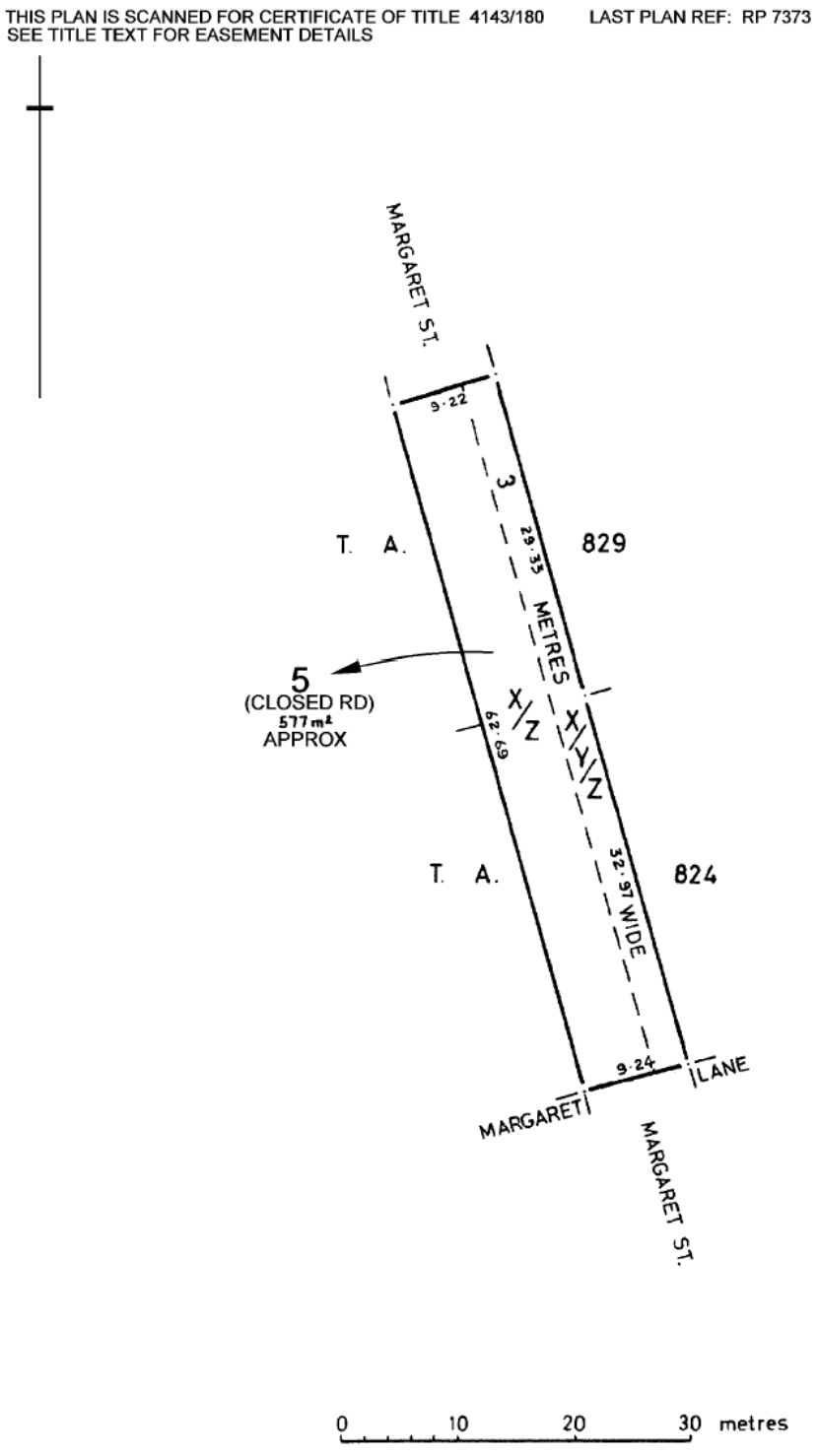


Figure 11 – Certificate of Title – Carrington Street Garden

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5485 Folio 423

Parent Title(s)	CT 4206/80				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	19/12/1997	**Edition**	1	**Edition Issued**	19/12/1997

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 6 FILED PLAN 15124
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C TO THE SOUTH AUSTRALIAN GAS CO. (V 4611788)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED H TO THE ETSA CORPORATION (V 4611788)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED H TO THE MINISTER FOR INFRASTRUCTURE (V 4611788)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED J AND K (T 4958671 AND T 4960159 RESPECTIVELY)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Figure 11 – Certificate of Title – Carrington Street Garden

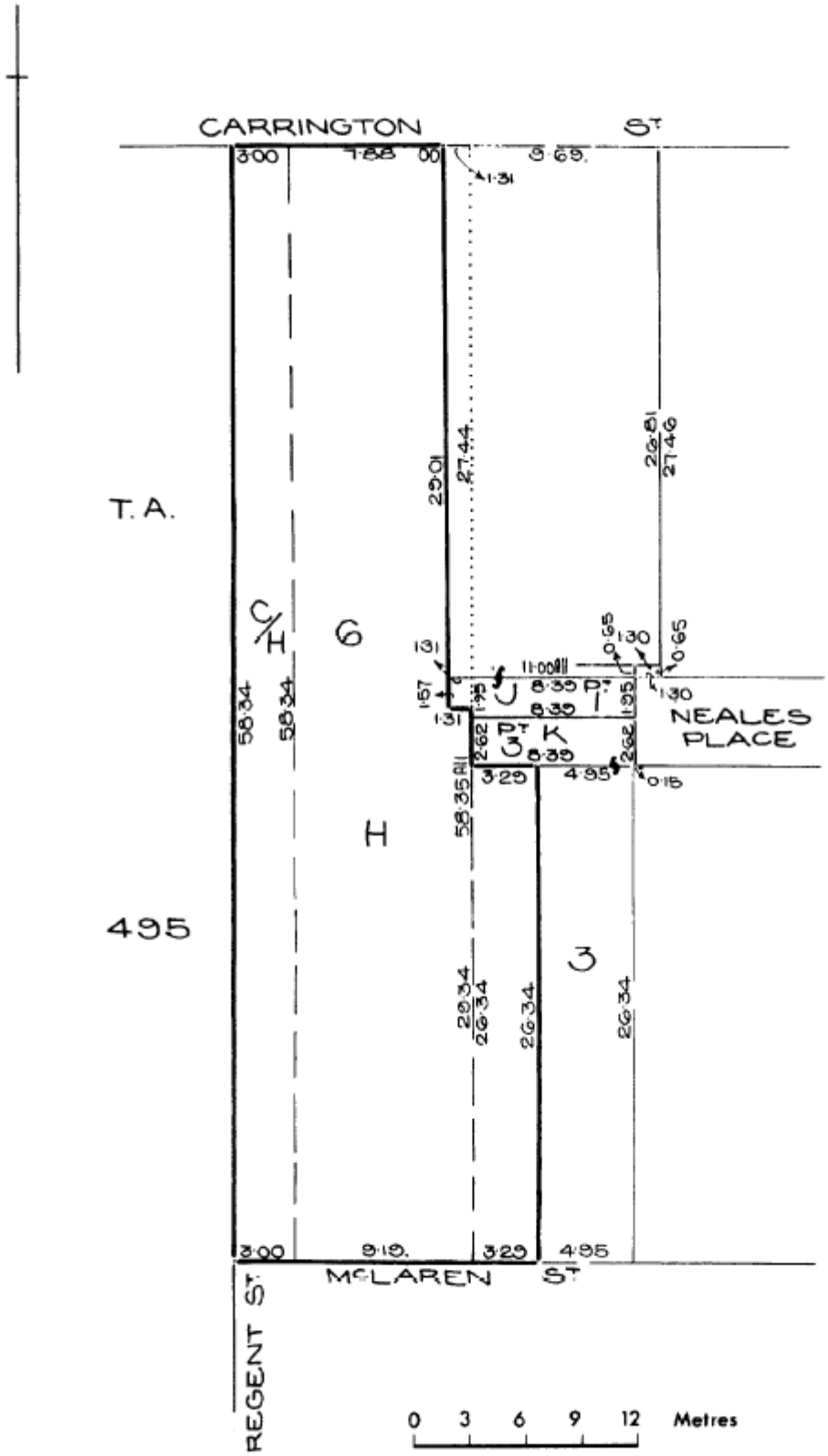


Figure 12 - Certificate of Title – Gilles Street Garden

LAND SERVICES SA

Product	Register Search (CT 6294/163)
Date/Time	19/12/2023 03:35PM
Customer Reference	
Order ID	20231219007781

