



CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday, 4 June 2024
at 7.00 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 Abrahamzadeh, 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 - 7/5/2024

That the Minutes of the meeting of the City Planning, Development and Business Affairs held on 7 May 2024, be taken as read and be confirmed as an accurate record of proceedings.

View [public 7 May 2024 Minutes](#).

4. Declaration of Conflict of Interest

5. Deputations

6. Workshops

Nil

7. Reports for Recommendation to Council

| | | |
|-----|--|-----------|
| 7.1 | Draft Integrated Climate Strategy for Endorsement | 4 - 42 |
| 7.2 | Draft City Plan – Adelaide 2036 for Public Consultation | 43 - 249 |
| 7.3 | Draft Adelaide Park Lands Management Strategy (APLMS) - Towards 2036 | 250 - 448 |
| 7.4 | By-law Review – Draft for Public Consultation | 449 - 507 |
| 7.5 | Encroachment Policy 2024 for Endorsement | 508 - 538 |

8. Reports for Noting

Nil

9. Closures

Draft Integrated Climate Strategy for Endorsement

Strategic Alignment - Our Environment

Public

Tuesday, 4 June 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 Council endorsement on the Integrated Climate Strategy 2030 (Strategy), provided in **Attachment A**, which incorporates consultation feedback on the draft Integrated Climate Strategy (draft Strategy) and is updated for recent Council priorities delivered through related initiatives.

On 12 December 2023 ([Link 1](#)) Council endorsed the draft Strategy for public consultation. Consultation opened on 5 February 2024 for a period of six weeks until 18 March 2024 (extended from 15 March 2024).

The consultation outcomes were presented to Council on 14 May 2024 ([Link 2](#)). Proposed amendments for the final Strategy have been included in **Attachment B**.

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 requiring new actions or significant change to existing work to deliver the outcomes sought.

Priority actions for implementation in 2024/25 have been identified, subject to the finalisation of the draft 2024/25 Annual Business Plan and Budget. The priority actions respond to the Council's decision on 13 February 2024 to identify alternative ways to reduce community carbon emissions through the Sustainability Incentive Scheme ([Link 3](#)).

RECOMMENDATION

The following recommendation will be presented to Council on 11 June 2024 for consideration

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

THAT COUNCIL

1. Endorses the Integrated Climate Strategy 2030 contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 4 June 2024.
2. Notes the Integrated Climate Strategy 2030 will replace the Climate Action Plan 2022-2025, Carbon Neutral Strategy 2015-2025, Climate Risk Adaptation Plan 2021-2026, Waste and Recycling Services Policy 2014, Resource Recovery Strategy and Action Plan 2020-2028, Zero Emissions Vehicle Plan 2019-2030, Water Sensitive Cities Plan 2021-2025, and Integrated Biodiversity Management Plan 2018-2023.

3. Authorises the Acting Chief Executive Officer or delegate to make minor and technical amendments to the document contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 4 June 2024 for the purpose of finalising the document for publication.
 4. Approves discontinuing the purchase of carbon offsets and adopting an approach to investing in direct emission reduction climate activities.
 5. Notes priority actions for implementation in 2024/25 will be determined through the 2024/25 Annual Business Plan and Budget process.
 6. Notes the risk and reporting framework for the delivery and monitoring of the Integrated Climate Strategy will be delivered in the first quarter of 2024/25 and reported through the Audit and Risk Committee in September 2024.
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IMPLICATIONS AND FINANCIALS

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| City of Adelaide 2024-2028 Strategic Plan | Strategic Alignment – Our Environment The Integrated Climate Strategy has been developed for alignment with the City of Adelaide Strategic Plan 2024-2028. |
| Policy | The Integrated Climate Strategy public consultation was undertaken in accordance with Council's Community Consultation Policy. The Integrated Climate Strategy will replace the Climate Action Plan 2022-2025, Carbon Neutral Strategy 2015-2025, Climate Risk Adaptation Plan 2021-2026, Waste and Recycling Services Policy 2014, Resource Recovery Strategy and Action Plan 2020-2028, 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 the Council on 12 December 2023. |
| Resource | Not as a result of this report |
| Risk / Legal / Legislative | Not as a result of this report |
| Opportunities | The 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: <ul style="list-style-type: none"> Climate Change Action Initiative Fund (CCAIF) \$783,250 (excluding salaries): <ul style="list-style-type: none"> \$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 City of Adelaide Resource Recovery Strategy and Action Plan of \$788,433. <ul style="list-style-type: none"> 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. The Quarter 3 budget review included an additional capital project of \$4.0m to fund a multi-year program of public realm greening to support the annual net increase in street trees. |
| Proposed 24/25 Budget Allocation | The draft 2024/25 Annual Business Plan and Budget includes initiatives totalling \$6.175M and comprised of: <ul style="list-style-type: none"> Operating activities of \$475,000 excluding salaries. \$1.7M for greening in 2024/25 consisting of: <ul style="list-style-type: none"> \$1.0M green infrastructure \$0.5M parklets |

| | |
|---|--|
| | <ul style="list-style-type: none"> ○ \$0.2M cycling infrastructure. <p>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, subscriptions and grant offers including the conclusion of the Carbon Neutral Partners program and CitySwitch program. The Council has indicated it wishes to redirect funding allocated to carbon offsets toward the delivery of climate resilience and emissions reduction projects.</p> <p>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.</p> |
| Life of Project, Service, Initiative or (Expectancy of) Asset | The draft 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 ([Link 1](#)) Council endorsed the draft Strategy for public consultation. Consultation opened on 5 February 2024 for a period of six weeks until 18 March 2024 (extended from 15 March 2024).
2. Consultation opened on 5 February 2024 to 18 March 2024 with a total of 28 written submissions, 3 phone submissions, and 39 Your Say Adelaide survey submissions received.
3. The consultation outcomes and proposed amendments to the draft Strategy were presented to Council on 14 May 2024 ([Link 2](#)).
4. Key themes arising from the consultation are summarised as:
 - 4.1. General support for the draft Integrated Climate Strategy 2030 and proposed goals and priorities.
 - 4.2. Investment in public infrastructure for active transport, and street trees for greening and shading.
 - 4.3. Increasing community awareness of existing opportunities and programs that support action, such as the Incentives for Sustainability program, and energy and resource recovery assessments.
 - 4.4. There will be transitional challenges for many of the key actions identified in the draft Strategy requiring new actions or significant change to existing work to deliver the outcomes sought.
5. The purpose of this report is to seek Council endorsement on the final Integrated Climate Strategy 2030 (Strategy), provided in **Attachment A**, which incorporates consultation feedback and is updated for recent Council priorities delivered through related initiatives.
6. A table of changes to the draft Strategy is provided to assist the Council with its consideration of the Strategy ([Link 4](#)).

Priority actions for 2024/25

7. The draft 2024/25 Annual Business Plan and Budget includes initiatives totalling \$2.175M and comprised of:
 - 7.1. Operating projects of \$475,000 excluding salaries.
 - 7.2. \$1.7M for greening in 2024/25 consisting of:
 - 7.2.1. \$1.0M green infrastructure.
 - 7.2.2. \$0.5M parklets.
 - 7.2.3. \$0.2M cycling infrastructure.
8. Through the 2024/25 budget deliberations, \$330,000 has been offered as permanent operating savings from the Park Lands and Sustainability Program.
 - 8.1. The allocation includes approximately \$180,000 for carbon offset purchases and affects existing memberships, subscriptions and grant offers including the conclusion of the Carbon Neutral Partners program and CitySwitch program.
 - 8.2. The Council has indicated it wishes to redirect funding allocated to carbon offsets toward the delivery of climate resilience and emissions reduction projects, noting direct investment of an equivalent amount will not achieve the same emissions reductions as offsetting.
 - 8.3. The Strategy is updated to a priority of a net zero ready city (rather than carbon neutral or net zero). The adjustment may result in a less favourable global benchmark through CDP reporting and concludes the City of Adelaide's participation in the Federal Government's Climate Active program.
9. Priority actions for implementation in 2024/25 have been identified, subject to the finalisation of the draft 2024/25 Annual Business Plan and Budget. The priority actions respond to the Council's decision on 13 February 2024 to identify alternative ways to reduce community carbon emissions through the Sustainability Incentive Scheme ([Link 3](#)).
10. Commitments in the Strategy that will be activated in 2024/25 include:
 - 10.1. Goal 1: A climate resilient city.
 - 10.1.1. Continue to invest in a citywide network of sustainable water infrastructure through partnerships and co-funded projects.
 - 10.1.2. Deliver the Greener City Streets Greening Program (street tree planting).

- 10.1.3. Undertake comprehensive stormwater management planning across the City of Adelaide's catchments, in partnership with the State Government, to ensure the stormwater network is planned to meet the needs of the community under climate scenarios.
- 10.1.4. Installation of 50 microclimate sensors (air temperature, humidity, air pressure) across the city to establish baseline conditions and accurately plot the existing urban heat island effect.
- 10.1.5. Deliver the Resilient Flood Mapping project.
- 10.2. Goal 2: A net zero ready city.
 - 10.2.1. Embark on an electrification program to support harder-to-electrify strata residential and commercial buildings to transition.
 - 10.2.2. Enable on-street EV chargers in select locations which support the transition to EVs and minimise impacts on public realm.
 - 10.2.3. Develop an Integrated Transport Strategy to address movement, climate and community health and wellbeing by 2025.
 - 10.2.4. Deliver World Car-Free Day events to support visioning of what a less car dependent city could look like and increase community capacity for safe active transport to and from the city.
 - 10.2.5. Extend the North South bikeway in sections by connecting the existing Rugby-Porter Bikeway in Unley to the Braund Road Bike Boulevard in Prospect.
 - 10.2.6. Deliver the Sustainability Incentive Scheme, which supports our partners and community to implement changes to enable a reduction in community carbon emissions.
- 10.3. Goal 3: A city where nature thrives.
 - 10.3.1. Work in partnership with Kaurna Miyurna to return Caring for Country practices and principles to management of the Adelaide Park Lands.
 - 10.3.2. Establish Aboriginal Rangers Program for the Adelaide Park Lands to support traditional land management practices.
 - 10.3.3. Develop comprehensive mapping of our biodiversity and implement monitoring programs to quantify changes in biodiversity and ecosystem health due to large scale factors, such as climate change.
 - 10.3.4. Rehabilitate watercourses such as Botanic Creek, Wirrarninthe Wetlands, Park Lands Creek with native vegetation and protect their natural flow regime by managing urban stormwater volumes.
- 10.4. Goal 4: Transition to a decarbonised city.
 - 10.4.1. Reduce food waste generation and increase diversion of food waste from landfill.
 - 10.4.2. Undertake feasibility studies for kerbside and bulk bin waste and recycling collection services.
 - 10.4.3. Review procurement practices to select products that:
 - 10.4.3.1. Replace raw materials with low embodied carbon, sustainably produced, renewable and recycled content.
 - 10.4.3.2. Reduce carbon emissions and keep materials in circulation for longer and at their highest value.
- 10.5. Goal 5: A climate leading capital city council.
 - 10.5.1. Consider climate change risk and sustainability in all capital works projects and asset renewals.
 - 10.5.2. Develop a Sustainability Governance and Reporting Framework by 2025 and capture and share data and learnings.

Next Steps

- 11. Pending Council's decision on the Integrated Climate Strategy, the document will be finalised and made public on the City of Adelaide website.
- 12. Implementation of the outcomes sought in the Strategy will commence in 2024/25, noting that delivery of the Strategy is subject to the Annual Business Plan and Budget process and prioritisation by Council.

13. Development of a risk and reporting framework for the delivery and monitoring of the Strategy will be delivered in the first quarter of 2024/25 and reported through Audit and Risk Committee in September 2024.
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DATA AND SUPPORTING INFORMATION

Link 1 – [City Planning, Development and Business Affairs Committee – Agenda – Tuesday, 5 December 2023](#)

Link 2 – [City Planning, Development and Business Affairs Committee – Agenda – Tuesday, 7 May 2024](#)

Link 3 – [Council – Agenda – Tuesday, 13 February 2024](#)

Link 4 – Summary of changes to the draft Integrated Climate Strategy 2030 following consultation

ATTACHMENTS

Attachment A – City of Adelaide Integrated Climate Strategy 2030

- END OF REPORT -

A woman with long brown hair, wearing a white long-sleeved shirt, blue jeans, a black helmet, and sunglasses, is riding a black road bike on a city street. She is positioned in the center of the frame, moving towards the right. The background features a vibrant, multi-colored mural on a building wall, with shades of red, yellow, green, and blue. A tree with green leaves is on the left, and a brick building is on the right. The street is paved with asphalt, and a green-painted bike lane is visible on the left. The overall scene is bright and sunny, suggesting a clear day.

Integrated Climate Strategy 2030

Resilient, Protected, Sustainable

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.



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From the Lord Mayor

Climate change has been unremitting, irrevocable, and constant not just in the City of Adelaide, but for communities across the globe.

Cities have a crucial role to play – both as significant contributors to climate change and as the places where most people choose to live.

While extreme heat and weather events may have altered our environments, our perception of what is happening has also changed.

We now know demolishing buildings risks wasting embedded energy and valuable resources.

We understand unless we plant more trees, and increasing canopy cover, our city will get hotter.

We know that unless we invest in cooling infrastructure now, our city will cease to function well when days are much hotter.

Adelaide is audacious in its ambition to become a leader in transitioning to a low carbon economy, and now is the time to fast-track those goals.

That's why the City of Adelaide is taking a leadership position in addressing climate change and resilience.

We are focused on what we can do now to continue driving down our carbon footprint and adapting our assets and services to climate impacts.

We are ramping up our action to strive for net zero emissions by 2035, and a 50% reduction in 2020 greenhouse gas levels by 2030.

Our Council is working to maintain and enhance our natural ecosystems and move to a circular economy. As a world-class city, there is ample opportunity in accelerating the transition to a low carbon, green and electrified city.



Climate change is an issue that affects us all and we must all play our part in its solutions. The onus is on us to play our part the solutions to support communities into the future.

We don't want to let our children and grandchildren look back on this era and think we could have done it better.

A handwritten signature in blue ink, which appears to read 'Jane Lomax-Smith'. The signature is fluid and stylized.

Dr Jane Lomax-Smith
Lord Mayor

Introduction

The City of Adelaide has developed this Integrated Climate Strategy to set our vision for a resilient, protected and sustainable city where people can live, work, study and play and adapt to changes in the climate that bring social and economic opportunity and disruption.

Our city will be one where our communities are interconnected, prepared and resilient in the face of changing conditions and extreme weather.

People will be able to move to, from, and around the city safely, comfortably, and sustainably as the city streets are kept cool with trees and plants and shaded against the summer sun.

Wetlands, biodiversity and ecosystems are enhanced, protected and thriving as the natural lifeline of the city and important assets to offset heat impacts.

The diversion of material from landfill into recycling, composting, and circular economy alternatives will continue to grow.

The Strategy is driven by a bold ambition to make a step change towards a decarbonised city.

The world requires emissions to be reduced drastically to avoid the worst impacts of climate change. For most, this means halving emissions by 2030 and zero emissions by 2050.

City of Adelaide has taken action to address climate change since 2015, when it set itself the aim to be one of the world's first carbon neutral cities.

Nations, cities and states need to adopt stronger targets for absolute emissions reduction.

City of Adelaide is updating its baseline year from 2007 to 2020 and bringing forward the target for 'net zero' from 2050 to 2035. The Strategy is our plan to achieve this target to:

Halve our climate impact by 2030 and make it nil by 2035.

City of Adelaide achieved a 5% emission reduction from 2020 to 2022. Our new target requires 50% emission reduction from 2020 levels by 2030.

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.

The Strategy focuses Council's effort on the priorities and scale of action required by the community and through the City of Adelaide's own operations across five goals:

Goal 1: A climate resilient city – we adapt to our climate by understanding risks, preparing our infrastructure and assets to withstand change, and ensuring our community is prepared.

Goal 2: A net zero ready city – we play our part in global efforts to halt climate change.

Goal 3: A city where nature thrives – our natural ecosystems are protected and enhanced in a changing climate.

Goal 4: Transition to a decarbonised city – the economy transitions to become low carbon and circular.

Goal 5: A climate leading capital city – we accept the challenge as one of the world's leading cities in addressing climate change.

Our Strategy will be delivered in partnership with other levels of government, business and community organisations. We recognise the need for transitional support, therefore, we will prioritise action and investment in physical infrastructure, community development, natural assets, and economic sustainability.

We will listen deeply and learn from Kaurna people who have cared for Country for thousands of years to learn from their spiritual and cultural knowledge and connection with the landscape.

The Strategy is informed by detailed assessment of climate change risk, modelling of future climate scenarios and clear pathways to drive carbon emission reduction.

The City of Adelaide recognises the ongoing importance of the United Nations Sustainable Development Goals. The Strategy aligns with the relevant goals for our community.

By working together, our city will be resilient, protected and sustainable.

Our Policy

Climate change has far-reaching risks for the environment, economy, communities and our lifestyles.

City of Adelaide supports meaningful and immediate climate action to reduce emissions and address the impacts of climate change risk such that:

1. Adelaide is a city where government, non-government, communities, industry and research institutions coordinate action to adapt, respond to and mitigate climate change to ensure it is climate ready.
2. Climate change risk governance and management frameworks are essential to understand and manage impacts on Council business, assets, infrastructure and service provision.
3. Proactive action to reduce energy use, grow renewable and low carbon energy sources, and continuous reduction of greenhouse gas emissions is necessary to transition Council operations to net zero emissions.
4. Access to data, public reporting and disclosure of emissions for the community and Council operations builds confidence in the climate-related ambition, performance and leadership of City of Adelaide.
5. City of Adelaide supports the transition to electric vehicles and decarbonisation of the transport system and acknowledges that this requires appropriate electric vehicle, cycling and walking infrastructure, and zero emission public transport.

Council's role will be to:

Lead. We will set science-based targets in line with international climate science, trial innovative and emerging systems, products and technologies for climate mitigation and adaptation, and showcase leading climate-related initiatives.

Deliver. We will procure and provide services that contribute to reducing community emissions or fund other organisations to deliver relevant services as appropriate; and take action to minimise the risks of climate change to Council services, assets, infrastructure, natural resources and biodiversity.

Facilitate. We will facilitate community-led climate action by connecting interested parties; raising awareness of climate-related information and initiatives; and incentivising action.

Advocate. We will advocate for relevant climate targets, investment and programs to be established at State and Federal level and recognition of the impacts of embodied carbon.