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6294 Folio 163

Parent Title(s)

Creating Dealing(s) VM 14144609

Title Issued 07/12/2023 **Edition** 1 **Edition Issued** 07/12/2023

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

CLOSED ROAD MARKED A ROAD PLAN 8136
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE WITHIN LAND TO AUSTRALIAN & OVERSEAS TELECOMMUNICATIONS CORPORATION LTD. (VM 14144609)

SUBJECT TO EASEMENT(S) OVER THE WITHIN LAND TO ETSA CORPORATION (VM 14144609)

SUBJECT TO EASEMENT(S) OVER THE WITHIN LAND TO MINISTER FOR INFRASTRUCTURE (VM 14144609)

SUBJECT TO EASEMENT(S) OVER THE WITHIN LAND TO SOUTH AUSTRALIAN GAS CO. (VM 14144609)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Figure 12 - Certificate of Title – Gilles Street Garden

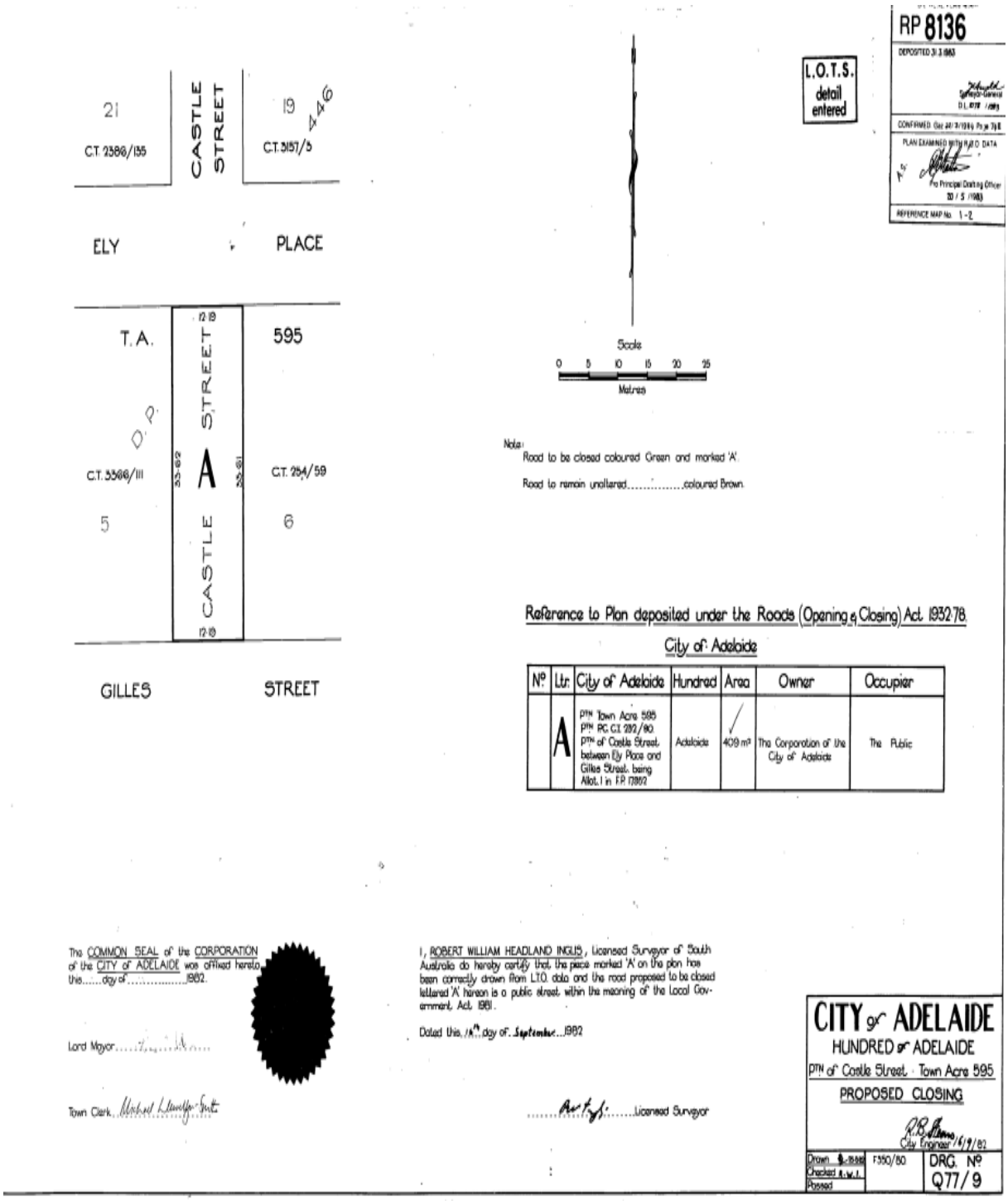


Figure 13 – Certificate of Title - 11-31 Howard Florey Street

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR – GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5920 Folio 895

Parent Title(s) CT 5812/69

Creating Dealing(s) TG 9846137, TG 9846138, TG 9846139

Title Issued 27/07/2004 **Edition** 1 **Edition Issued** 27/07/2004

Estate Type

FEE SIMPLE (RESERVE)

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT (RESERVE) 20 DEPOSITED PLAN 55398
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

BEING A RESERVE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON FP 44679 FOR DRAINAGE PURPOSES (TG 9846137)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G.B AND C ON FP 44679 FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE (TG 9846137 TG 9846138 AND TG 9846139 RESPECTIVELY)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED F(T/F) ON DP 55398 FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Registrar-General's Notes NIL

Administrative Interests NIL

Figure 13 – Certificate of Title - 11-31 Howard Florey Street

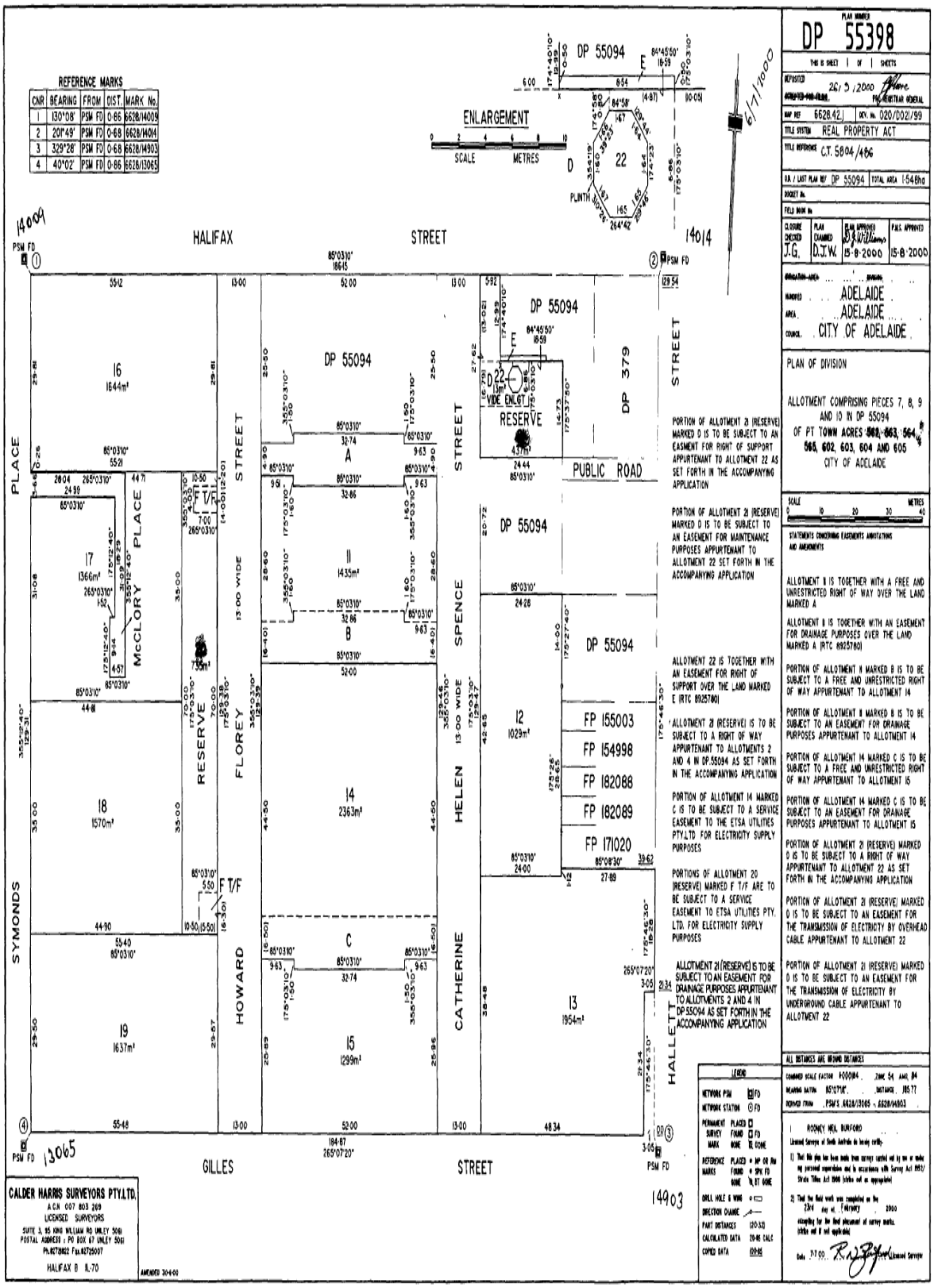


Figure 14 – Certificate of Title – Halifax Street Garden (Catherine Helen Spence St Open Space)

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR – GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5861 Folio 864

Parent Title(s) CT 5812/70

Creating Dealing(s) ACT 9204914

Title Issued 11/12/2001 **Edition** 1 **Edition Issued** 11/12/2001

Estate Type

FEE SIMPLE (RESERVE)

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT (RESERVE) 21 DEPOSITED PLAN 55398
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

BEING A RESERVE

Conditions

SUBJECT TO AN ENCROACHMENT PURSUANT TO SECTION 27 OF THE COMMUNITY TITLES ACT 1996 VIDE CP 21069

Easements

SUBJECT TO RIGHT(S) OF SUPPORT OVER THE LAND MARKED D ON DP 55398 (RTC 8948879)

SUBJECT TO RIGHT(S) OF WAY ON FOOT ONLY OVER THE LAND MARKED D ON DP 55398 (RTC 8948879)

SUBJECT TO RIGHT(S) OF WAY ON FOOT ONLY OVER THE WITHIN LAND (RTC 8948879)

SUBJECT TO EASEMENT(S) OVER THE WITHIN LAND (RTC 8948879)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D ON DP 55398 FOR THE TRANSMISSION OF ELECTRICITY BY OVERHEAD CABLE (RTC 8948879)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D ON DP 55398 FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE (RTC 8948879)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D ON DP 55398 (RTC 8948879)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

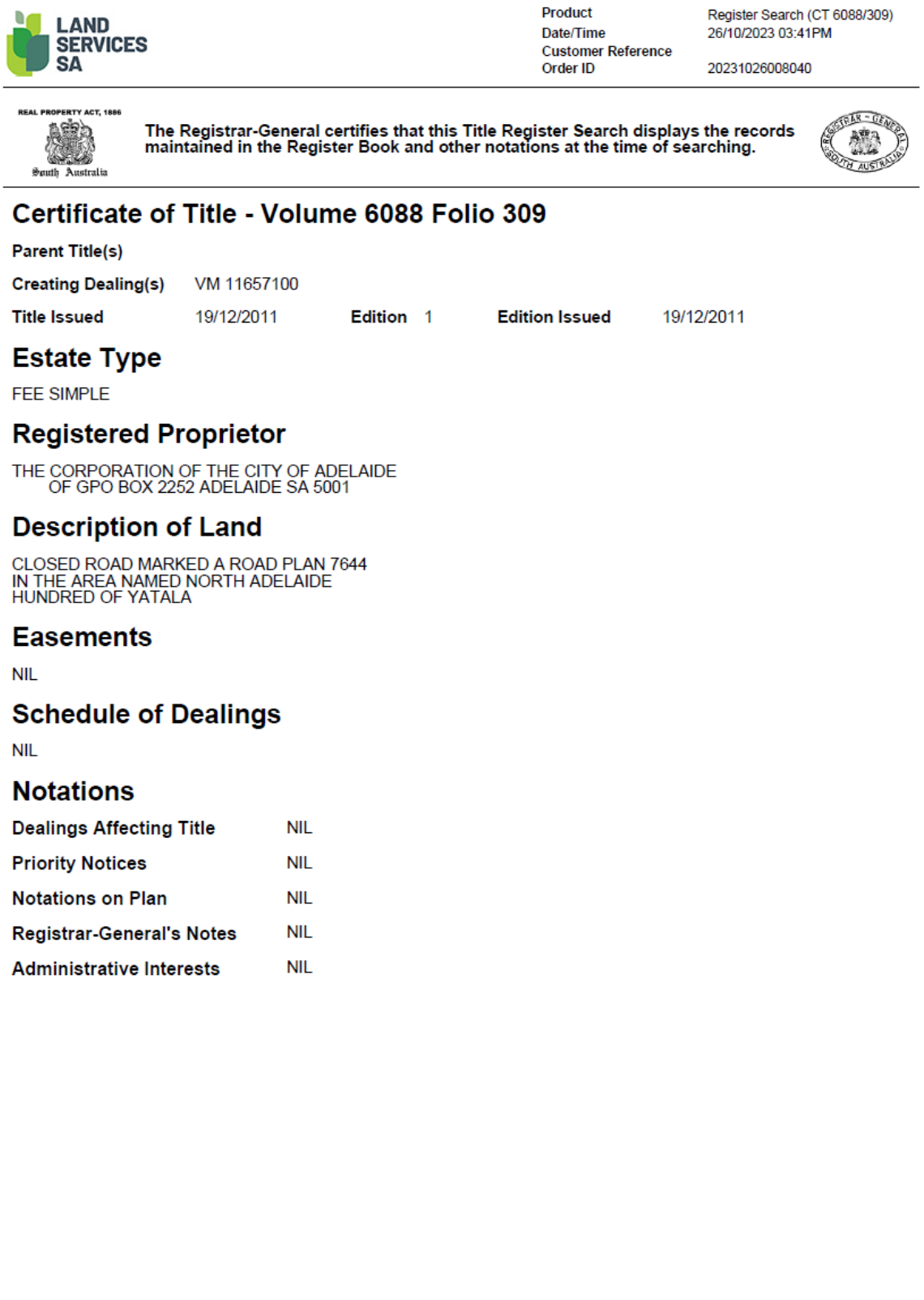
Registrar-General's Notes

Figure14 – Certificate of Title – Halifax Street Gardens (Catherine Helen Spence St Open Space)