Our goals and priorities

| Goal 1. A climate resilient city | Goal 2. A net zero ready city | Goal 3. A city where nature thrives | Goal 4. Transition to a decarbonised economy | Goal 5. A climate leading capital city council |
|--|---|---|--|---|
| Priority: A cool city with no urban heat island effect | Priority: All homes and businesses will be electrified and powered by renewables | Priority: Caring for Country in partnership with Kurna Miyurna | Priority: Growth in circular economy industries in the city | Priority: Reduce City of Adelaide's operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emission by 2035 |
| Priority: Greening supported by sustainable water resources | Priority: Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide | Priority: Biodiversity, native grasslands and woodlands are protected and enhanced | Priority: Procurement decisions that localise supply, prioritise reuse and drive green industries | Priority: Transitioning our corporate fleet to zero emissions |
| Priority: Homes and businesses are protected from climate hazards | Priority: Triple the number of city workers who cycle to work, and double the number of local residents who walk to work | Priority: Karrawirra Pari, waterways, Adelaide Park Lands, streets and squares act as arteries connecting our native species | Priority: Zero avoidable kerbside waste to landfill ('zero waste') by 2030 | Priority: Climate change and sustainability are integrated into how we do business |



Image: Clean wood waste for recycling into woodchip mulch at Jeffries Transfer Station

Goal 1. A climate resilient city

We will adapt to our climate by understanding risks, preparing our infrastructure and assets to withstand change, and ensuring our community is prepared.

| | | | |
|-------------------------------------|--|---|--|
| 94% impervious surfaces in the city | 6,300 kilolitres per year of irrigation water for greening and the Adelaide Park Lands | 5,259 megalitres total flow of stormwater discharged from properties and streets which could be harvested | 1,243 megalitres of water used by City of Adelaide |
|-------------------------------------|--|---|--|

The science is certain. Global temperatures, climate systems and seasonal weather patterns are changing. The rate of change and extent of impacts is directly linked to human activities from the past, present and future.

Climate change is impacting all aspects of life in Australia, from the way our community functions, through to our economy and environment. Without a coordinated global response, conditions will become more challenging as greenhouse gases continue to increase in the atmosphere over the coming century.

The outlook for Adelaide is a hotter, drier climate with increasing frequency and intensity of extreme events such as heatwaves and floods. To remain a liveable and prosperous community we need to adapt, prepare and develop resilience to a changing climate.

76% of the City of Adelaide’s operational climate risks relate to increasing temperatures, reduced rainfall and flooding.

The impact of a changing climate have already been felt in Adelaide. In September 2016 major storms brought damaging winds and flooding which disrupted power supply for 24 hours.

Extreme heat across the city and damaging bushfires in the peri-urban areas during the 2019 summer directly impacted health and wellbeing across the community and resulted in direct impacts on city businesses.

We’re adapting to the increasing heat by:

- Planting trees – canopy in public spaces has increased by 6.3% in the last 7 years.
- Developing an Urban Greening Strategy to grow more tree canopy where it is most needed.
- Using green infrastructure such as water sensitive urban design and shading in our street designs.
- Auditing community buildings and assets to optimise cooling options.

We’re adapting to reduced rainfall by:

- Efficiently watering open spaces with climate controlled irrigation networks.
- Investing in a diversity of water resources such as recycled wastewater, harvested stormwater and roadside rainfall runoff.
- Strategically planning water resources for the Adelaide Park Lands so we can continue to sustain our natural assets.
- Investing in infrastructure that delivers climate independent water sources to reduce reliance on drinking water.

We’re adapting to increased rainfall intensity by:

- Surveying and modelling stormwater networks and planning a flood resilient system for the future.

We’re assisting community climate resilience by:

- Providing information about climate ready homes and other environmental sustainability topics.
- Providing a Sustainability Incentives Scheme which has invested over \$1.5 million to support over 700 community projects since 2015, including nearly 400 solar installations.

Key resilience challenges

Adelaide's climate is characterised by hot summers, with prolonged heatwaves a common feature. High temperatures in urban areas can have significant impacts on the liveability of a city, and on the health and wellbeing of its people.

Our communities face these challenges unequally and Council is also focused on increasing social and affordable housing, and removing homelessness through our Housing Strategy, Investing in Our Housing Future, and Homelessness Strategy, Everybody's Business.

Extreme Heat

Extreme heat has implications for health, the environment and liveability of the city, particularly as the number of days over 40°C in Adelaide is expected to double by 2030.

In January 2019, Adelaide was named the 'hottest city on the planet' as temperatures in the CBD soared to 47.7°C. We have experienced prolonged heatwave conditions, with 2009 recording a 10% higher mortality rate than normal during a 13 day heatwave event.

Climate patterns such as El Nino will exacerbate heatwaves in both intensity and duration, with observations in Adelaide already indicating a five-fold increase in days over 40°C since 2012.

Overnight (diurnal) temperatures during heatwave events are expected to be higher, meaning cooler evenings will not provide respite.

Urban Heat

In the City of Adelaide, temperatures in the built-up areas can be as much as 8°C hotter than in the surrounding Adelaide Park Lands (Guan et al., 2013).

The difference in temperature is caused by heat captured in roads, footpaths and buildings, and heat emitted from sources such as vehicles and air-conditioning units. This is known as the urban heat island (UHI) effect.

The western and northern areas of the CBD are the hottest parts of the city. This corresponds with greater amounts of hard surfaces, lower levels of vegetation and vehicle traffic.

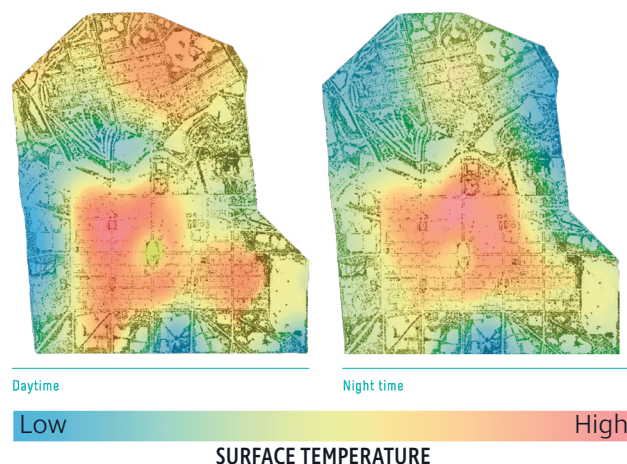


Figure 1. UHI effect shown as the variation in mean daily maximum and minimum temperatures during the day and night (Neto Duarte et al., 2016).

High temperatures have been shown to reduce social and recreational activity in the city, particularly where there is an absence of urban greening (Sharifi, 2016). This reduction in activity during heatwaves has a direct impact on business and economic activity.

Water Security

Water resources will be impacted by hotter and drier conditions and prolonged drought conditions. The Mount Lofty and River Murray watersheds are at risk of not meeting urban drinking water demands and new and more sustainable water resources need to be created, storing water in times of high rainfall and having multiple sources during drought.

More than 70% of water in the City of Adelaide is used on the Adelaide Park Lands and open spaces. Much of this is sourced from the Glenelg Adelaide Recycled Wastewater Scheme (GARWS) operated by SA Water. In years of low rainfall, Adelaide's potable water is sourced from desalinated water. Both resources are climate independent, but also energy intensive and higher in salinity than natural rainfall.

Assets and Infrastructure

City of Adelaide has an infrastructure and asset portfolio worth \$2 billion that provide a variety of services to the community and the State as the capital city. The portfolio includes urban elements such as roads, bridges, footpaths, kerbs and drainage.

Increasing heat and intense rainfall will increase localised flooding, reduce the useful life of assets, and given the long-term design life of many of these assets, they can be particularly vulnerable to climate change impacts.

Climate Justice

Climate change will disproportionately affect vulnerable people in our community as multiple factors such as chronic health conditions, low quality housing, housing insecurity, and fewer resources afford less ability to adapt to impacts.

We will prioritise programs, activities, and actions for people and communities most impacted and least able to adapt.

Homelessness

People sleeping rough are especially vulnerable to shocks, such as extreme weather events including heat stress, rain and flooding, and the Covid-19 pandemic. City of Adelaide acknowledges the impacts of climate change on people experiencing homelessness and will ensure our responses reflect climate justice principles related to representation, inclusion, and protection.

We will focus on solutions to homelessness through our Homelessness Strategy: Everyone's Business.

Housing

Housing is a significant contributor to global warming through energy use, building materials and waste. With all levels of government working to increase housing supply, all new housing developments should consider embodied carbon, sustainability, and sufficiency principles.

We will explore innovation in housing design, adaptive reuse of existing buildings, sustainability, and housing models which improve affordability through cost of living.

We will invest in our housing future through our Housing Strategy.

Air Quality and Health

Climate change is predicted to increase pollution and decrease air quality with serious implications for human health, such as lung and heart diseases. Less rain and hotter temperatures will exacerbate this, allowing pollutants to stay in the air for longer. Bushfires, drier conditions and extreme weather will increase our exposure to particulates in the air.

Case Study – Urban Heat & City Activity

Research from the CRC for Low Carbon Living: Urban Microclimates Project investigated the impacts of urban heat on human thermal comfort and activity levels in Adelaide.

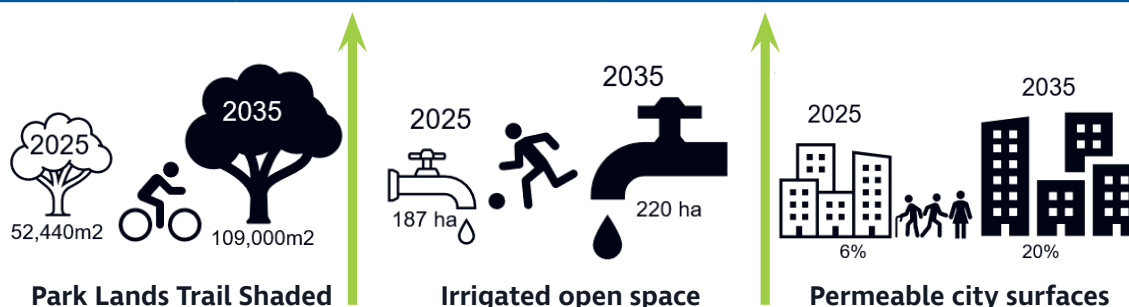
The research examined the impact of heat on three categories of activity – 'necessary', 'optional' and 'social'. Necessary activities were unavoidable everyday activities such as travelling to school or work. Optional activities related to activities such as eating, sitting and site seeing – Optional and social activities are critical to the life and vibrancy of the city.

The research found that optional activities are more sensitive to the impacts of urban heat and start to decrease after the temperature reaches 28–32°C. Activities in public spaces with more urban greenery show higher resilience to heat stress.

The research is clear – providing urban greening is key to the vibrancy and life of the city, and failure to reduce urban heat will have economic and social consequences.

Priorities for a climate resilient city

| PRIORITIES | SCALE OF ACTION REQUIRED | | INTEGRATED BENEFITS |
|---|---|---|---|
| | Where we are | What is needed | |
| 1 A cool city with no urban heat island effect | Temperatures in the built-up areas can be as much as 8°C hotter than in the Adelaide Park Lands | Reduce the temperature of road, footpath and pavement surfaces by more than 9°C compared to existing bitumen surfaces in full sun | Net Zero Ready City Nature Thrives Circular Economy Climate Leader |
| 2 Greening supported by sustainable water resources | 52,440m ² of Adelaide Park Lands Trail is shaded by tree canopy | 109,000m ² of Adelaide Park Land Trail to be covered by continuous tree canopy | |
| | 33% canopy cover in streets and parks | 40% canopy cover by 2035 | |
| | 117 average annual net increase in street trees between 2015 and 2022 | Net increase of 485 street trees every year until 2035 | |
| | 1.5% of street trees have WSUD passive watering | 40% of street trees (5,143) have WSUD passive watering by 2030 and 60% by 2035 | |
| | 6.1% of the built city area is permeable | Double the permeability in the built city areas | |
| | Increase the area of stormwater micro-catchments directed to gardens from 19.037 hectares (2.3%) | 20% of city stormwater drainage catchment is directed to WSUD green assets (159 ha) | |
| | 163 hectares of the Adelaide Park Lands is irrigated, with 60% of water sourced from sustainable supplies | 220 hectares of the Adelaide Park Lands are irrigated, and sustainable water increases to 95% for outdoor use | |
| 3 Homes and businesses are protected from climate hazards | 20% AEP and 10% AEP minor drainage service level | Upgrade existing stormwater infrastructure to meet future climate scenarios for rainfall intensity | Net Zero Ready City Nature Thrives Climate Leader |
| | 40% of Infrastructure Assets are rated as High for 2030 climate risk | 2030 Climate Risk ratings for Infrastructure Longevity is Medium or Low | |
| | No support provided for retrofitting buildings for climate resilience | Incentives provided for retrofitting to create climate resilient homes. | |



Priority: A cool city with no urban heat island effect

Keeping the city cooler will require more shade, less hard, dark surfaces and higher soil moisture. This can be achieved through well-designed buildings, fewer and narrower roads and hard surfaces, and light-coloured, natural and permeable pavements.

The Adelaide Park Lands provide a critical cool refuge with large, irrigated spaces, open watercourses and broad trees that provide shade and respite. We will design these spaces to be useable in hotter months.

City of Adelaide's heat mapping tells us that the afternoon sea breeze in summer is useful for cooling Adelaide's CBD and that urban development should intentionally be designed to harness this airflow.

We will shade and cool areas where people move around and use the city, such as footpaths, outdoor dining, events, sports, main streets and retail destinations.

Using our heating mapping we know where hot spots are located throughout the city and will target these areas for cooling.

We will create cooler, greener streets by establishing a green grid for the city, connected by shaded pedestrian paths and active transport.

Green corridors will connect the Adelaide Park Lands and Squares creating a continuous tree canopy that contributes to cooling, climate resilience, urban biodiversity and comfort to the users of the city.

We will look for opportunities to narrow roads, reduce through traffic, implement traffic calming measures that contribute to greening and cooling.

We will work with the Environment Protection Authority to understand and improve air quality in the city.

We will investigate a temperature sensor network to help monitor air temperature and inform planning decisions.

What has been done

In 2020, City of Adelaide together with Climate KIC, assessed the performance of three different road surface products to reduce heat from dark bitumen roads.

This project was the first in Australia to capture the day time and night time surface temperatures for new road sealant products.

The results showed varying success of between a 2.9°C and 8.7°C difference in reduced surface temperature.

Widespread use of the most effective product could generate a 1°C temperature drop at a city scale, equivalent to having 33% of Adelaide roads covered by shade from tree canopy (currently 27% in 2022).

Priority: Tree canopy and greening supported by sustainable water resources

Over the last seven years the City of Adelaide's tree canopy has grown. The largest increase in canopy has occurred in the Adelaide Park Lands with an additional 3,018 trees with three successive high rainfall years (La Nina) boosting tree health and growing conditions.

This contrasts with city streets and public spaces where space is highly contested above and below ground.

Whilst tree canopy cover along roads and streets has grown, streets and public spaces need to perform better as the city's economy and population grow.

We will make space for more urban trees and understorey planting to increase urban biodiversity and provide a more ecologically connected urban landscape.

We will implement water sensitive urban design (WSUD) in our streets to harness stormwater runoff and direct it to raingardens, permeable areas and soakage inlets.

What has been done

Using LiDAR and aerial photography, City of Adelaide's tree canopy (above 1m) was spatially mapped in 2015 and 2022.

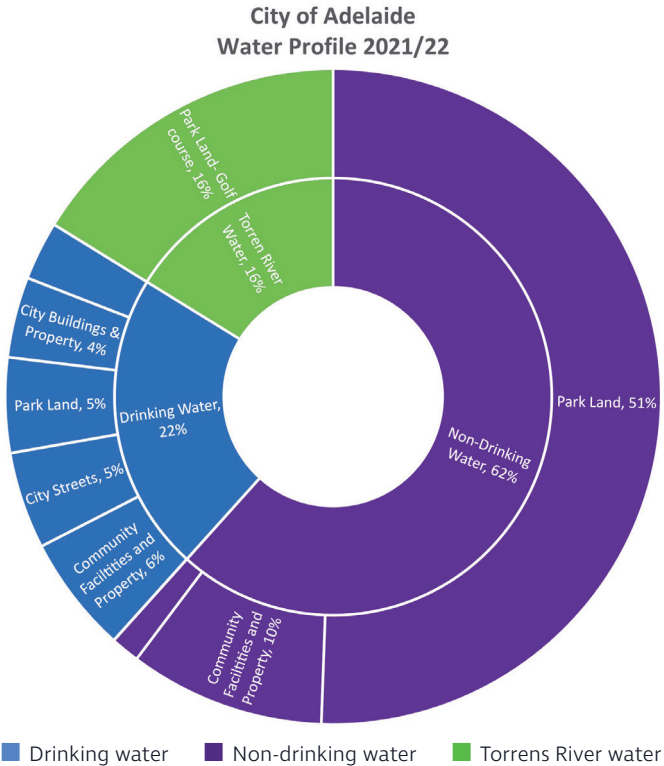
The mapping provides an evidence based assessment of tree canopy change and will be used to identify opportunities to increase tree canopy:

- City wide tree canopy has increased from 21.7% to 27.6% from 2015 to 2022.
- 18% of all tree canopy is located along roads and streets.
- 27 streets that had no tree in 2015, now have at least one tree in 2022.

City of Adelaide has been actively monitoring its water consumption for more than 20 years (Figure 2)

and has an expansive network of recycled water, that provides more than 700 megalitres of treated wastewater each year to the Adelaide Park Lands, Whitmore, Victoria and Light Squares and the entrance to the Royal Adelaide Hospital.

Figure 2 – City of Adelaide Water Profile 2021/22



We will continue to invest in a citywide network of sustainable water infrastructure through partnerships and co-funded projects.

We will continue to automate irrigation systems and install real-time smart water meters to monitor consumption at public facilities.

We will install a recycled water standpipe at the Council Nursery to provide a sustainable water supply for streetscape watering.

Priority: Homes and businesses are protected from climate hazards

Drainage networks constructed to mitigate rainwater inundation of homes and properties more than 100 years ago are no longer providing the same level of protection.

This is due to changes in the urban environment, less permeable surfaces and connection of new stormwater networks to receiving watercourses. Stormwater infrastructure needs to contend with increased rainfall intensity and short duration events which may overwhelm existing pipes and channels quickly, causing flooding.

We will undertake comprehensive stormwater management planning across the City of Adelaide’s catchments, in partnership with the State Government, to ensure the stormwater network is planned to meet the needs of the community under climate scenarios.

We will increase the resilience of City of Adelaide’s infrastructures assets through detailed planning for climate change, new design requirements and investment.