REGISTERED PROPRIETOR CONSENTS TO ENCROACHMENT OF C21069

Administrative Interests NIL

Figure 15 – Certificate of Title: Lombard Street Community Open Space



LAND SERVICES SA

Product	Register Search (CT 6088/309)
Date/Time	26/10/2023 03:41PM
Customer Reference	
Order ID	20231026008040

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR-GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 6088 Folio 309

Parent Title(s)

Creating Dealing(s) VM 11657100

Title Issued 19/12/2011 **Edition** 1 **Edition Issued** 19/12/2011

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

CLOSED ROAD MARKED A ROAD PLAN 7644
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

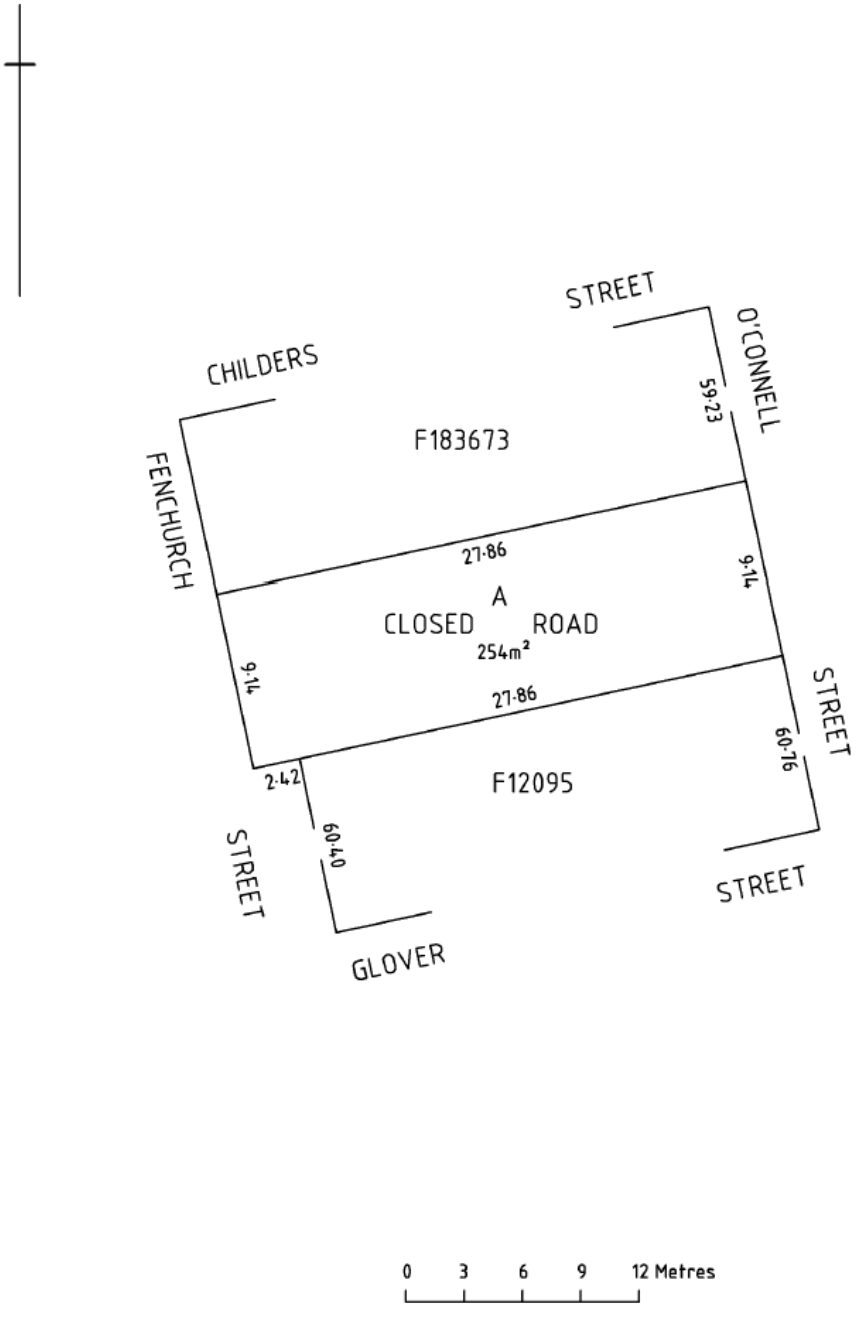
Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Figure 15 - Certificate of Title: Lombard Street Community Open Space

LAND SERVICES SA

Product	Register Search (CT 6088/309)
Date/Time	26/10/2023 03:41PM
Customer Reference	
Order ID	20231026008040



Proposed amendment of the Community Land Management Plan (CLMP) for Hilton Hotel Site and Results of Public Consultation

Strategic Alignment - Our Economy

Public

Tuesday, 7 May 2024

City Planning, Development and Business Affairs Committee

Program Contact:
Mike Philippou, Associate Director Strategic Property & Commercial

Approving Officer:
Tom McCready, Director City Services

EXECUTIVE SUMMARY

At its meeting on 12 December 2023, Council authorised the Administration to consult on an amended Community Land Management Plan (CLMP) and on a lease for a term longer than five (5) years.

The public consultation on the proposed CLMP has been completed in accordance with Section 198 of the *Local Government Act 1999 (SA)* and the Community Consultation Policy.

A total of eight submissions were received. Detailed responses are available within **Attachment A** of this report. Consideration must be given to the role this facility is playing and its contribution to Adelaide and specifically to the Market District when evaluating the feedback received. The Hilton Hotel is an established contributor to the city centre, providing 377 rooms for some 80,000 guests annually. The Hotel provides extensive conference facilities, which are second only to the Adelaide Convention Centre, with signature food and beverage offerings and a focus on the purchase of local goods and services. As a result, the Hilton Hotel is a significant employer that also offers broader reach through community and major events, including the Tour Down Under and Tasting Australia held in Victoria Square/Tarntanyangga.

Various submissions raised the need for renovations and upgrades. An extended lease term will support future investment by the lessee and will maintain the future of the Hilton Hotel as a premium hotel brand within the city centre. This will enable the continued contribution of the Hilton Hotel to the visitor economy, conferences, events, and flow-on city spend.

The proposed amendment to the lease term was also supported by the Adelaide Central Market Authority (ACMA). ACMA highlighted the importance of the presence of surrounding hotels and long-term sustainability in the Adelaide Central Market, the larger precinct, and the city.

Evaluating the nature of the feedback received and the value proposition of the lease extension to the city, it is recommended that the amended CLMP be adopted.

RECOMMENDATION

The following recommendation will be presented to Council on insert date 14 May 2024 for consideration

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the results of the public consultation on the proposed amendment to the Community Land Management Plan – Hilton Hotel site and on a lease with a term longer than five (5) years as contained within Attachment A to Item 7.8 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.
2. Adopts the amended Community Land Management Plan – Hilton Hotel site as contained within Attachment B to Item 7.8 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 7 May 2024.

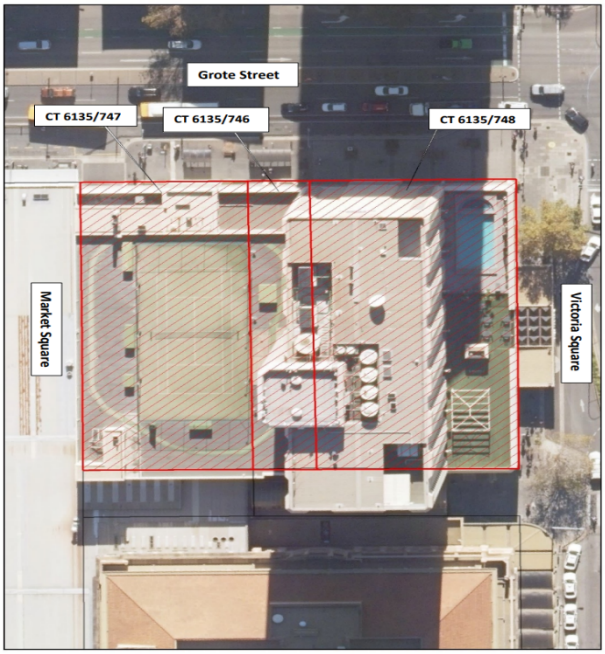
IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Economy Work with partners and businesses to attract investment and improve employment opportunities.
Policy	Community Consultation Policy prescribes public consultation for the amendment to a Community Land Management Plan pursuant to Section 198 of the *Local Government Act 1999 (SA)* and a lease for a term longer than five (5) years pursuant to Section 202 of the *Local Government Act 1999 (SA)*
Consultation	The Administration consulted with the public on the amendment to the Community Land Management Plan and a lease with a term longer than five (5) years.
Resource	This activity will be managed within existing resources.
Risk / Legal / Legislative	The *Local Government Act 1999 (SA)* governs the way this matter should be pursuant to Sections 198 and 202.
Opportunities	Increasing/securing community benefit through a long-term lease provision within the CLMP for the Hilton Hotel Site.
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	CLMPs remain in place in perpetuity and are reviewed as and when needed. Consultation is required when and significant changes occur.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

1. The community land parcels of land within the Community Land Management Plan - Hilton Hotel site are identified as:

   Allotment 11 in Filed Plan 112202 Certificate of Title Volume 6135 Folio 747
   Allotment 1 in Filed Plan 11611 Certificate of Title Volume 6135 Folio 748
   Allotment 2 in Filed Plan 11611 Certificate of Title Volume 6135 Folio 746



2. The current CLMP identifies a lease term expiring on 7 November 2079.
3. The amended CLMP, **Attachment B**, incorporates an extension to the lease term of 42 years, expiring 6 November 2121.
4. All other changes are considered minor, including changes to drafting and formatting.

Results of the Public Consultation on the amended CLMP and a lease for a term longer than five (5) years

5. The Public Consultation was conducted in accordance with Sections 198 and 202 of the *Local Government Act 1999 (SA)* and the Council's Consultation Policy. It began on 8 March 2024 and concluded on 5 April 2024.
6. Public notices requesting submissions were placed in the Government Gazette, the Advertiser, Your Say Adelaide and on the City of Adelaide's website.
7. The information relating to the amendment to the CLMP and a lease for a term longer than five (5) years was on display for public viewing in the Customer Service Centre, Council Libraries and Community Centres. Hard copy consultation packs (Link 1) were also available in these locations.
8. A summary report of online activity and submissions received through Your Say Adelaide is available at Link 2.
9. All responses from the public consultation are provided in full at Link 3 and Link 4.
10. In addition to the consultation results, Your Say Adelaide provides further insights regarding consultation activity achieved online.
11. Key insights, activities and results from the consultation are as follows:
    11.1. There was a total of 133 visits to the consultation page. Of those, 128 appear to be unique visitors, with the remaining repeat visitors.
    11.2. 30 participants consumed information on the consultation page through downloading content, reviewing key dates, and/or viewing FAQ pages.

11.3. The Draft Community Land Management Plan document was downloaded 12 times.

11.4. 18 participants reviewed the online survey page, with seven (7) choosing to submit a response. In addition to these seven (7), one (1) additional response was received via email.

11.5. Of the online responses, 14.3% supported the Proposed Amendment to the Community Land Management Plan, 28.6% did not support the proposal, and 57.1% were neutral.

11.6. Of the online responses, 43% were in support or neutral of a lease term longer than five (5) years, 57% did not support the proposal.

11.7. The ACMA Board sent an email submission. The response strongly favoured the amended CLMP and a lease term of greater than five (5) years. However, the response was not received in a like-for-like format, so it is not included in the above quantitative analysis results.

Evaluation of public consultation feedback

12. Consideration must be given to the role this facility plays and its contribution to Adelaide and specifically to the Market District when evaluating the feedback received.

13. The Hilton Hotel is an established contributor to the city centre, providing 377 rooms for some 80,000 guests annually. The Hotel provides extensive conference facilities, second only to the Adelaide Convention Centre, with signature food and beverage offerings and a focus on the purchase of local goods and services.

14. As a result, the Hilton Hotel is a significant employer that also offers broader reach through community and major events, including the Tour Down Under and Tasting Australia, which are held in Victoria Square/ Tarntanyangga.

15. Various submissions raised the need for renovations and upgrades. The extended lease term will support future investment by the lessee and will maintain the future of the Hilton Hotel as a premium hotel brand within the city centre. This will enable the continued contribution of the Hilton Hotel to the visitor economy, conferences, events, and consequential city spend.

16. The proposed amendment to the lease term was also supported by the Adelaide Central Market Authority (ACMA). ACMA highlighted the importance of the presence and long-term sustainability of surrounding hotels to the Adelaide Central Market, the larger precinct and the city, see Link 4 for ACMA's submission.

17. Evaluating the nature of the feedback received and the value proposition of the lease extension to the city, it is recommended that the amended CLMP be adopted.

18. It is important to note that the land will remain in the Corporation of the City of Adelaide's ownership and will remain community land.

Next Steps

If Council adopts the amended CLMP

19. The Administration will give public notice of Council's adoption of the amended Community Land Management Plan – Hilton Hotel site pursuant to section 198(4) of the *Local Government Act 1999 (SA).*

If Council does not adopt the amended CLMP

20. Noting this option is not recommended, the existing CLMP and lease terms remain current until the lease expires on 7 November 2079.