Image: Uniting Church Netball Association Club Rooms receiving a ‘cool roof’ treatment in Adelaide’s Josie Agius Park/Wikaparntu Wirra (Park 22)



Goal 2. A net zero ready city

We play our part in global efforts to halt climate change

39% community carbon emissions from energy use in 2022

45% community carbon emissions from transport in 2022

11% community carbon emissions from refrigerants in 2022

5% community carbon emissions from waste in 2022

Climate change is the largest crisis facing the world and we need all hands on deck to prevent the worst of its impacts.

While we work to address the impacts already being felt by climate change, there's still a major task ahead of us to slow it down – that starts with understanding what our impacts are.

City of Adelaide calculates greenhouse gas emissions generated by its community in a carbon inventory, which is prepared in accordance with the Greenhouse Gas Protocol for Community Scale Greenhouse Gas Emissions inventories (GPC) and shared publicly.

Between 2007 and 2022 our residential population grew by 41% and Gross Regional Product increased by 58 per cent. An important global goal is 'decoupling' economic growth from the use of fossil fuels that drives climate change.

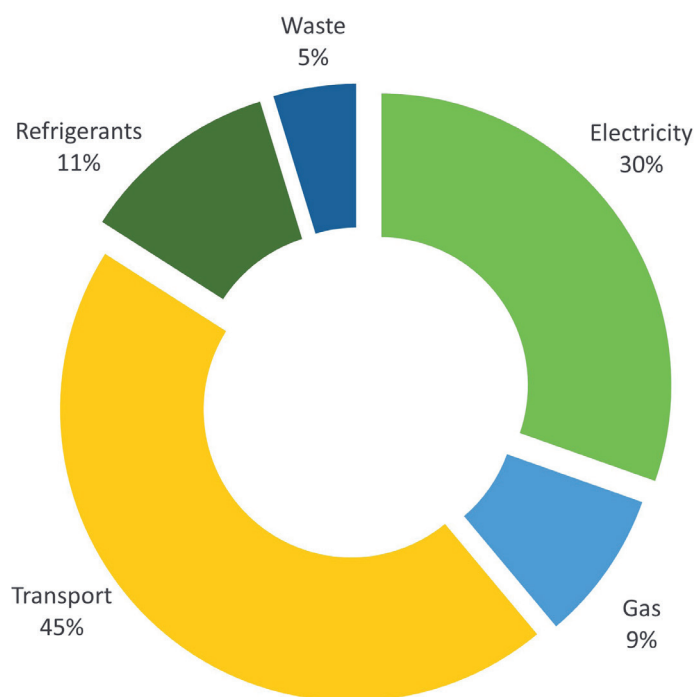
Following great gains in the first decade of the century, City of Adelaide set an aspirational target of a 35% reduction of our community emissions from 2006 by 2020 – the community achieved a 26% decrease by 2022.

By mid 2022:

- Emissions from electricity had **decreased by 62%** – primarily due to the State's rapid and world-leading transition to renewable electricity.
- Emissions from gas **increased by 10%**.
- Emissions from transport **increased by 64%**, including flights originating from or visiting the city.
- Waste emissions made up about 5% and refrigerants (from air conditioners and refrigerators) made up 11% of the total.

In 2022, community carbon emissions comprised of energy use (39%), transport (45%), refrigerants (11%) and waste (5%).

Figure 2. Community emission 2021/22



Building energy comprised 39% of City of Adelaide's community carbon emissions. Commercial buildings and apartments made up around 91% of this energy. Emissions from electricity are dropping fast – 62% since 2007 – while gas remains steady.

The biggest areas of influence for the next 10 years will be in the transition from gas to electric in buildings, and support for electric and low carbon vehicles.

Our achievements to now



More than 15MW

of solar capacity installed in the city and North Adelaide, quadrupled since 2016



65 % renewable electricity

in the South Australian grid



Over 54

public electric vehicle chargers installed since 2017, the amount of electricity dispatched increased 10-fold to 2023



Over 220

Carbon Neutral Adelaide partners



Over 700 projects

supported by \$1.5 million in incentives for sustainability provided by the Council



50 small businesses

received free energy efficiency audits in 2021



23 small businesses

received over \$81,000 towards efficiency upgrades



First organic waste separation

trial for outdoor spaces in Adelaide's Rundle Mall

Priorities for a net zero ready city

| PRIORITIES | SCALE OF ACTION REQUIRED | | INTEGRATED BENEFITS |
|--|--|---|---|
| | Where we are | What is needed | |
| 4 All homes and businesses will be electrified and powered by renewables | Between 10 and 20 homes and businesses electrified with Council support per year | 500 homes and businesses electrified each year, and all-electric new buildings | Net Zero Ready City Nature Thrives Climate Leader |
| | Over 90 solar installations in 2022–23, 20 with Council support | 300 new solar installations each year | |
| 5 Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide | City of Adelaide first installed publicly available EV charging infrastructure in 2017, to demonstrate and provide leadership to the emerging EV industry and users, with 54 installed across our UPark businesses and on-street in 2022 | Install an additional 25 public EV charging bays by 2030 in collaboration with partners | |
| 6 Triple the number of city workers who cycle to work, and double the number of local residents who walk to work | 2.6% of city workers cycling to work (around 3,400 individuals) | 10% of city workers choose to cycle to work, at least 10,000 extra people per day | |
| | 24% of local residents walking to work (around 3,000 individuals) | 48% of local residents choosing to walk to work, at least 6,000 extra people per day | |

Priority: All homes and businesses will be electrified and powered by renewable energy

South Australia has a world leading renewable energy grid and regularly experiences days and weeks where the State's electricity needs are met entirely with wind and solar. The State Government has committed to a fully decarbonised grid by 2030 and is likely to beat this deadline.

City of Adelaide seeks to make the most of this world-leading grid through electrification, converting all energy sources to electricity.

Once the city's electricity is 100% renewable, this alone will result in a 35% reduction in the community's carbon emissions from 2020. If all city buildings are electrified, this will increase to a 44% drop in carbon emissions.

Our award-winning Sustainability Incentives Scheme provides rebates to support our community to make this transition, such as replacing gas appliances with electric, undertaking home energy assessments and solar installations.

In 2024 we will embark on an electrification program to support harder-to-electrify strata residential and commercial buildings to transition.

While the fit-out choice of new buildings is not under direct Council control, we support all new houses in the city being all-electric from 2025.

We will continue to investigate the use of community batteries and energy projects that capitalise on our green grid and support more affordable electricity, grid stability, and equitable sharing of renewable resources.

What has been done

88 O'Connell Street is being developed as a mixed use of apartments, commercial and retail, with sustainability principles at the forefront.

Residents will benefit from highly efficient, all-electric apartments with the most up-to-date kitchen appliances, air conditioning, centralised HVAC system for reuse of heat within the building, and electric vehicle chargers. The apartment designs are targeting a rating of 7 stars under the National House Energy Rating Scheme (NatHERS), one star higher than the minimum standards at the time of building, and 15% better performing than the construction code requirements.

¹ Australian Electric Vehicle Market Study (ARENA and Energeia, 2018)

The building provides shading treatments, double glazing and light-coloured external finishes to block and reflect heat, together with green landscaping.

Priority: Public EV charging infrastructure is available for all users catalysing the update of EVs, including micro-mobility, in Adelaide

Car vehicle ownership in the City of Adelaide indicates strong transition to low emissions vehicles. To support this uptake, we will develop the city's EV charging network to contribute to an overall sustainable transport system that maintains the city as an attractive place to live and work, and as an exciting destination for a range of visitors.

City of Adelaide's role will be to use its influence and market power to strike a balance between market demand for accessible EV charging infrastructure and broader integrated transport and city outcomes.

The most recent amendments to the National Construction Code (NCC) in Australia stipulate that starting from October 2024, 100% of car parking spaces in new apartment buildings must be EV-Ready along with 10% of office car parking and 20% of other commercial parking spaces.

We will work with developers and the development industry to support information provision and guidance for EV infrastructure.

For Adelaide, accelerating the shift to electric vehicles offers an opportunity for both improving local air quality and reducing noise and carbon emissions. This transition will be supported by City of Adelaide installing additional public EV charging stations in collaboration with partners ensuring targeted coverage to priority locations to support residents and businesses and provide destination charging that supports the city's economic competitiveness and appeal to visitors for shopping, employment, tourism and enjoyment of the Adelaide Park Lands.

City of Adelaide has a high population density compared to other parts of the metropolitan area – as well as high job density. These factors create demand for EV charging beyond what can be provided in private residences.

An accelerated EV uptake trajectory¹ would mean 25% of vehicles owned in 2030 and 100% in 2050 are electric, compared to 5% in 2030 and 75% in 2050 predicted with no government intervention.

City of Adelaide's Electric Vehicle (EV) Charging Infrastructure Transition Roadmap comprises seven key actions:

1. Lead on-street charging trials in residential areas with limited private off-street charging and constrained charging options through partnerships.
2. Facilitate the deployment of EV charging infrastructure within the City of Adelaide by establishing a clear framework for the roll-out of EV chargers at strategic locations.
3. Enable on-street EV chargers in select locations which support the transition to EVs and minimise impacts on public realm.
4. Partner with industry for the provision of destination charging within U-Park facilities.
5. Work with residential strata corporations to remove the barriers of installing EV charging infrastructure within multi-unit dwellings constructed prior to October 2024.
6. Advocate to the State Government for a coordinated approach to on-route and hub EV charging networks that considers the aspirations of the City of Adelaide for our community, environment, economy and places.
7. Advocate to the State Government for inclusion of EV charging provisions in legislation and statutory documents such as the Planning and Design Code and that pertain to EV parking for charging.

We will continue to support residents and businesses to install electric vehicle chargers through the Sustainability Incentives Scheme.

Investment Principles for EV Infrastructure

| | |
|---|---|
| A net zero city | Aligns to sustainability objectives and powered by renewable energy |
| | Integrated with active transport infrastructure |
| Fosters attractive and competitive destinations | Aligned to key destinations |
| | Facilitates a range of visitor types and supports businesses, events, and visitations |
| User-Oriented, convenient and consistent | Interoperable, allowing charging for various vehicle types |
| | Reliable and minimises network downtime and disruption |
| | Conveniently located to support city users |
| Future-ready and innovative | Seeks to leverage new technologies and digital technology for management |
| | Seeks opportunities for pilots and trials |
| Fair and equitable | Meets the needs of all city users, including residents |
| | Equitable provision for residents and to support businesses |
| Leverages partnerships and collaboration | Active across advocacy, education, partnership and provision |
| | Delivered in partnerships with the private sector where appropriate |
| | EV owners have access to information on latest trends and opportunities |

Priority: Triple the number of city workers cycling to work, and double the number of local residents walking to work.

Transport emissions account for around 45% of the community's carbon footprint. Movement of people to and around the city is essential for economic activity and vibrancy, and the City of Adelaide seeks to realise opportunities for low carbon, safe and equitable options for all.

Around the world, cities are being re-envisioned to create healthier streets that enable more people to walk, wheel, cycle, scoot or use public transport. Increasing the range and uptake of low carbon transport options in the city is essential to meeting ambitious carbon targets, community expectations and creating a liveable neighbourhoods.

For commuting into the city, over 43% of people use a car, equivalent to over 56,000 people. Around one quarter of those trips are coming from areas that

could be cycled in less than a 30-minute one-way trip. The average travel distance to the CBD is relatively short, at just over 13km compared to more than 18km for Sydney and Melbourne, 17km for Brisbane and 16km for Perth.

The Strategy seeks to create step change to dramatically increase walking, wheeling and cycling uptake by:

- Creating calmer, more pleasant and shady streets
- Creating a network of protected cycle lanes and intersections
- Increasing priority at intersections for pedestrian and cyclists.

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.

We will develop an Integrated Transport Strategy to address movement, climate and community health and wellbeing by 2025. This Strategy addresses infrastructure needs to accompany the necessary transport mode shift to meet our emissions reduction targets.

Image: Community engagement to support cycling to work, Spring 2023.



Goal 3: A city where nature thrives

Natural ecosystems are protected and enhanced in a changing climate

| | | | | |
|--------------------------------------|---|---|--|---|
| One endangered ecological community* | Three threatened fauna species and one threatened flora species | 183 indigenous plant species many of which are remnant to the Adelaide Plains | 10 of the 33 native mammal species remain in the Adelaide Park Lands | 1,300 megalitres of stormwater drains to local waterways per year |
|--------------------------------------|---|---|--|---|

*Based on 2017/18 Flora and Fauna Surveys of the Adelaide Park Lands

The Adelaide Park Lands are a unique part of the City of Adelaide’s character and culture. They receive approximately 10 million visits a year, for a wide variety of purposes. Their landscapes are highly variable and include open woodlands and grasslands, creeks, wetlands, a river, sporting fields, event spaces, curated gardens, playgrounds, roads and paths.

Embedded within these landscapes are areas of remnant native vegetation, mainly in the form of open grassy woodland and grasslands. These areas attract and host hundreds of species of associated wildlife, including some with conservation significance.

Karrawirri Pari/River Torrens is a significant ecosystem in the city winding through the Adelaide Park Lands on route from the Mt Lofty Ranges to Gulf St Vincent.

City of Adelaide has been protecting and enhancing biodiversity in the Adelaide Park Lands for many years, with the support of partners and the community.

This Strategy confirms our commitment to biodiversity conservation at the ecosystem, species, and genetic level, and sets new directions for management.

Adelaide is a city for nature, unrivalled by any other Australian capital city. We will protect and enhance nature for nature’s sake, through First Nations’ perspectives and nature positive design.

Nature-positive design focuses on the repair and regeneration of our species and ecosystems for nature’s sake.



Priorities for a city where nature thrives

| PRIORITIES | SCALE OF ACTION REQUIRED | | INTEGRATED BENEFITS |
|--|---|--|------------------------------|
| | Where we are | What is needed | |
| 7 Caring for Country in partnership with Kurna Miyurna | Return of cultural fire to the Adelaide Park Lands with Kurna Kardla Parranthi (cultural burn) | In collaboration with Kurna, integrated, celebrated, and promoted 'Caring for Country' approaches | Resilience Climate Leader |
| 8 Biodiversity, native grasslands and woodlands are protected and enhanced | Establish a comprehensive baseline of species, vegetation communities, and habitats to inform decision-making, guide management actions, and evaluate success | There is a net increase in biodiversity, habitats, and ecosystem health within the City of Adelaide by 2030 | |
| 9 Karrawirra Pari, waterways, Adelaide Park Lands, streets and squares act as arteries connecting our native species | Increase the stormwater catchment area diverted through large-scale treatment systems such as swales, basins and wetlands from 124.4 ha in 2020 (8%) | 15% of urban stormwater catchment is directed to large-scale treatment systems | |
| | 3.31 ha of aquatic and riparian flora and fauna in the River Torrens and urban water courses in 2022 | Greater diversity of aquatic and terrestrial flora and fauna in the River Torrens and urban water courses | |
| | 187 tonnes of stormwater (gross) pollutants captured and diverted to improve water quality in creeks and rivers in 2020 | Reduce catchment-wide stormwater pollutant discharge loads by 856,922 kg/yr to meet SA Water Quality Targets | |

Priority: Caring for Country in partnership with Kurna Miyurna

Kurna Miyurna hold native title over the Adelaide Plains, including the City of Adelaide. The health, diversity and abundance of the land is due to thousands of years of Kurna care. As a result, the ecosystems that were intact at the time of colonisation were carefully managed including the use of fire to clear and rejuvenate the land.

Many native species are reliant on heat, flame or the chemicals in smoke to trigger seed germination. The use of fire as a landscape management practice has been halted since colonisation and seeds lay dormant in the soil.

We will work in partnership with Kurna Miyurna to return Caring for Country practices and principles to management of the Adelaide Park Lands.

We will investigate a Kurna interpretation program for sites of high biodiversity value including the Pakapakanthi Wetlands.

What has been done

In 2021, Kurna Kardla Parranthi (cultural burn) saw the return of cultural fire to the Adelaide Park Lands in Tuthangga (Park 17). An Adelaide Park Lands cultural fire management plan has also been prepared by Kurna practitioners.

Implementation of this plan will renew areas of native grassland and woodland.

Increasing collaboration with Kurna Miyurna will provide cultural benefits for traditional owners and benefit our native ecosystems and local biodiversity by returning to the land practices that formed the landscape.

Priority: Biodiversity, native grasslands and woodlands are protected and enhanced

Native grasslands and woodlands are a window into the natural and cultural history of the Adelaide Park Lands. They attract, provide habitat and host native species that have lineage that pre-date colonisation.

As climate change increases its impact, heat refuges will become increasingly important for wildlife and the ecological integrity of our natural systems will assist in protecting against extreme weather events.

City of Adelaide has identified six Key Biodiversity Areas in the Adelaide Park Lands. We will continue to manage these areas to improve their ecological integrity and identify ways to expand and identify new biodiversity areas.

Through seed collection and native plant germination, City of Adelaide is contributing to the protection of important native seed banks.

We are focused on a comprehensive survey of the biodiversity of the Adelaide Park Lands to provide an evidenced base for our effort.

From the biodiversity survey, we will develop comprehensive mapping of our biodiversity and implement monitoring programs to quantify changes in biodiversity and ecosystem health due to large scale factors, such as climate change.

We will continue to work with communities and not-for-profit organisations to ensure the integrity of the city's biodiversity. We will strengthen our relationship to research institutions and the Adelaide Botanic Gardens in our quest to be nature positive.

Priority: Karrawirra Pari, waterways, Adelaide Park Lands, streets and squares act as arteries connecting our native species

Water has always influenced the culture and creation of Adelaide. Karrawirra Pari is of continuing importance to the Kaurna people, for its association with food, hunting, resources and the Red Kangaroo Dreaming.

Other waterways that flow through the city include Park Lands Creek and Botanic Creek. These natural water courses have been augmented to drain rainfall runoff from urban areas, bringing with it pollutants. The waterways of the city are also impacted by stormwater discharging from upstream which requires active management of blue-green algae in the Torrens Lake, silting at Torrens Weir, woody weeds and pests such as carp.

City of Adelaide remains committed to slowing the flow of water, preventing pollutants, and enhancing aquatic and terrestrial biodiversity to restore highly valued areas of nature in our city.

We will restore aquatic biodiversity in Karrawirra Pari by establishing in-lake macrophyte zones to naturally filter stormwater and establish habitat for a diversity of riparian creatures.

We will renew Rymill Lake with integrated natural water management systems to sustain water quality.

We will rehabilitate watercourses such as Botanic Creek, Wirrarninthe Wetlands, Park Lands Creek with native vegetation and protect their natural flow regime by managing urban stormwater volumes.

Waterways act as movement corridors for biodiversity, increasing the resilience of native animals and the spread of seed, pollen and other genetic material.