DATA AND SUPPORTING INFORMATION

Link 1 – Public Consultation Pack

Link 2 – Public Consultation Results – Your Say Adelaide Summary Report

Link 3 – Public Consultation Results – Your Say Adelaide Full Responses

Link 4 – ACMA Public Consultation Submission

ATTACHMENTS

Attachment A – Results of the public consultation

Attachment B – Amended Community Land Management Plan – Hilton Hotel Site

- END OF REPORT -

Submissions	Are you in support of the Draft CLMP?	Support a Lease longer than 5 Years?	Do you have any further comments?
Recipient 1	Neutral	Strongly Agree	A term of longer than 5 years should be permitted but only if the site is renovated/developed in line with the world class standard the location requires. Given the adjacent the Market Square development this is a prime opportunity to secure a long-term lease and a building that is truly transformative and deserving of this prime location, possibly the best in the CBD.
Recipient 2	Neutral	Disagree	Uncertain what the amendments mean and how it will work with the Central Market upgrades.
Recipient 3	Neutral	Neutral	This is not written very well as I don't understand what you're asking us.
Recipient 4	Neutral	Agree	Why is it for 97 years? What is the rational for the date proposed?
Recipient 5	Strongly Disagree	Disagree	Longer than 5 years should not mean nearly 100 years I am quite appalled. A 20-year lease would seem reasonable and does not tie future 'generations' as well as future ACC to a ridiculously long contract to 2121, which is likely to not be fit for purpose. Shame on ACC for even proposing these contract terms.
Recipient 6	Agree	Strongly Disagree	Do we not have enough hotels for a city of our size? Should the land not be used for more community-focused use? Affordable housing, gym facilities run by the Council? If it has to be another high-end hotel, the architecture should be updated. It's not a good-looking building.
Recipient 7	Strongly Disagree	Strongly Disagree	Any lease of such important public assets should not be granted longer than 5 years. The rent must be brought to market and reviewed each 5 years. The Lessee must not be given any more favours, they have bought it very cheaply, there are possible links by the Lessee to moneys illegitimately gained by logging of pristine rainforests.
Recipient 8	Strongly Agree	Strongly Agree	The current Hilton Hotel is tired and in need of an uplift to remain attractive and competitive. We understand that the Hotel will require a significant lease commitment to be able to invest and renovate – thus a lease term longer than 5 years, with an expiry on 6 November 2121 seems reasonable. The presence and long-term sustainability of surrounding hotels have many benefits to the Adelaide Central Market, the larger precinct and the whole city, including – Bringing tourists and adding vibrancy to the area, including in time of large events held around Victoria Square. Allowing business to be made (the Hilton is surrounded by offices and their weekly occupancy would be largely people on business). In that sense, the Hilton has a role to play in facilitating the attraction of economic investment and global opportunities to Adelaide. Supporting the retail and dining offers of the future Market Square and expanded market, including at night. In its role as a leader in the precinct, and as an advocate for the small businesses in and around the Market, ACMA supports the proposed amendments to the Community Land Management Plan and to the lease term.

COMMUNITY LAND MANAGEMENT PLAN

HILTON HOTEL SITE

April 2024

DRAFT

CITY OF ADELAIDE

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DRAFT

1. INTRODUCTION

Section 199 of the *Local Government Act 1999 (SA*) requires a council to manage Community Land in accordance with a management plan for the land. Land owned by a council or under a council's care, control and management is classified as Community Land.

The Hilton Hotel Site is Community Land owned by the Corporation of the City of Adelaide under the care and control of the City of Adelaide (the Council).

The management plan is referred to as the Hilton Hotel Site Community Land Management Plan (CLMP).

Section 196 of the *Local Government Act 1999 (SA)* sets out the structure and content and other matters relevant to the CLMP.

The CLMP has been prepared in accordance with that Section of the *Local Government Act 1999 (SA).*

Section 197 of the *Local Government Act 1999 (SA)* specifies the public consultation process associated with the development of the CLMP.

2. THE HILTON HOTEL SITE

The Hilton Hotel Site is situated on the corner of Victoria Square and Grote Street (south-western corner).

The Hilton Adelaide building is located on the site, and the hotel is part of the Hilton Hotels Corporation chain. The hotel is part of the Adelaide Central Market Precinct.

A locality map showing the Hilton Hotel Site is presented in Diagram 1.

An aerial photo delineating the community land boundary of the Hilton Hotel Site is presented in Diagram 2.

Figure 1 – Hilton Hotel Site locality map

City of Adelaide Community Land Management Plan
Community Land Category – Hotel Site

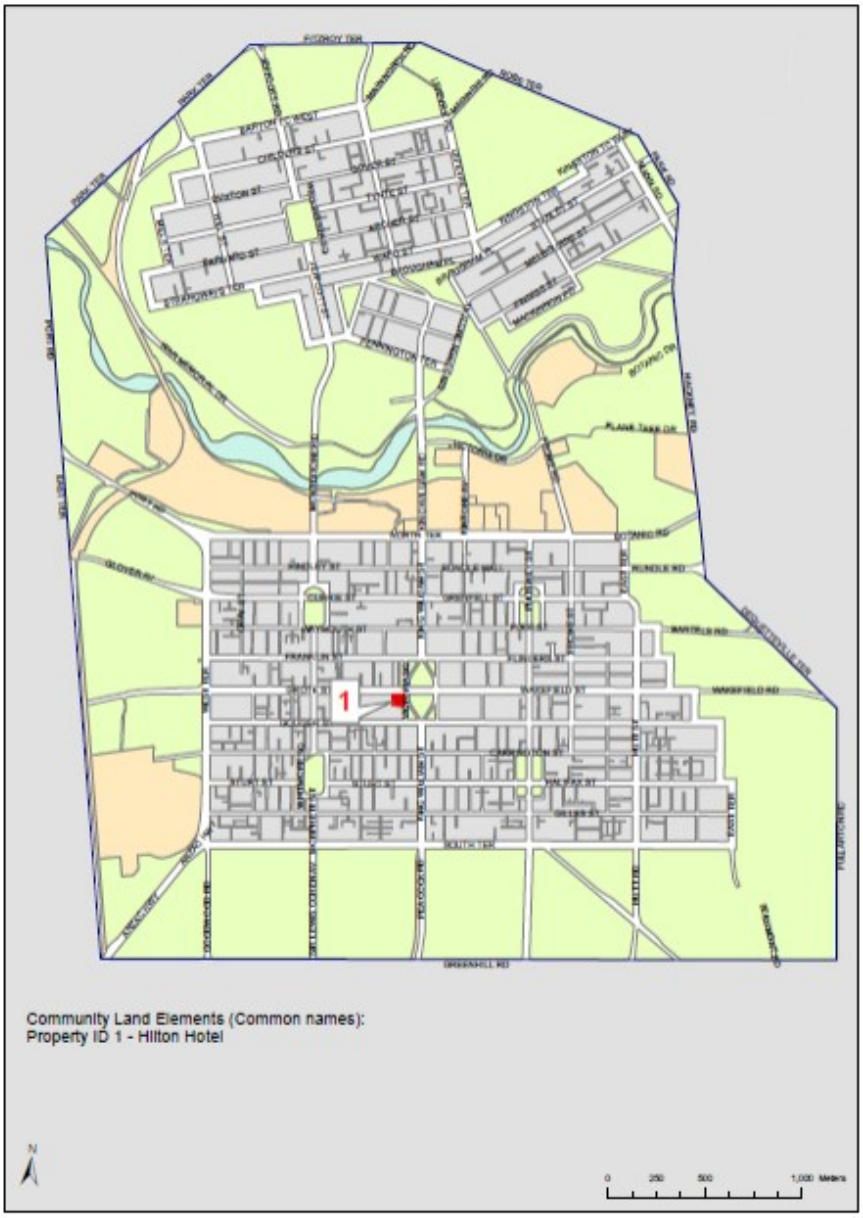
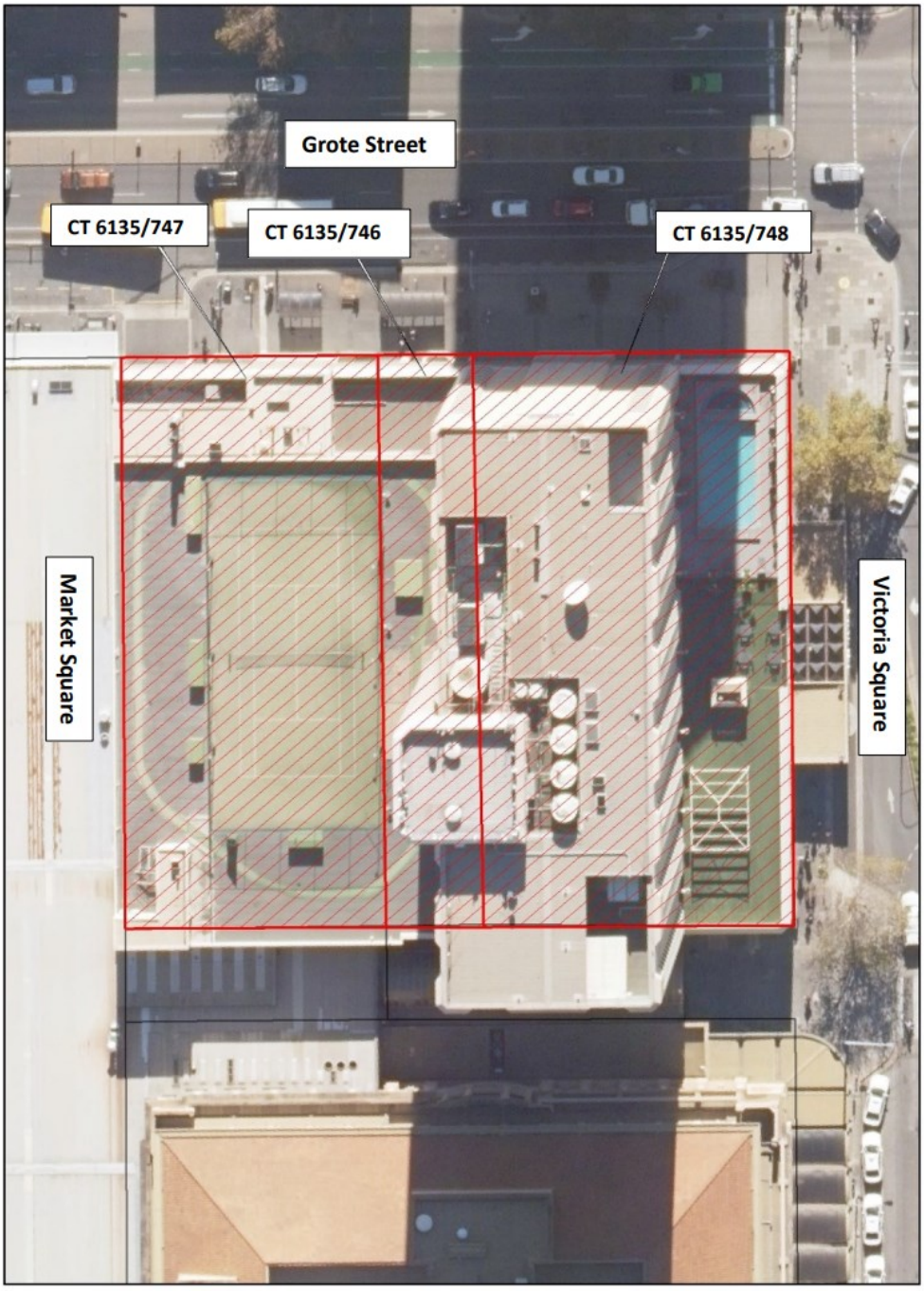


Figure 2 – Aerial photo delineating Hilton Hotel Site community land boundary

City of Adelaide Community Land Management Plan
Community Land Category – Hotel Site

Hilton Hotel Site
Legal Description -CT 6135/747, CT 6135/746 & CT 6135/748



3. DETAILS OF THE COMMUNITY LAND MANAGEMENT PLAN

3.1 Property Identification (Section 196(3)(a) of the Local Government Act 1999 (SA))

Name of Property:	Hilton Hotel Site
Location:	221-237 Victoria Square, Adelaide
Certificates of Title:	Volume 6135/ Folio 748 Volume 6135/ Folio 746 Volume 6135/ Folio 747
Current Use:	Site of the Hilton Adelaide building

3.2 Owner (Section 196(4))

The land is owned in fee simple by the Corporation of the City of Adelaide and subject to a long-term lease with a third party.

233 Victoria Square Hotel Pty Ltd, and its successors in title, is the Lessee for the period ending 6/11/2121. The lease comprises two leases granted by the Corporation of the City of Adelaide to 233 Victoria Square Hotel Pty Ltd being Lease 4660086 and 4660086A. While there are two leases there is only one lease document which references both lease registration numbers. Accordingly, both leases are on exactly the same terms and are referred to as the 'lease'.

3.3 Purpose for which the land is held (Section 196(3)(b))

The land is held as a site for an Upper Upscale Hotel.

3.4 Objectives for management of the land (Section 196(3)c)

To ensure the land is managed in accordance with the Ground Lease.

3.5 Policies related to the management of the land (Section 196(3)c) and 196(5))

The management plan is consistent (as far as practicable) with Council's relevant plans and policies about conservation, development and use of the land.

3.6 Management arrangements (Section 196(3)c))

The land is managed in accordance with the Ground Lease. The lessee is responsible for all fees and charges associated with the land, and all matters dealing with statutory compliance. The consent of the landowner (the Council) is required for any sub-lease arrangement by the lessee.

3.7 Performance targets and measures (section 196(3)(d))

The performance of the land will be measured by the management and operational criteria of the lease arrangement.

4. CERTIFICATES OF TITLE

Figure 3 - Certificate of Title Volume 6135 Folio 746

LAND SERVICES SA

Product	Register Search Plus (CT 6135/746)
Date/Time	11/01/2023 10:39AM
Customer Reference	AB ADELAIDE
Order ID	20230111002110

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6135 Folio 746

Parent Title(s)	CT 5141/103				
Creating Dealing(s)	DDA 12105562				
Title Issued	10/04/2014	**Edition**	2	**Edition Issued**	11/05/2022

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 2 FILED PLAN 11611
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
4660086	LEASE TO 233 VICTORIA SQUARE HOTEL PTY. LTD. (ACN: 655 433 711) COMMENCING ON 14/11/1980 AND EXPIRING ON 06/11/2079
10873074	CAVEAT BY 3GIS PTY. LTD. OVER LEASE 4660086 OVER PORTION (B IN GP 208/2000)
13799688	MORTGAGE OF LEASE 4660086 TO JUDO BANK PTY. LTD. (ACN: 615 995 581)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G208/2000

Administrative Interests	NIL

LAND SERVICES SA

Product	Register Search Plus (CT 6135/746)
Date/Time	11/01/2023 10:39AM
Customer Reference	AB ADELAIDE
Order ID	20230111002110