We will identify connections between areas of biodiversity and along waterways and restore these areas to nature.

We will address the negative impacts of urban development on biodiversity by adopting biodiversity sensitive urban design (BSUD) principles to maintain and integrate nature into the urban environment to promote ecological processes and encourage positive human-nature interactions, creating a city where nature thrives.

What has been done

Wirrarninthe Wetlands

In Kaurna language Wirrarninthe (pronounced Wirranindi) means 'being transformed into a green forested area'.

During the last twenty years Wirrarninthe has been improved by planting trees, shrubs and grasses like those that were here prior to European colonisation.

The site is now used for recreation and is an environmentally valuable area for biodiversity. The Park is the location for key initiatives for caring for Country including the Kids on Country education program.

Goal 4: Transition to a decarbonised economy

The economy transitions to become low carbon and circular

Adelaide has over 10,000 multi-unit dwellings in 600 strata and community title buildings

75% of waste bin contents in multi-unit dwellings are unrecovered resources

Half of the contents in residential waste bins is green organics material that could be diverted.

Overall, many more resources can be recovered by using the green organics and yellow recycling bins

Worldwide, total material extraction is on the rise and has almost doubled since 2000, reaching 100 billion tonnes today².

The prevailing linear economic model, characterised by a 'take-make-dispose' approach, results in the squandering of valuable materials in landfills, all while we continue to deplete precious natural resources for new production.

The concept of a low carbon and circular economy addresses concerns regarding resource scarcity, environmental pollution, and the economic constraints tied to current patterns of production and consumption. It prolongs the lifespan of materials, diminishing the necessity for extracting fresh natural resources. It urges re-evaluation of our consumption patterns, prompting us to question the need for new goods and explore alternatives such as reuse, repair, refurbishment, and participation in product-sharing services.

Transition to a low carbon and circular economy opens avenues for innovation, economic expansion, and job creation. This requires structural changes that go beyond recycling. It comprises of a new understanding that there is no such thing as waste but only resources that can be reused and modified.

City of Adelaide will be a catalyst for change to address embodied carbon and achieve more circularity by 2030. To make this a reality, we will involve broad stakeholders and the State Government to localise supply chains and prioritise reuse.



Images: Electronic Recycling Australia (ERA) facility in Ottoway, SA where e-waste collected from residents using the Council's Hard Waste service and Reuse and Recycle Hubs is processed.



Priorities for transitioning to a decarbonised economy

| PRIORITIES | SCALE OF ACTION REQUIRED | | INTEGRATED BENEFITS |
|--|--|--|---|
| | Where we are | What is needed | |
| 10 Growth in circular economy industries in the city | Establish baseline of existing circular economy industries including its economic value and employment opportunities | Growth in circular economy industries in the city | Net Zero Ready City Nature Thrives Climate Leader |
| 11 Procurement decisions that localise supply, prioritise reuse and drive green industries | Establish baseline of common supply chains used by City of Adelaide | Increase in sustainable supply chains commonly used by City of Adelaide | |
| 12 Zero avoidable kerbside waste to landfill ('zero waste') in 2030 | 50% landfill diversion rate from residential kerbside collections ³ | Divert 80% of residential kerbside collected material from landfill | |
| | Food waste in waste bins is over 30% by weight ³ | Food waste in landfill is below 5% by weight | |
| | 588 kilograms of waste generated per year per premise in 2022 ³ | Reduce waste generation by 15% per capita | |
| | Residential kerbside collected recycle bins contain 18% contamination. | Residential kerbside collected recycling bins contain 10% or less contamination. | |

³ 2022 Waste and Recycling Audit Report

Priority: Growth in circular economy industries in the city

City of Adelaide is unique, agile and ready for change. Our leading industries are well poised to capitalise on the economic benefits of a circular economy.

City of Adelaide will foster critical connections, action and support industry in this transition by leveraging the city's points of differentiation.

We will focus on six key areas:

1. **Food.** Reduce food waste generation and increase diversion of food waste from landfill.
2. **Fashion.** Boost the local economy through innovation in the textile/fashion industries leading to high quality resources remaining in circulation and reducing impacts of fast fashion.
3. **Furniture.** Reduce the level of waste generated from discarded furniture, in particular from student accommodation and short-term rental accommodation.

4. **Fix-it (Repair).** Boost community resilience, reduce cost of living and keep materials in circulation through skill-share and repair.
5. **Fit-outs.** Support fit outs in city businesses to include circular economy and move higher up on the Resource Recovery Hierarchy.
6. **Festivals.** Avoid waste generation, recover more resources, and boost circular economy outcomes in festivals and events.

Priority: Procurement decisions that localise supply, prioritise reuse and drive green industries

To influence supply chains, City of Adelaide will review its procurement practices to select products that:

- Replace raw materials with low embodied carbon, sustainably produced, renewable and recycled content.
- Reduce carbon emissions and keep materials in circulation for longer and at their highest value.



Image: Event Recycling System at WOMADEelaide

Priority: Zero avoidable kerbside waste to landfill ('zero waste') in 2030

Our focus in achieving zero kerbside waste to landfill is to (1) support the community in reducing waste generation in the first place by the adopting the Resource Recovery Hierarchy and (2) create the systems conducive to recovering more resources. This will be delivered through:

Trials – partner to deliver interventions that reduce food waste for residents, visitors, and businesses, with a focus on multi-unit dwellings, dining and hospitality.

New Models – City of Adelaide residents live in a range of houses including medium or high-density premises, like apartments and high-rise buildings. Many residents also reside in row houses, cottages in laneways which can sometimes have less storage space on the premise.

Traditional 3-bin kerbside waste collection services are effective for some residents, but new models will be investigated to support residents living in laneways, multi-unit dwellings (MUDs) and other higher density living.

City of Adelaide provides a kerbside service for eligible businesses. We will review these services to ensure equity and increase resource recovery.

Food Organics – change the frequency of collection of the food organics kerbside bin from fortnightly to weekly which can be a more effective way to recover this valuable resource.

Target contamination – through ongoing education programs and initiatives.

What has been done

City of Adelaide in collaboration with Green Industries SA and the Adelaide Economic Development Agency introduced a three bin resource recovery system in Rundle Mall in 2022 to support separation and recycling of food waste, compostable packaging and recyclables, including a dedicated space for container deposit scheme bottles and cans.

The program was supported through a business incentive program, activations and events in the retail precinct.

Goal 5: A climate leading capital city council

We accept the challenge as one of the world's leading cities in addressing climate change

25% operational emissions from gas use in buildings

17% operational emissions from transport choices for fleet and commuting

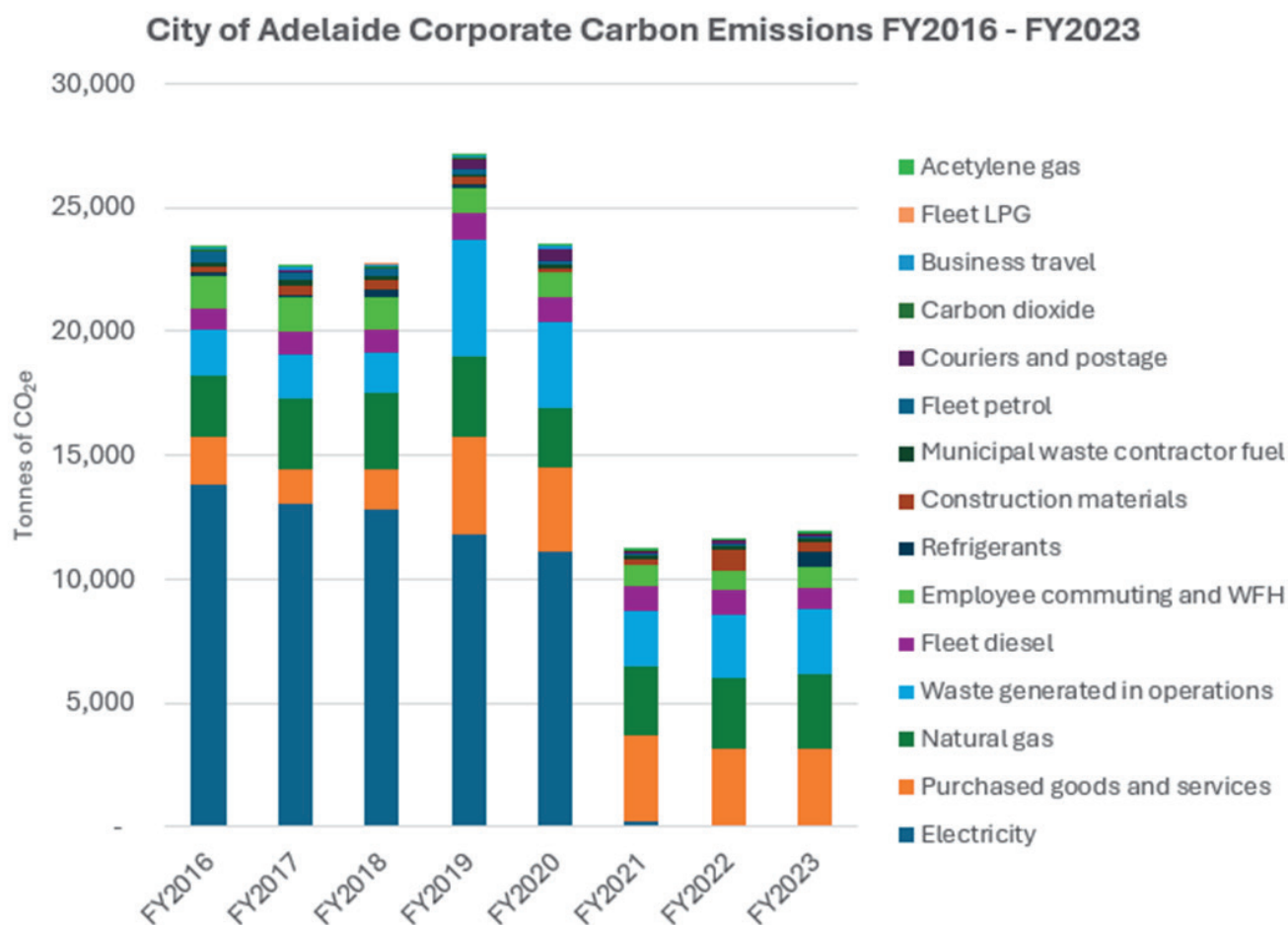
57% operational emissions from supply chain purchases

Our role in leading by doing cannot be underestimated. We aim to inspire others and share what we learn.

We have already achieved a 49% reduction in operational emissions, largely gained through moving to a 100% renewable electricity contract.

The remaining emissions will take concerted effort, as we explore new technologies and balance emission reductions with cost effectiveness and fit-for-purpose requirements.

We still have work to do to drive down our absolute emissions.



Priorities for a climate leading capital city council

| PRIORITIES | SCALE OF ACTION REQUIRED | | INTEGRATED BENEFITS |
|--|---|---|---|
| | Where we are | What is needed | |
| 13 Reduce City of Adelaide's operational carbon emissions 75% from 2020 to 2030, and achieve absolute zero emissions by 2035 | 49% emissions reduction from 2020 to 2023 | 75% emission reduction from 2020 by 2030, and absolute zero by 2035 | Net Zero Ready City Resilience Nature Thrives Climate Leader |
| | 13 buildings use natural gas | No buildings use natural gas | |
| | Partial measurement of embodied carbon | Embodied carbon is measured and minimised across all asset renewals and capital works | |
| | 55% landfill diversion rate from City of Adelaide operations ⁴ | Divert 95% of waste from City of Adelaide activities and events from landfill | |
| 14 Transitioning our corporate fleet to zero emissions | 65% of light passenger vehicles are zero emission | 100% of light passenger vehicles are zero emission | |
| | No zero emission utility vehicles and one hybrid truck | Transition over 70 utility vehicles and 20 trucks to zero emission models | |
| 15 Climate change and sustainability are integrated into how we do business | Climate risk is reported through Council's Audit and Risk Committee | Climate resilience and risk are effectively measured and mitigated | |
| | Ad hoc assets and infrastructure are climate ready | Programmed approach for assets and infrastructure to be climate ready | |
| | Minimum standards for development on Council owned or operated land | All Council operations are undertaken with minimum sustainability requirements | |

⁴ REMONDIS Australia: Customer reporting for the City of Adelaide July 2023

Image: Selection of City of Adelaide Fleet vehicles – Hyundai IONIQ 5 and an SEA Hino 100% electric truck



Priority: Reduce City of Adelaide's operational climate emission 75% from 2020 to 2030, and achieve absolute zero emissions by 2035

City of Adelaide will be Climate Active carbon neutral certified from 2020 to 2024. Our progress towards carbon neutral certification has been a 20-year journey, improving efficiencies and employing smart technology to drive down emissions. After 2025 Council will reinvest carbon offset funding towards emission reduction projects.

We have measured emissions in a formal corporate inventory since 2016.

After more than a decade of action, operational emissions have been halved to 12,152 tonnes of CO2-equivalent.

Council operates on a 100% renewable energy contract that removed all electricity emissions and reduced the City of Adelaide's carbon footprint by 52% from 2020 to 2021.

The challenge is to electrify the remaining buildings, vehicles and plant as renewals and replacements are due.

The remaining corporate emissions footprint is comprised of:

- Gas use in buildings (25%)
- Transport choices for fleet and commuting (17%)
- Supply chain purchases, including information technology, catering, waste, building maintenance, asphalt and concrete collectively (57%).

Priority: Transitioning our corporate fleet to zero emissions

City of Adelaide has made great strides in transitioning its fleet to all-electric with over half of the Council's light passenger fleet converted to electric vehicles.

In 2022, City of Adelaide purchased a 100% electric Hino truck, the first in South Australia. We will continue to monitor the market for new electric vehicles models like utilities and trucks and encourage our contractors and suppliers to explore these options when they become available.

City of Adelaide is a founding member of the South Adelaide Government Electric Vehicle Fleet Pledge Program where we have pledged to integrated electric vehicles into our fleet as cost effective and fit for purpose models become available.

Our targets for completing the transition of our operational vehicles to electric are:

| Type | Total vehicles* | Status 2023 | Target 2030 |
|--------------------------------------|-----------------|-------------|-------------|
| Utility passenger | 70 | 0% | 75% |
| Golf carts, shuttles, small sweepers | 37 | 100% | 100% |
| Medium and heavy vehicles | 22 | 4% – pilot | 50% |
| Light passenger vehicles | 20 | 65% | 100% |
| Ride on mowers | 18 | 0% | 50% |
| Horticulture 'gators' | 13 | 54% | 100% |
| Light rigid trucks | 15 | 0% | 50% |

*The total count of vehicles changes frequently, due to the renewal schedule.

Priority: Climate change and sustainability are integrated into how we do business

Climate change and sustainability are everyone's responsibility at the City of Adelaide and will be integrated into how we do business.

In implementing the Strategy:

- We will maintain transparent reporting of climate change impacts for our organisation and our community.
- We will purchase goods and services that are low carbon, sustainable, and incorporate recycled materials.
- We will consider climate change risk and sustainability in all capital works projects and asset renewals.
- We will plan for climate resilience through our infrastructure and asset management plans and targets in our long-term financial plan.
- We will improve intelligence in asset management and geographic information system services to allow predictive asset management strategies.
- We will integrate sustainability in our project and asset management frameworks.
- We will provide training and induction in City of Adelaide's climate and sustainability commitments to all new employees.
- We will advocate to our State and Federal Governments and engage with our communities.



Climate Change Governance

Delivery and Resourcing

A resource plan and monitoring approach for the Strategy is in development. Key delivery mechanisms include:

Climate Change Action Initiative Fund

City of Adelaide has an established Climate Change Action Initiative Fund to drive investment in the Strategy. The Fund can be scaled up proportional to Council's priorities as determined through its annual business plan and budget processes.

Sustainability Incentives Scheme

Partnerships and support to businesses and communities will be through our Sustainability Incentives Scheme which provides rebates for residents, businesses, and not-for-profit groups to make sustainable practices and technology more accessible and affordable.

Property Strategy

There is opportunity for Council's property portfolio to drive transitional resilience including alternative energy generation and storage networks as Council assets.

Urban Greening

Over the 2022/23 and 2023/24 financial years Council allocated \$1.7 million to greening to increase tree canopy cover in the City of Adelaide and the Adelaide Park Lands.

Asset Management & Long-term Financial Plans

Council will progressively review its long-term Asset Management and Financial Plans to capture the costs and required service levels for improved resilience of Council's infrastructure and asset portfolio.

Audit and Risk Committee

Reporting of climate risk will be through Council's Audit and Risk Committee. Progress towards the Strategy will be reported in Council's Annual Report.

Climate Disclosure

Responses to climate change are now being assessed by more broadly considering physical risk (the risks posed by a different future climate) and climate change governance.

City of Adelaide has a strong commitment to responding to the challenges posed by climate change and addressing current and emerging physical and traditional risks and climate change governance. This includes prioritising climate change governance actions, public disclosure of risk, incorporating physical and transition risks into Council's risk register, this adaptation roadmap and reviewing liabilities.

We will implement best practice sustainability reporting frameworks to ensure alignment to better practice governance, strategy, risk management and monitoring of metrics and targets applicable to environmental management.

Partnerships

Engagement with the residents and businesses in the City of Adelaide is critical to becoming net zero carbon and nature positive, because much of the decision-making for change rests with them.

Partnerships are fostered to deliver multiple priority outcomes and catalyse action in the community. Our partnership and engagement approaches are for sharing knowledge; supporting early adoption of great ideas and technology; fostering business growth for climate solutions; and celebrating excellence and leadership. Established partnerships for climate responses and nature protection include:

Kurna Yerta Aboriginal Corporation

The holders of Native Title for Greater Adelaide who hold traditional knowledge and values in caring for country over tens of thousands of years, with the City of Adelaide at the heart of Kurna Yerta (Country).

Carbon Neutral Adelaide Partners

A group of more than 220 organisations launched in 2017 and facilitated by Council, who support the goal of a carbon neutral city and actively 'play their part' through sharing knowledge, collaborating and advocacy.

Capital City Committee

An intergovernmental body whose primary function is to enhance and promote the development of the city of Adelaide as the capital city of the state, through projects, engagement, partnerships and investment.

Council of Capital City Lord Mayors

Operated for over 50 years, the CCCLM represents the interests of the Lord Mayors of Australia's eight capital cities and ACT Chief Minister. In 2019, the CCCLM made a commitment to work together over the long term on climate action and City of Adelaide has a formal role on the climate action working group.

Carbon Neutral Cities Alliance

A collaboration of 22 leading global cities formed in 2015 working to achieve carbon neutrality in the next 10–20 years, representing the most aggressive greenhouse gas reduction targets undertaken anywhere by any city.