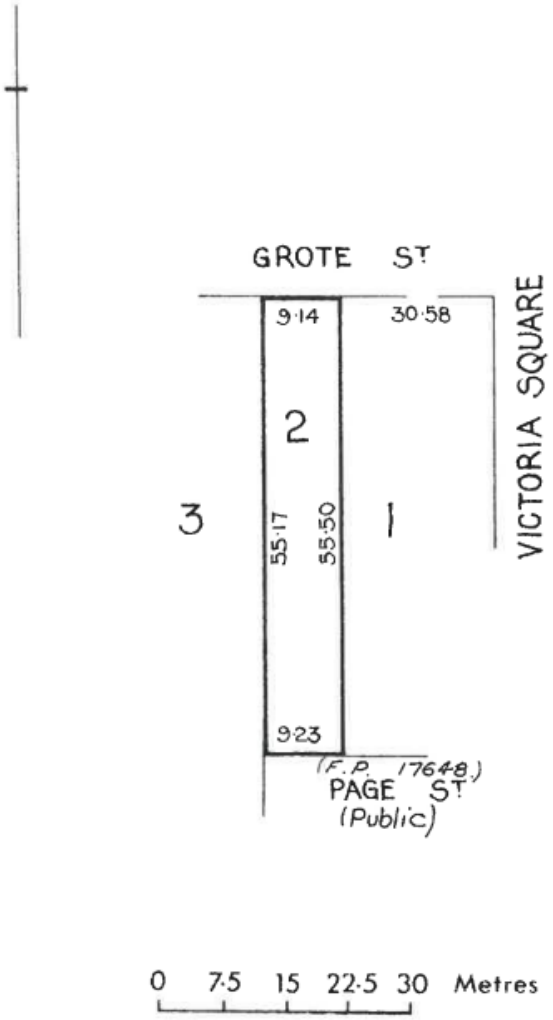


Figure 4 - Certificate of Title Volume 6135 Folio 747

LAND SERVICES SA

Product	Register Search Plus (CT 6135/747)
Date/Time	11/01/2023 11:17AM
Customer Reference	AB ADELAIDE
Order ID	20230111002740

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6135 Folio 747

Parent Title(s)	CT 5207/32				
Creating Dealing(s)	DDA 12105562				
Title Issued	10/04/2014	**Edition**	2	**Edition Issued**	11/05/2022

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 11 FILED PLAN 112202
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED A APPURTENANT ONLY TO THE LAND MARKED X

Schedule of Dealings

Dealing Number	Description
4660086	LEASE TO 233 VICTORIA SQUARE HOTEL PTY. LTD. (ACN: 655 433 711) COMMENCING ON 14/11/1980 AND EXPIRING ON 06/11/2079
13799688	MORTGAGE OF LEASE 4660086 TO JUDO BANK PTY. LTD. (ACN: 615 995 581)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

APPROVED F11611

Administrative Interests	NIL

LAND SERVICES SA

Product	Register Search Plus (CT 6135/747)
Date/Time	11/01/2023 11:17AM
Customer Reference	AB ADELAIDE
Order ID	20230111002740

This plan is scanned from Certificate of Title 1615/67
See title text for easement details.

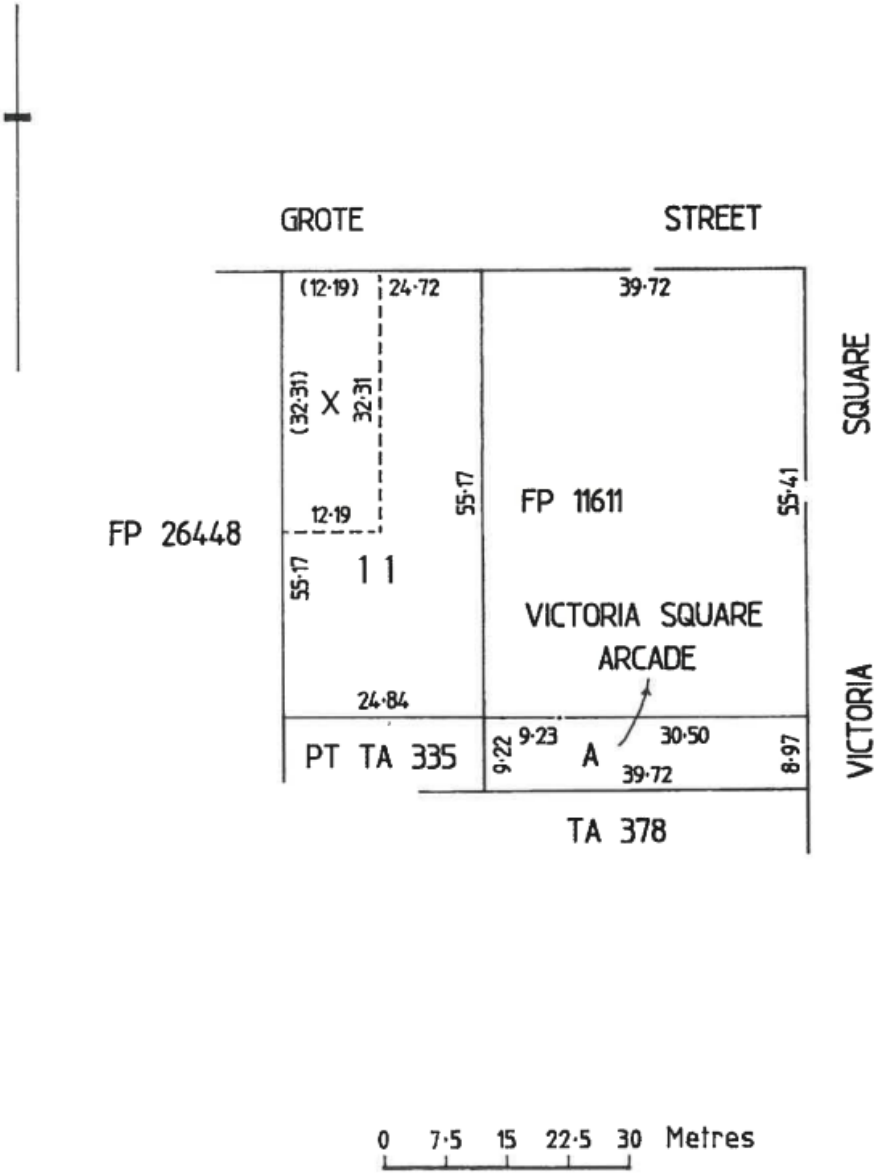


Figure 5 - Certificate of Title Volume 6135 Folio 748

LAND SERVICES SA

Product	Register Search Plus (CT 6135/748)
Date/Time	11/01/2023 10:35AM
Customer Reference	AB ADELAIDE
Order ID	20230111002034

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6135 Folio 748

Parent Title(s)	CT 5206/849				
Creating Dealing(s)	DDA 12105562				
Title Issued	10/04/2014	**Edition**	5	**Edition Issued**	11/05/2022

Estate Type

FEE SIMPLE

Registered Proprietor

THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land

ALLOTMENT 1 FILED PLAN 11611
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED A APPURTENANT ONLY TO THE LAND MARKED Y

Schedule of Dealings

Dealing Number	Description
4660086A	LEASE TO 233 VICTORIA SQUARE HOTEL PTY. LTD. (ACN: 655 433 711) COMMENCING ON 14/11/1980 AND EXPIRING ON 06/11/2079
10873073	CAVEAT BY 3GIS PTY. LTD. (ACN: 111 440 307) OVER LEASE 4660086A OVER PORTION (A AND B IN G208/2000)
13799689	MORTGAGE OF LEASE 4660086A TO JUDO BANK PTY. LTD. (ACN: 615 995 581)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G208/2000

Administrative Interests	NIL

LAND SERVICES SA

Product	Register Search Plus (CT 6135/748)
Date/Time	11/01/2023 10:35AM
Customer Reference	AB ADELAIDE
Order ID	20230111002034