Resilient East

A group of eight Councils under a State Government sector agreement who collaborate to tackle climate change impacts and increase adaptation at a regional scale.

Green Industries SA

SA Government department that supports development of the circular economy and fosters the resource recovery and recycling sectors through funding and education.

Green Adelaide

A statutory board established in July 2020 by the Government of South Australia, with a vision to create a cooler, greener, wilder and climate-resilient Adelaide that celebrates our unique culture.

Cooperative Research Centres and Universities

Project partnerships have been established with the Fight Food Waste CRC to tackle food waste in restaurant districts and multi-unit dwellings and the RACE for 2030 CRC to investigate pathways to a net zero Rundle Mall.

Community and business groups

Several other local groups have connections to the Adelaide Park Lands, for example through tree-planting and bush care, business activity, advocacy and recreation. These include residents' associations and precinct groups.

Community and business engagement is a dynamic practice, evolving in line with the increasing sophistication of climate responses. It can include general information campaigns, research collaborations, art and cultural activity, project working groups, seeking advice and fostering cooperation, and more.

Strategic Alignment

City of Adelaide

City of Adelaide endorsed the Strategic Plan 2024–2028 on 24 October 2024 that sets a vision:

Our Adelaide. Bold. Aspirational. Innovative.

This Integrated Climate Strategy delivers the Environment pillar of the Strategic Plan:

Our Environment: resilient, protected and sustainable.

It provides additional detail about how Council will deliver the following outcomes:

- Lead as a Low Carbon Emissions City
- Be a sustainable climate resilient city and embed climate resilience in all that we do.
- Be active in the promotion of the status, attributes and character of our green spaces and the Adelaide Park Lands by protecting and strengthening their integrity and value

City of Adelaide is preparing **City Plan 2036** to support growth in the city and North Adelaide. City Plan includes spatial mapping and digital tool to improve evidenced based decision making.

State Government

The Strategy has been prepared with reference to key strategic documents of the Government of South Australia including:

South Australian Economic Statement – Smart, Sustainable, Inclusive: sets the vision of the State Government for South Australia, to be ‘an economy fit for the future, improving the wellbeing of all South Australians’. It contains three missions in response to the challenges South Australian’s face today and will face in the future; to capitalise on the global green transition, be a partner of choice in an insecure world and build South Australia’s talent.

South Australia’s Electric Vehicle Action Plan: in 2020, the State Government released the Electric Vehicle Action Plan, which outlines their ambition to bring forward the adoption of EVs and achieve a 50% reduction in State greenhouse gas emissions by 2030 from 2005 levels. The Action Plan includes actions to make EVs the common choice for motorists by 2030, and the default choice by 2035.

Green Industries SA Strategic Plan 2021–2025: this strategic plan outlines how South Australia can ensure a sustainable future while maintaining a thriving economy. Green Industries SA’s five strategic priorities will focus on: Circular products and services, Circular consumption, Circular resource recovery, Circular sectors and Circular capacity over the next five years. This strategic plan delivers a circular economy roadmap that aligns with the United Nations’ Sustainable Development Goals.





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Draft City Plan - Adelaide 2036 for Public Consultation

Strategic Alignment - Our Places

Public

Tuesday, 4 June 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 endorsement of the draft City Plan – Adelaide 2036 (the draft City Plan), for the purposes of public consultation (**Attachment A**).

On 7 May 2024, the City Planning, Development and Business Affairs (CPDBA) Committee noted a further stage of consultation on the draft City Plan, an earlier draft of the City Plan document ([Link 1](#)), and that the final draft City Plan for the purposes of public consultation would be presented to the CPDBA Committee on 4 June 2024.

Refinements to the draft City Plan following the CPDBA Committee meeting include:

- Insertion of the Lord Mayor Foreword.
- Amendment of the term “Liveability Index” to “Neighbourhood Index” to clarify the index indicates access to community facilities, local services and retail, which support the vibrancy and diversity of existing neighbourhoods.
- Additional explanation of some maps and metrics throughout the document.
- Amendment of city-wide Strategy 2 – Activating the Squares, to strengthen the focus on the Adelaide Park Lands and diverse forms of open space.
- The addition of a city-wide Strategy 8—Urban Living, Diversity and Density—to further consider building heights, site and zone interfaces and heritage.
- Consequential amendments to Strategy 7 – New Housing Models, as it relates to Strategy 8 – Urban Living, Diversity and Density, to avoid duplication.
- Minor editorial changes and typographical corrections.

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 A**, is informed by 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 and the Committee meeting on 7 May 2024. The Board of the Adelaide Economic Development Agency was briefed on the draft City Plan at its meeting on 21 May 2024.

Pending Council decision on the City Plan document, public consultation on the draft City Plan will be undertaken between 18 June 2024 and 16 July 2024 on Community Engagement page on the City of Adelaide website.

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 draft City Plan will meet the objectives of the Capital City Committee, as co-funder of the project, to inform the GARP. As a key input to the GARP this timeframe will ensure the City Plan is finalised to contribute to the GARP process.

RECOMMENDATION

The following recommendation will be presented to Council on 11 June 2024 for consideration

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

THAT COUNCIL

1. Endorses the draft City Plan – Adelaide 2036 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 4 June 2024, for public consultation.
 2. Endorses the draft City Plan – Adelaide 2036 Engagement 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 4 June 2024.
 3. Authorises the Acting Chief Executive Officer or delegate to make typographical, syntactical and technical amendments to Attachment A and Attachment B to Item 7.2 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 4 June 2024, for the purposes of finalising the documents for public consultation.
-

IMPLICATIONS AND FINANCIALS

| | |
|--|--|
| City of Adelaide 2024-2028 Strategic Plan | Strategic Alignment – Our Places Encourage bold, interesting and purposeful development Develop the City Plan by 2024. |
| Policy | The City Plan forms part of the City of Adelaide's suite of Strategic Management Plans as outlined in the Strategic Plan 2024-2028. It is a recommendation in Council's submission to the 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 online 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 were used to test engagement feedback. Council Members have been receiving regular updates on the City Plan project via 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 1 was presented to the Committee on 7 May 2024 (Link 1). The Board of the Adelaide Economic Development Agency was briefed on the draft City Plan at its meeting on 21 May 2024. Pending Council decision on 11 June 2024, the draft City Plan will be released for public consultation on 17 June 2024 for a 4-week period until 12 July 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 PLUS on the development of the City Plan and the relationship with the State Government's development of the GARP. |
| 23/24 Budget Allocation | The 2023/24 annual budget includes a strategic project allocation of \$390,000 to deliver the City Plan by 30 June 2024. The budget was increased \$85,000 to \$475,000 following the approval of a quarter 3 adjustment due to the requirement for an additional spatial systems resource. |
| Proposed 24/25 Budget Allocation | The item that is the subject of this report is currently unfunded. Any required funding for this item is subject to, and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the 2024/25 budget, and within the parameters of the Long Term Financial Plan to ensure long-term financial sustainability. |
| Life of Project, Service, Initiative or (Expectancy of) Asset | The City Plan responds to 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 purpose of this report is to seek endorsement of the draft City Plan for the purposes of public consultation (**Attachment A**).
2. An earlier draft of the City Plan was noted at the City Planning, Development and Business Affairs Committee on 7 May 2024 ([Link 1](#)).
3. Refinements to the draft City Plan following the CPDBA Committee meeting include:
 - 3.1. Insertion of the Lord Mayor Foreword.
 - 3.2. Amendment of the term “Liveability Index” to “Neighbourhood Index” to clarify the index indicates access to community facilities, local services and retail, which support the vibrancy and diversity of existing neighbourhoods.
 - 3.3. Additional explanation of some maps and metrics throughout the document.
 - 3.4. Amendment of city-wide Strategy 2 – Activating the Squares, to strengthen the focus on the Adelaide Park Lands and diverse forms of open space.
 - 3.5. The addition of a city-wide Strategy 8—Urban Living, Diversity and Density—to further consider building heights, zone interfaces and heritage.
 - 3.6. Consequential amendments to Strategy 7 – New Housing Models, as it relates to Strategy 8 – Urban Living, Diversity and Density, to avoid duplication.
 - 3.7. Minor editorial changes and typographical corrections.
4. In accordance with the Council decision on 14 May 2024, the final draft City Plan is presented to the City Planning, Development and Business Affairs Committee on 4 June 2024 for recommendation to Council to endorse the City Plan for public consultation.
5. The City Plan project has been undertaken in stages during 2022/23 and 2023/24 and is comprised of two parts:
 - 5.1. An urban design framework (the draft City Plan document which is the subject of this report) – that sets the principles, priorities, city wide strategies and local area framework for future growth.
 - 5.2. The City of Adelaide Digital Explorer (CoADE) - a dynamic digital tool which informs, tracks and monitors the progress of this growth.
6. The objectives of the City Plan are to:
 - 6.1. Set priorities, directions and coordinate planning for growth in the City of Adelaide
 - 6.2. Articulate what the city and its different spatial areas could become
 - 6.3. Proactively plan for sustainable growth and change
 - 6.4. Ensure increasing density creates liveability
 - 6.5. Ensure opportunity for current and future sectors to support growth and prosperity
 - 6.6. Provide a central place to spatially apply and align strategies
 - 6.7. Provide a prospectus to support investment
 - 6.8. Enable city stakeholders to discuss challenges and opportunities.

Draft City Plan – Adelaide 2036

7. The draft City Plan document for the purposes of public consultation is contained in **Attachment A**.
8. 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.
9. The four priorities contained in the draft City Plan are:
 - 9.1. A Greener and Cooler City
 - 9.2. Transit Diversity
 - 9.3. A City of Neighbourhoods

- 9.4. Housing Diversity for a Growing Population.
10. 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.
11. 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:
- 11.1. Lead – The city will invest time and/or resources.
- 11.2. Partner – The city will actively seek partnership opportunities.
- 11.3. Facilitate – The city will utilise levers available to support implementation.
- 11.4. Advocate – The city will seek out support and/or partners to undertake state or nationally significant actions.
- 11.5. Regulate – The city will fulfil legislative roles and requirements.
12. 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. Further development of the implementation program will be undertaken and informed by consultation on the draft City Plan.

CoADE

13. CoADE has commenced internal use as an evidence base and analytical resource for strategic planning and policy development, including:
- 13.1. The Electric Vehicle (EV) Infrastructure Transition Roadmap
- 13.2. Options and impact assessments for Planning and Design Code policy through Council's Code Amendment Program (such as the Adult Entertainment Premises and Adult Entertainment Services Code Amendment).
- 13.3. Providing the data hub for the City of Adelaide's Park Lands related data relevant to the draft Adelaide Park Lands Management Strategy.

Next Steps

14. Pending Council decision on the City Plan document, public consultation on the draft City Plan will be undertaken between 18 June 2024 and 16 July 2024 on the Community Engagement page on the City of Adelaide website. A draft Engagement Plan is contained in **Attachment B**.
15. Presentation of a final draft City Plan to the City Planning, Development and Business Affairs Committee by September 2024 (quarter one of the 2024/25 financial year).
16. The City Plan is targeting implementation from the 2024/25 financial year, including:
- 16.1. Comprising the City of Adelaide's submission to the draft Greater Adelaide Regional Plan (tentatively scheduled for release by the State Government by December 2024).
- 16.2. Informing the City of Adelaide Code Amendment Program.
- 16.3. Providing an evidence base and strategic direction for the development of complementary City of Adelaide strategies such as the Integrated Transport Plan.
- 16.4. Informing submission to key State strategic planning processes (such as the draft State Infrastructure Strategy tentatively scheduled for release in late 2024).
17. Administration is continuing discussions with PLUS on the relationship between the draft City Plan and the GARP. The State Government is due to commence public consultation on the GARP by December 2024.
18. The draft City Plan will meet the objectives of the Capital City Committee, as co-funder of the project, to inform the GARP. As a key input to the GARP this timeframe will ensure the City Plan is finalised to contribute to the GARP process.

DATA AND SUPPORTING INFORMATION

Link 1 – [Agenda Item, City Planning, Development and Business Affairs Committee, Tuesday, 7 May 2024](#)

ATTACHMENTS

Attachment A – Draft City Plan – Adelaide 2036

Attachment B – Draft Engagement Plan – Draft City Plan – Adelaide 2036

- END OF REPORT -



Attachment A

OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

May 2024

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 24.05.24

Project Team

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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 |
| REVISED DRAFT | 22/05/2024 | NA | For Council Review |
| REVISED DRAFT | 24/05/2024 | NA | 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

We are the beneficiaries of purposeful and intentional city planning; hence the way Adelaide looks today.

In 1836, Colonel William Light designed the capital city with its distinctive grid pattern and belt of Park Lands.

Now, City Plan – Adelaide 2036 gives us the capacity to look to the future and envisage the city we want ahead of our bicentenary.

The City Plan is our roadmap to help us sustainably double our population over the next decade.

While we strive to have 50,000 people living in the city, we also recognise the social, economic, and environmental challenges our city will face as more people call it home.

Informed by more than 400 layers of datasets, the City Plan allows us to interrogate the available data and democratise the information so we can all see the potential futures we might face.

Whether that means greener streets, more diverse housing options, or opportunities for investment.

Everybody in South Australia needs a capital city that works well and delivers opportunities for all citizens. The onus is on us to leave a legacy.

City Plan – Adelaide 2036 is exciting and allows us to choose our own future.



A stylized, handwritten signature in white ink.

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.

Achieving 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 with the **City of Adelaide Housing Strategy: Investing in our Housing Future**, meeting our housing needs will incorporate the full housing spectrum including 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 high 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, the Western Edge, 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 East 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 explorations into a Light Rail Loop 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 or 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** – City of Adelaide will invest time and/or resources.
- **Partner** – City of Adelaide will actively seek partnership opportunities.
- **Facilitate** – City of Adelaide will utilise levers available to support implementation.
- **Advocate** – City of Adelaide will seek out support and/or partners to undertake state or nationally significant actions.
- **Regulate** – City of Adelaide 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.

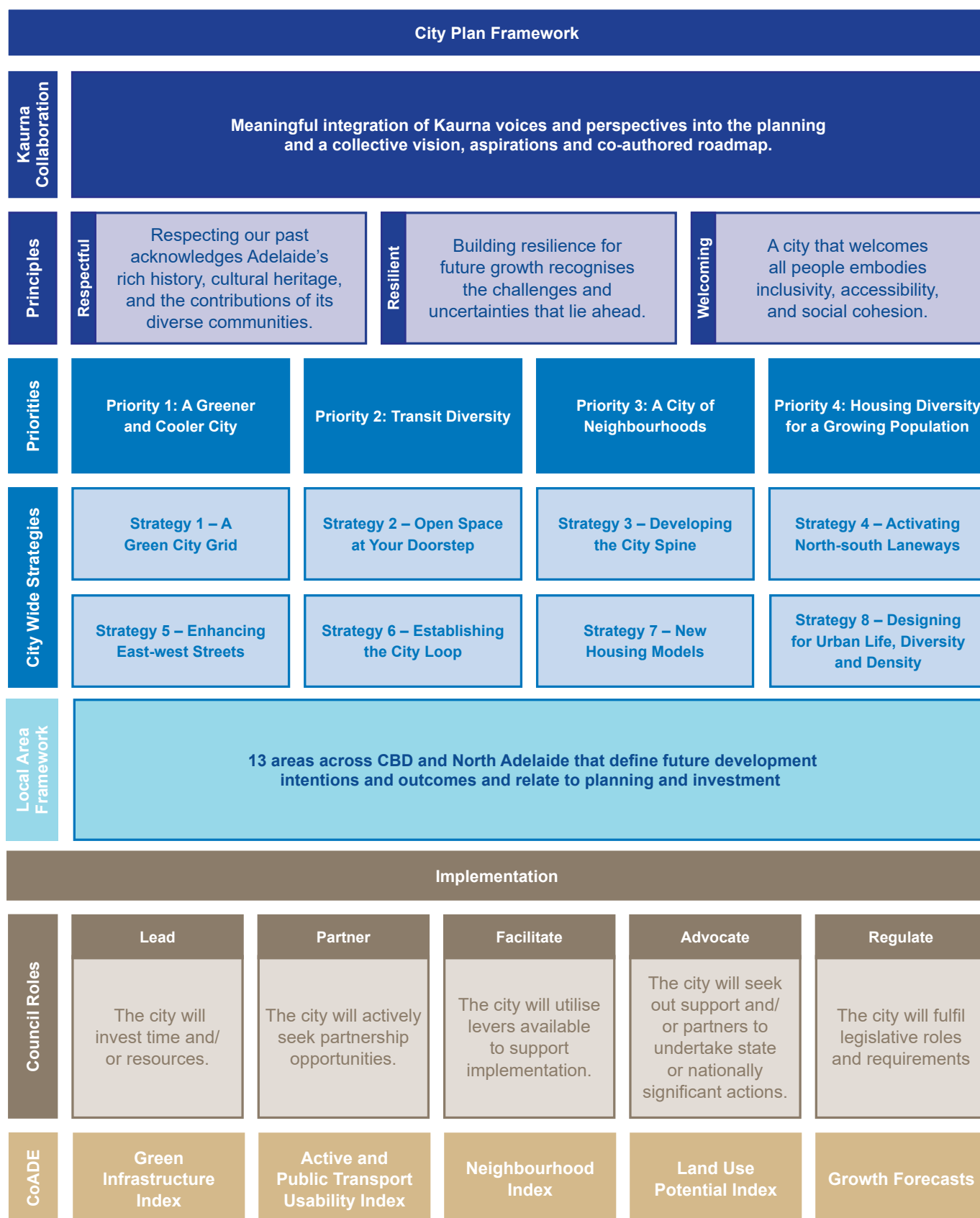


Figure 1.1 City Plan Structure – Plan on a page

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.

Surrounded by the Adelaide Park Lands, the city has 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 full potential.





City Plan: a Spatial Roadmap to Grow the City



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, where 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 Loop 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.

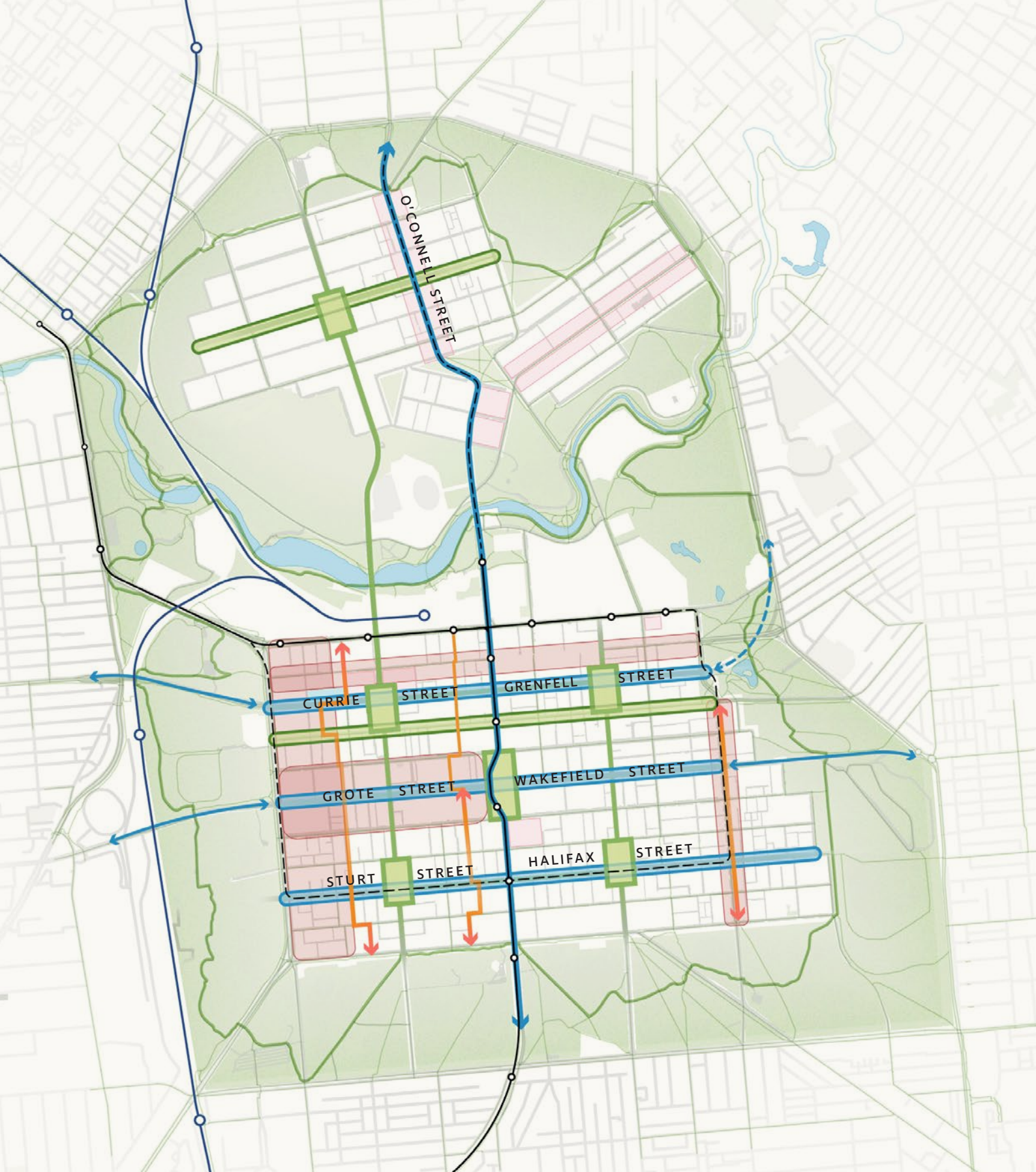
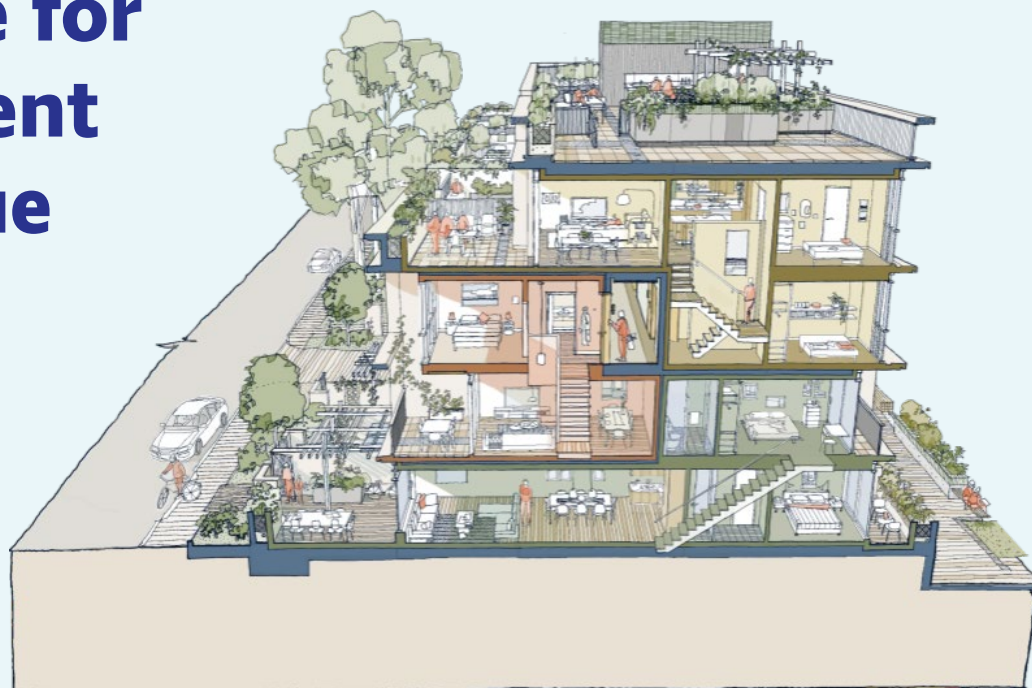


Figure 1.2 City Wide Strategies

- City Squares
- City Spine
- Priority Green Streets and Active Transport Network
- East West Public and Active Transport Priority Streets
- Public Transport Connections
- North South Activated Laneways and Streets
- Rail Network
- Existing Light Rail
- Potential Light Rail Extension
- 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 of an additional 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 the capital city of South Australia, the City of Adelaide will play an integral role in supporting this forecast growth.

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%; and sales by 172%. (Source: Economic case for investment in walking, Victoria Walks and Arup)

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;
Nightengale
Bowden, Fabbrica
Fitzroy;
Brunswick Yard

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 500 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).

Figure 1.3 City Plan Process and Methodology



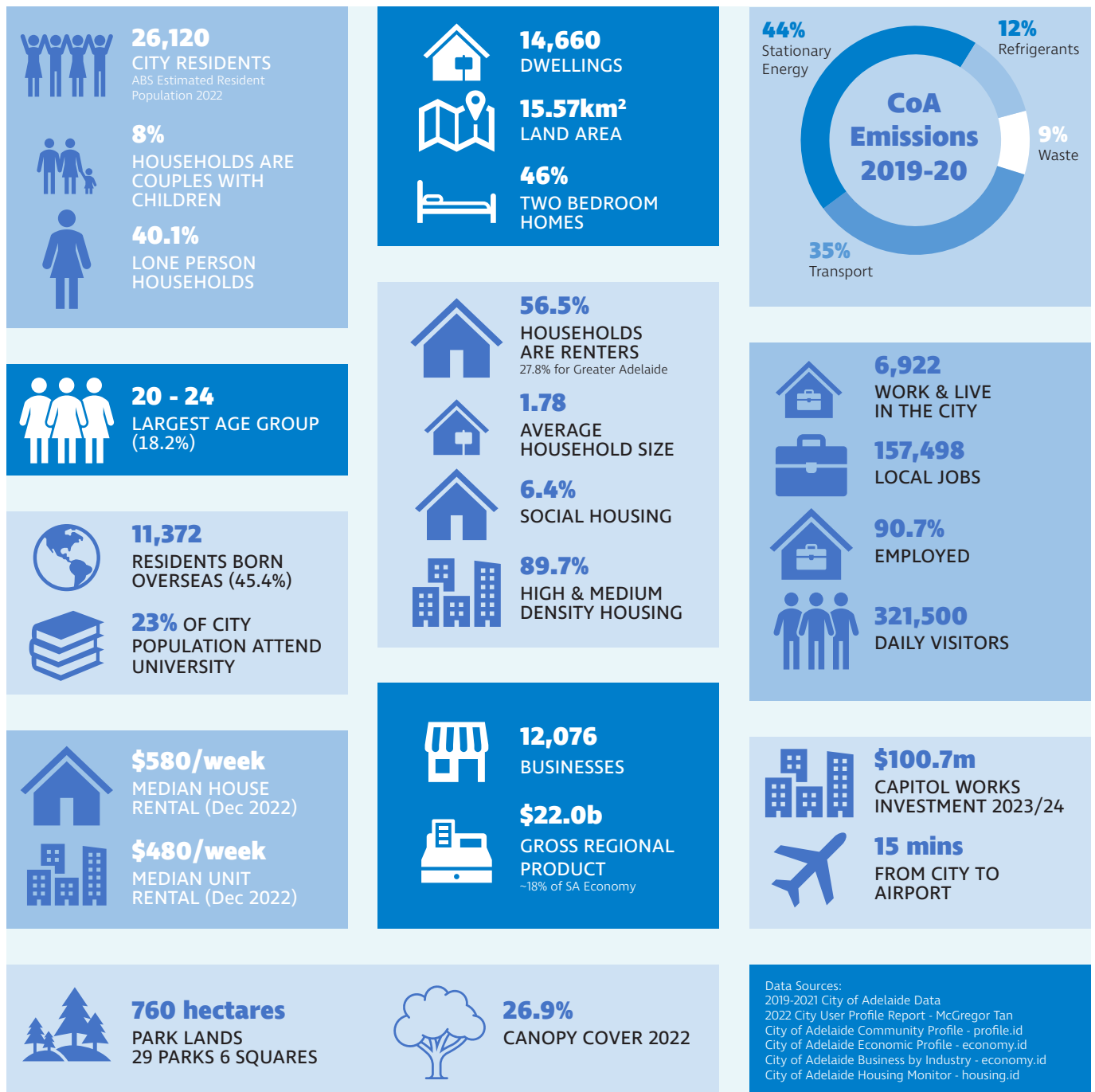


Figure 1.4 Base data sets used to inform the City Plan

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, providing 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 1.5 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 Kurna voices and perspectives into the planning and a collective vision, aspirations and co-authored roadmap.

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

The City of Adelaide is committed to meaningful engagement with Kurna 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 Kurna people as we implement the City Plan.

Kurna Country

The following text has been written by Corey Turner as the City Plan's Aboriginal advisor and Senior Kurna Man – It is through his advice that the Kurna 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 Kurna Country. Also at this location is the central catchment of the Karraiirra Pari Dreaming. These Dreaming stories originated on Kurna Country and are essential to the creation of Kurna, its people and Country. They reflect Country and how Kurna have evolved over time.

Kurna 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.

Kurna 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:

- Kurna 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 | <ul style="list-style-type: none"> • 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 Kurna history, culture, and stories. |
| Consult and Inform | Fourth tier of location | All other development including major build development, location or site/places where the integration of First Nations and Kurna culture can be built upon. |

Figure 1.6 The above table highlights where Kurna 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 Kurna community, as they help guide how Kurna 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 Kurna are not frozen in time.

Partnerships

All lands, waters and living resources on Kurna 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 Country.

Kurna 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 Kurna Country. We expect the appropriate participation and collaboration, when there are decisions that will affect the interests and rights of this land and Kurna people. Free, prior, and informed consent will be rewarded with strong, life long relationships and partnership.

Caring for Country

KYAC is Kurna'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 Kurna 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 Kurna Country as Kurna people have for thousands of years and for a thousand more to come

Kurna Traditional Knowledge

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

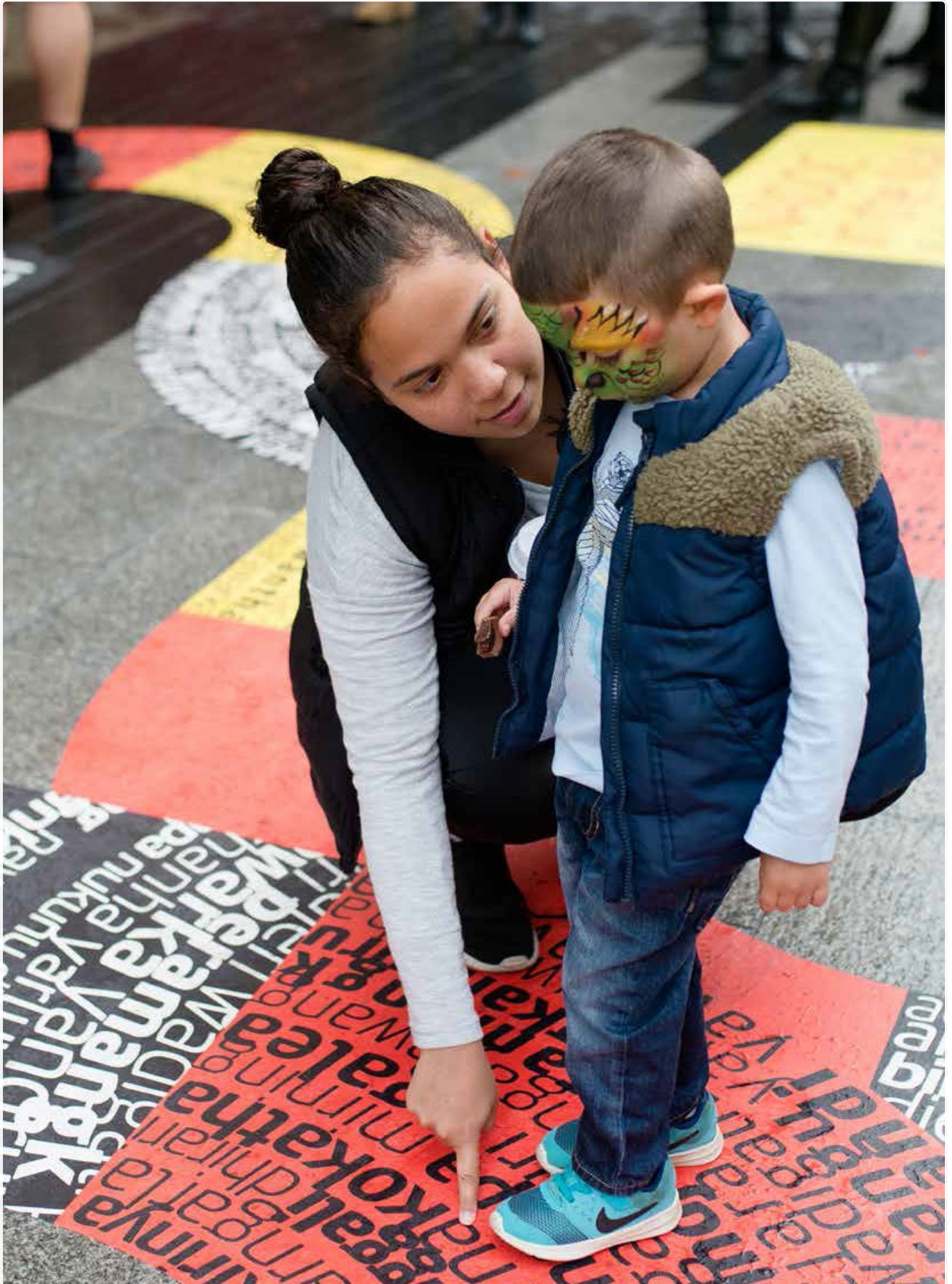
Economics

Care for the economic and social development of Kurna People on Kurna Land is a shared responsibility. KYAC and Kurna people will exercise their right to pursue Kurna economic and social development. The City of Adelaide and other government agencies are strongly encouraged to take reasonable actions to include KYAC and Kurna people in the broader economic development of the state, and become leaders in this effort. 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 Kurna 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 Kurna will have their intellectual and cultural property rights respected in all activities that relate to looking after Country.
- KYAC and Kurna's partners and stakeholders will have a greater understanding and appreciation of Kurna'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 Kurna 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 Kurna 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.

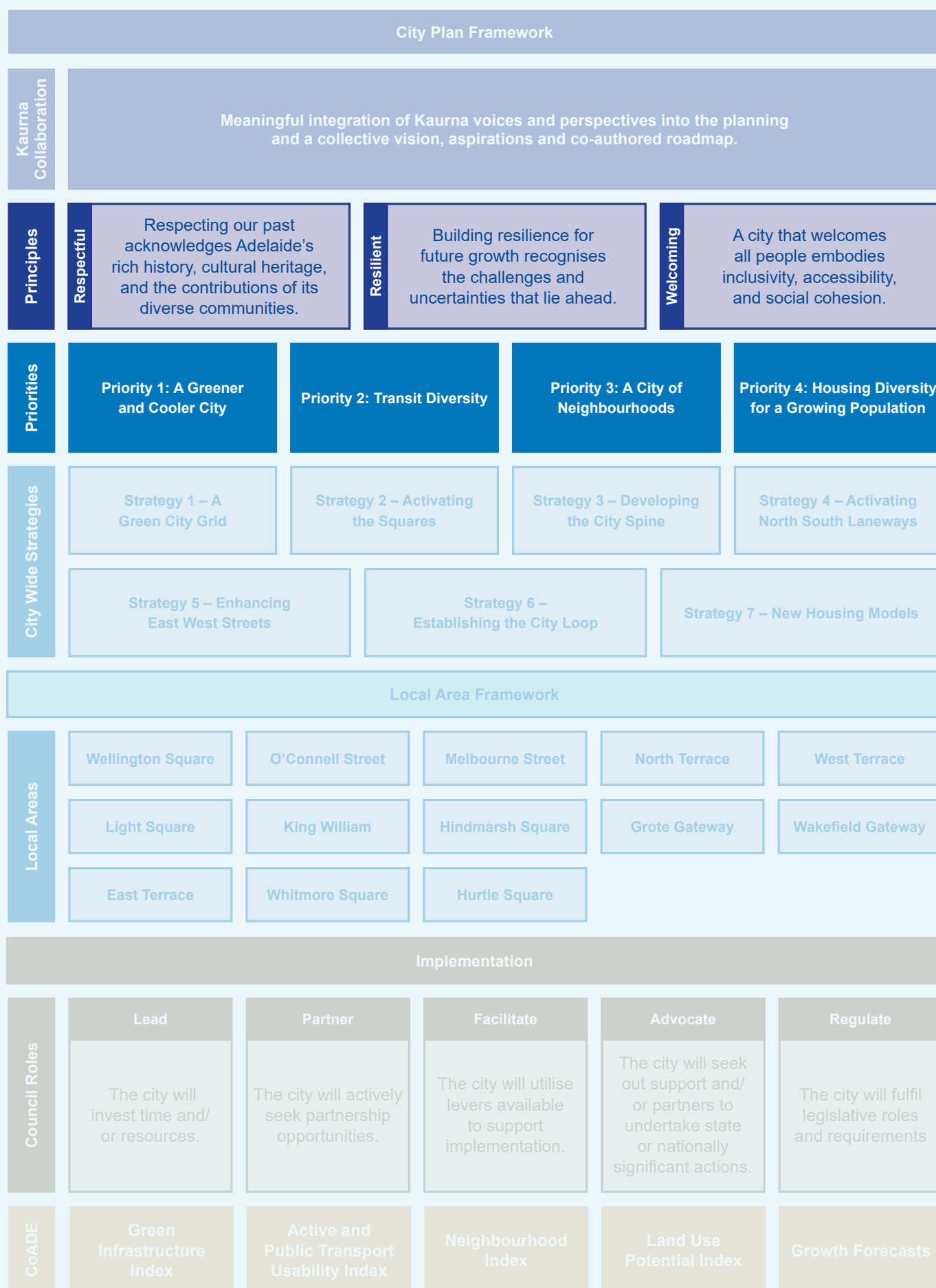


Figure 3.1 Plan on page

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

The Overall Accessibility to Amenity 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
- Neighbourhood Index
- Land Use Potential Index
- Growth Forecasts.

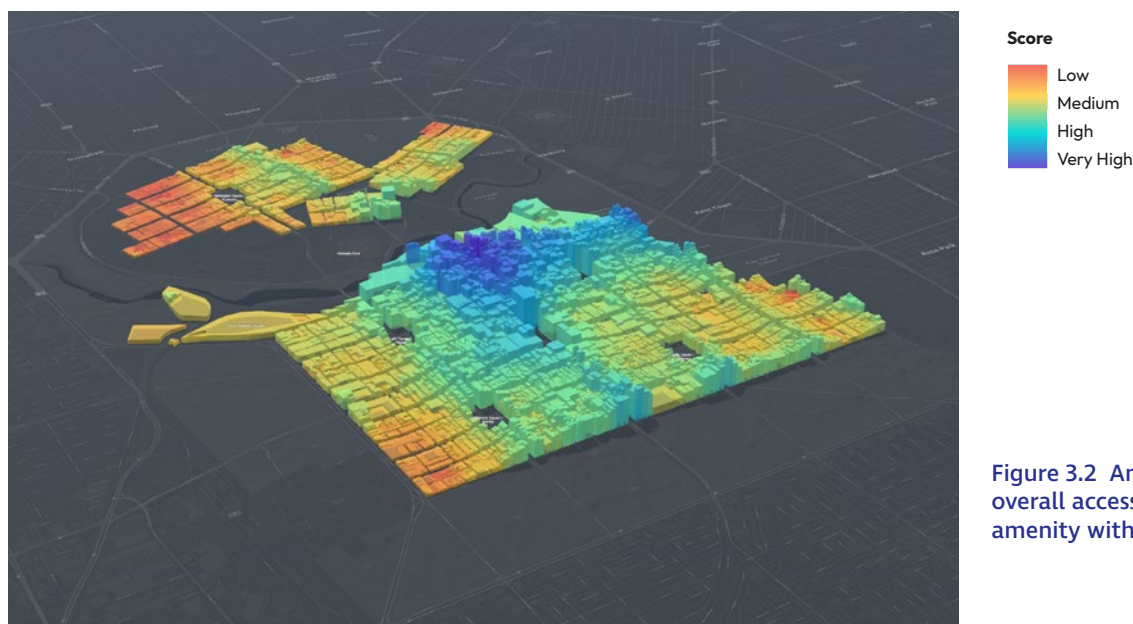


Figure 3.2 Analysis of overall accessibility to amenity within the city

City Plan Priorities

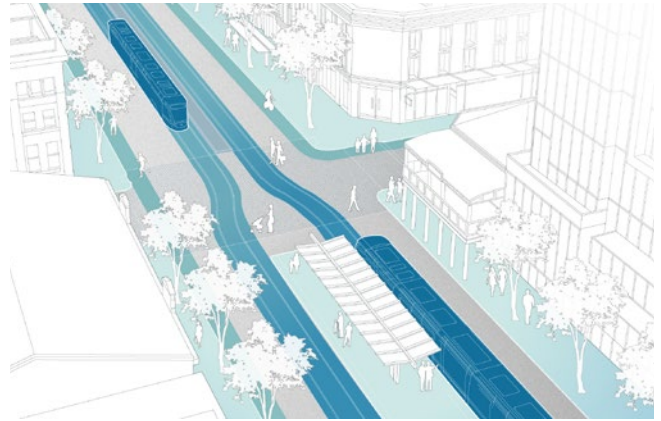
The Urban Design Framework identifies where population growth should be accommodated in the City of Adelaide while still enabling access to services, amenity, and quality open space.

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.



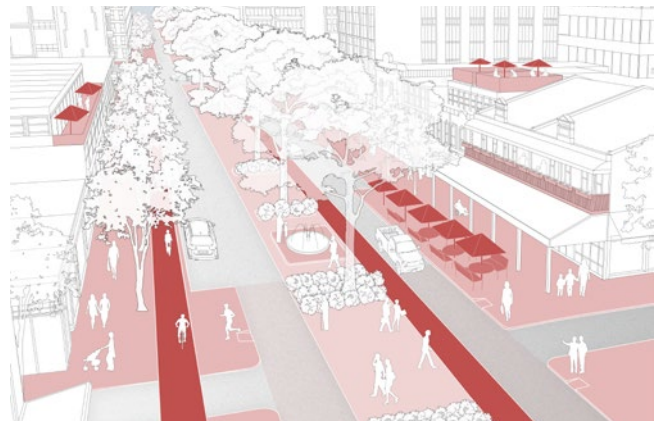
Transit Diversity

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, neighbourhood design and will cater to a range of needs and demographics including the missing middle of housing.

A Greener and Cooler City

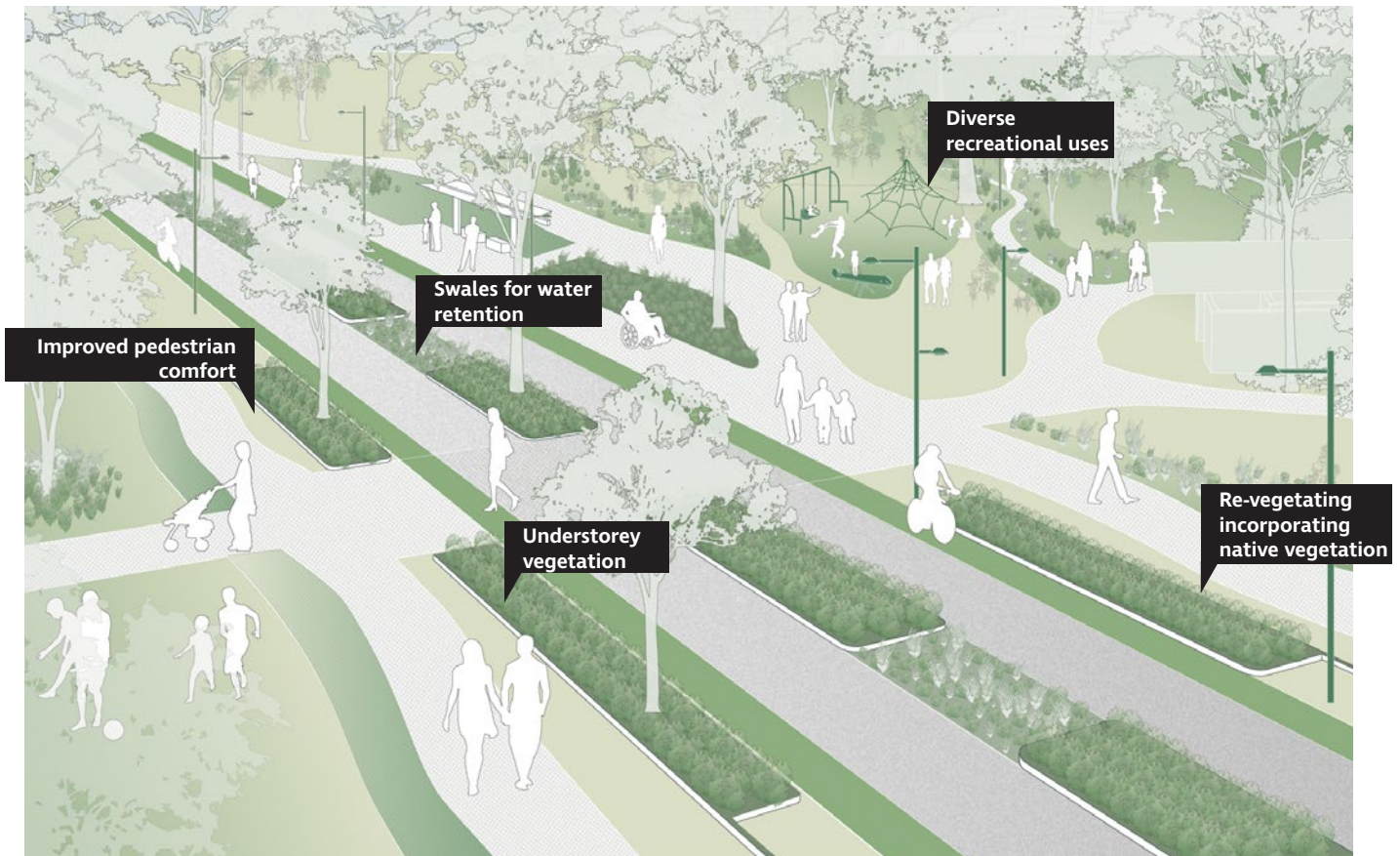


Figure 3.3 Principles for promoting a greener cooler city

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

Green infrastructure includes all of the natural places and elements that provide environmental, economic and social benefits including parks and nature reserves, street trees, green roofs, rain gardens, cycle and pedestrian paths. 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 mapping above shows the existing Urban Heat Island effects within the city, and also maps

the Green Infrastructure Index by bringing together tree canopy cover data with access to open space data. 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 initiatives.

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.

The Greener and Cooler City Strategy focuses on reimagining our streets to address the needs of the community and build resilience for climate impacts. Streets and laneways are the arteries of our city and represent the largest proportion of public space.

These spaces, when reimagined and rewilded, form vital green infrastructure within our cities, fostering biodiversity and resilience. Green streets should be designed for a diverse range of

habitats through the inclusion of low planting of wildflowers, indigenous planting, and the incorporation of diverse microhabitats

Street greening will promote a walkable city, and should prioritise pedestrian and cycling infrastructure, supported by public transport accessibility. Additionally, the City Plan highlight existing open spaces which should be prioritised to deliver enhanced green infrastructure, through tree planting and enriching biodiversity.



Transit Diversity

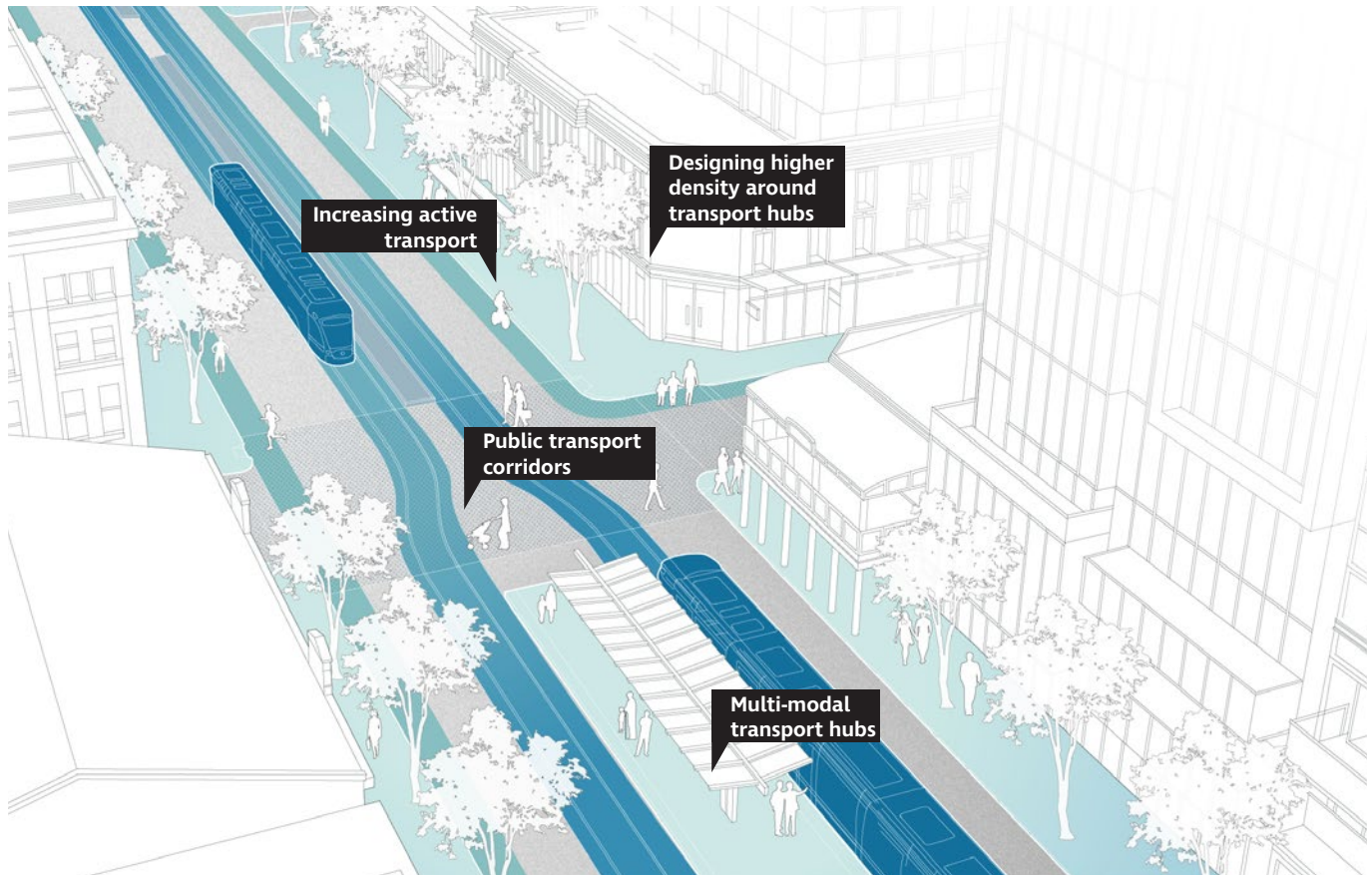


Figure 3.8 Principles for promoting transit diversity

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 and support the Integrated Climate Strategy target 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 by identifying areas that have both capacity for significant growth and currently provide below the city average public transport access.

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.

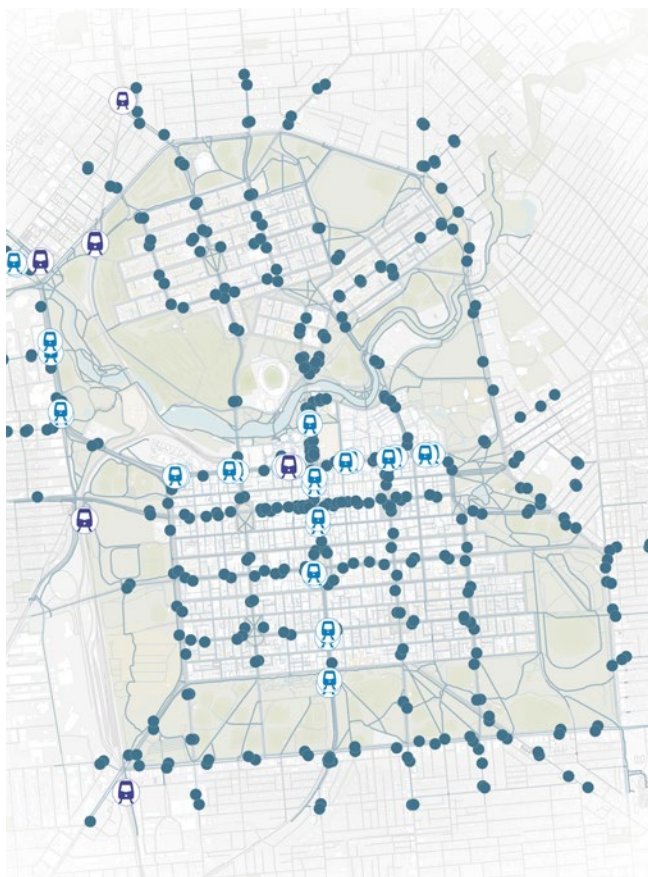





Figure 3.9 Public Transport Accessibility

-  Train Stations
-  Tram Stops
-  Bus Stops

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.

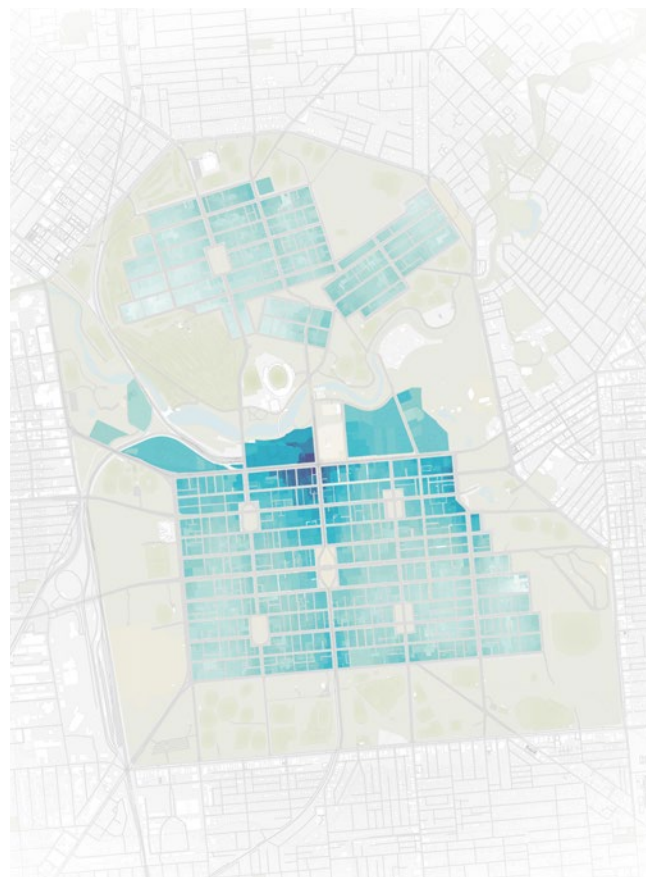
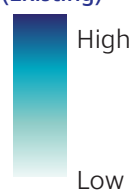


Figure 3.10 Active and Public Transport Usability Index (Existing)



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 directly 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 impacts, while also improving active transport infrastructure to support pedestrians, cyclist and e-mobility throughout the city. Continued planning and assessment on public transport service provision and infrastructure, such as the Light Rail Loop continue a focus on sustainable movement, transit diversity in the context of city growth and connecting neighbourhoods and places across the city.



A City of Neighbourhoods

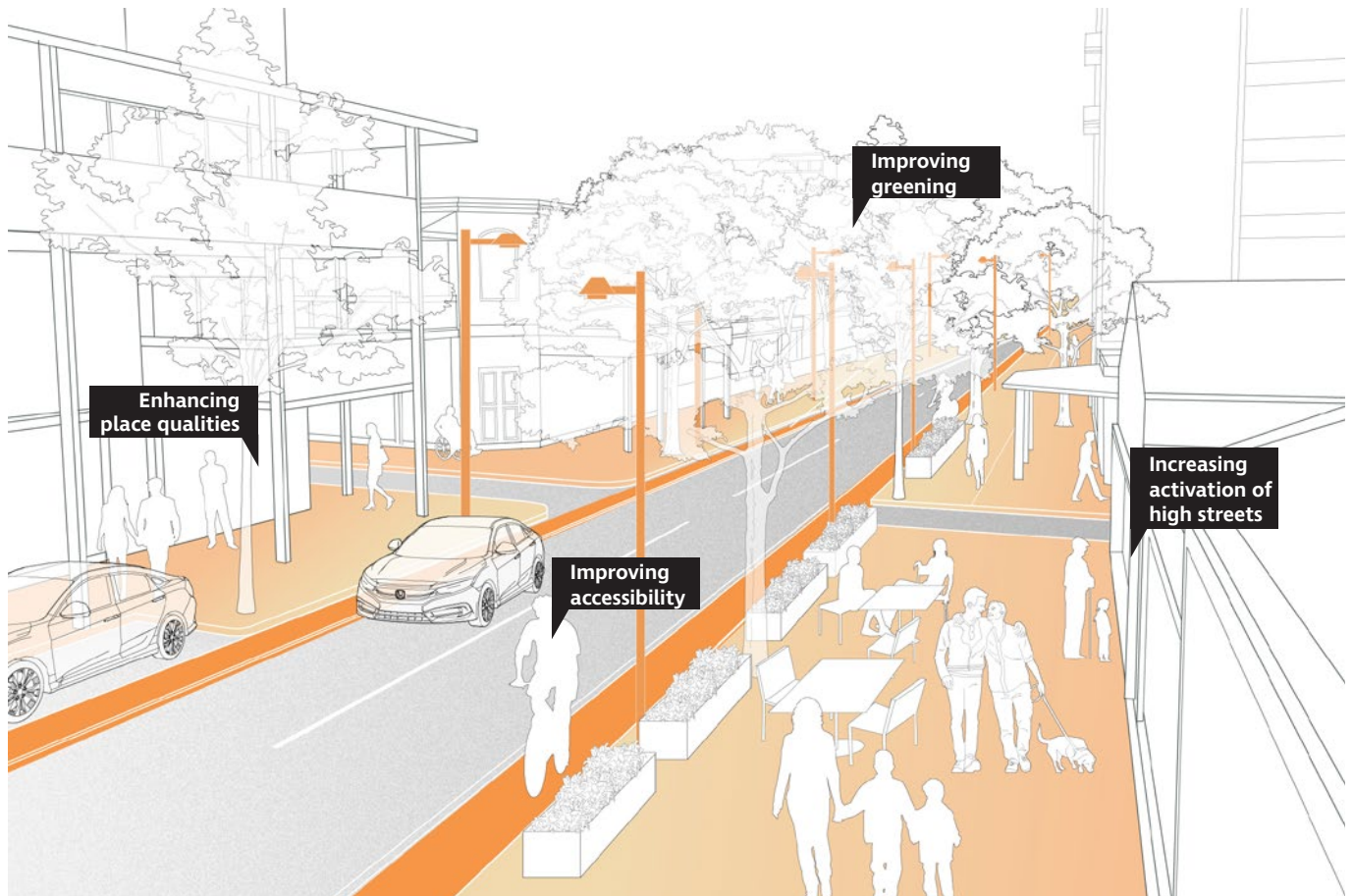


Figure 3.13 Principles for creating a city of neighbourhoods

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 130,000 in 2021 to over 150,000 employees by 2036.

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 amenity including parks, community services, local services and retail and improve the local neighbourhood offer to activate streets and laneways and create unique walkable experiences.

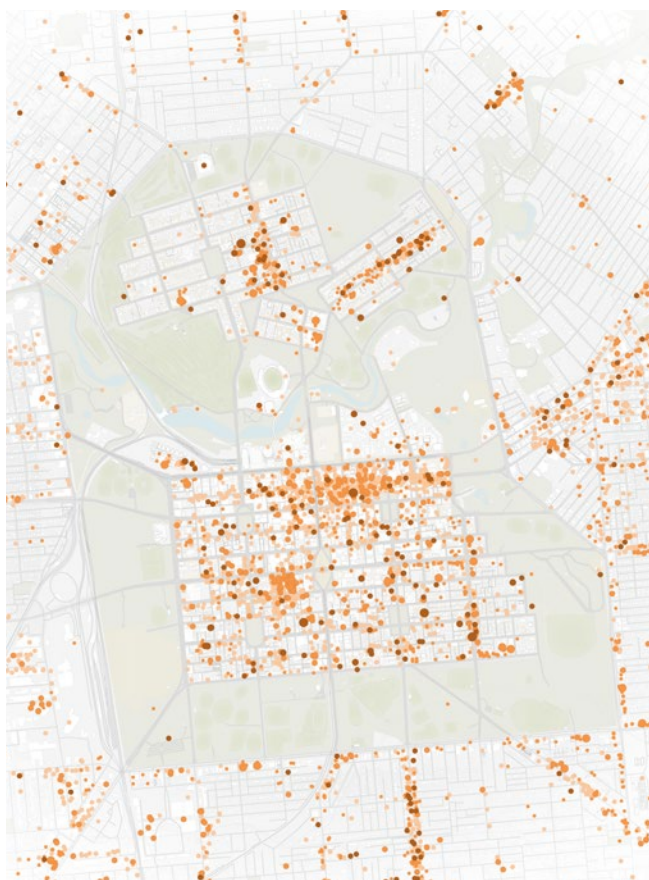


Figure 3.14 Liveability Locations

- Community Facilities
- Local Services
- Retail Amenity

Neighbourhood Index

The Neighbourhood Index measures access to community facilities, local services and retail, which indicate 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 liveability 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.

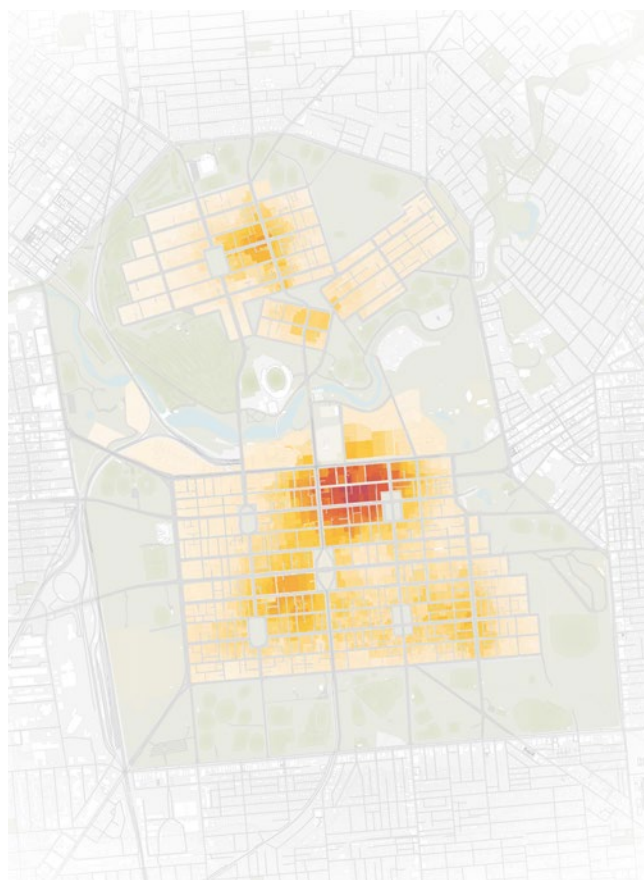
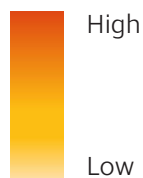


Figure 3.15 Neighbourhood Index



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 liveability of neighbourhoods.

A City of Neighbourhoods



Figure 3.16 Existing Typical Laneway



Figure 3.17 Potential Laneway Activation



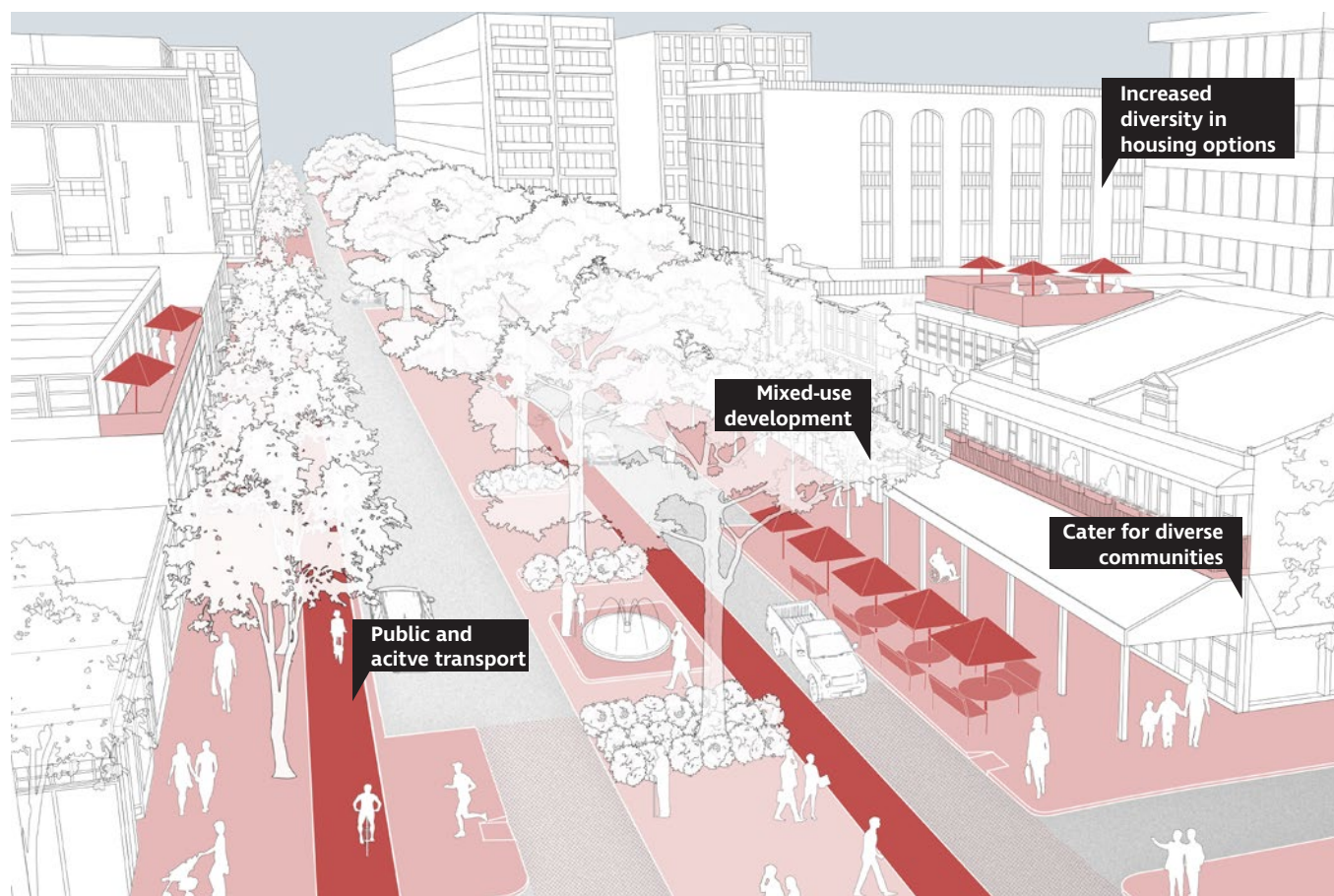
City Wide Strategies

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 East End via Hutt Street, and creating a new network of laneways in the west.

The city's unique places and urban fabric 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.

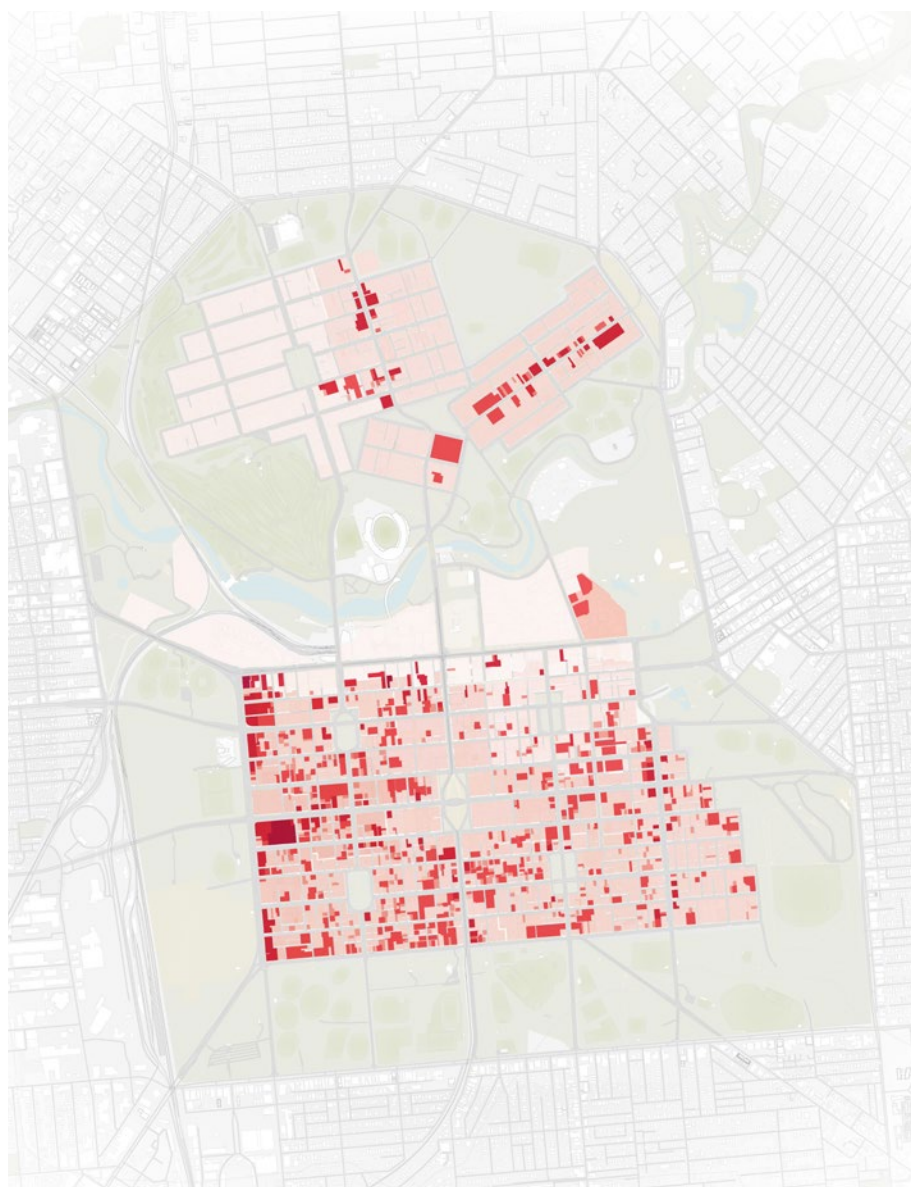
Our spatial plan looks to support and address housing diversity in the context of the City of Adelaide Housing Strategy: Investing in our Housing Future.

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 and

adaptive reuse located within parts of the city where housing is supported by social infrastructure and transit diversity. This also seeks to decrease the number of lone households in the city and increase our average per person dwelling rate of 1.8 persons per dwelling.

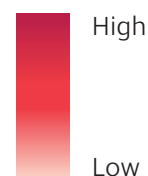
The number of higher density towers has increased in recent years related to increasing overseas student numbers. Forward-thinking and flexible housing options with adaptable floor plans could accommodate a broad range of people at all stages of life: students, singles, couples, families, key workers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

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



The Land Use Potential Index provides multi-criteria analysis to indicate which sites are likely to be redeveloped within the short, medium and long term and which sites have the greatest potential to accommodate significant growth.

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 synthesising 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 Relevant diverse housing types and scales

City Wide Strategies

A focus on the 'missing middle', or medium-density housing, 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.

| 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 – Open Space at your doorstep | 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 | Strategy 8 – Designing for Urban Life, Diversity and Density | |
| 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 | Neighbourhood Index | Land Use Potential Index | Growth Forecasts |

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

Strategy 1 – A Green City Grid

Strategy 2 – Open Space at Your Doorstep

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

Strategy 8 – Designing for Urban Life, Diversity and Density



Figure 4.2 Overview of City Wide Strategies

- | | |
|--|--|
|  City Squares |  North-south Activated Laneways and Streets |
|  City Spine |  Rail Network |
|  Priority Green Streets and Active Transport Network |  Existing Light Rail |
|  East-west Public and Active Transport Priority Streets |  Potential Light Rail Extension |
|  Public Transport Connections |  Strategic Sites and Places |

Urban Design Elements— The Primary Components

The City Wide Strategies employ a range of urban design elements which are designed to promote a vibrant, liveable 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 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.

High Streets – Creating a series of High 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.



A Greener and Cooler City



Multi-functional Public Open Space



Pedestrian Network



Public-Private Realm



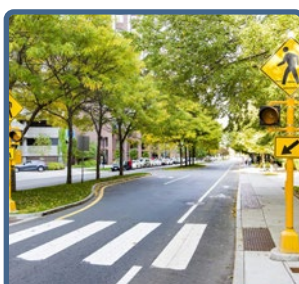
Civic Plazas



Transit Diversity



Light Transit



Safe Crossing Points



Separated Bikeways



Boulevards



A City of Neighbourhoods



Laneways



Urban Streets



High Streets



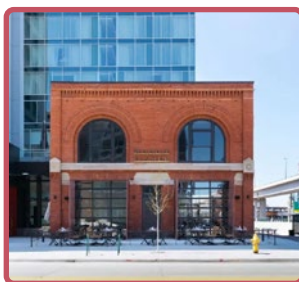
Boulevards



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

- High Priority Greening
- Medium Priority Greening
- Low Priority Greening



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

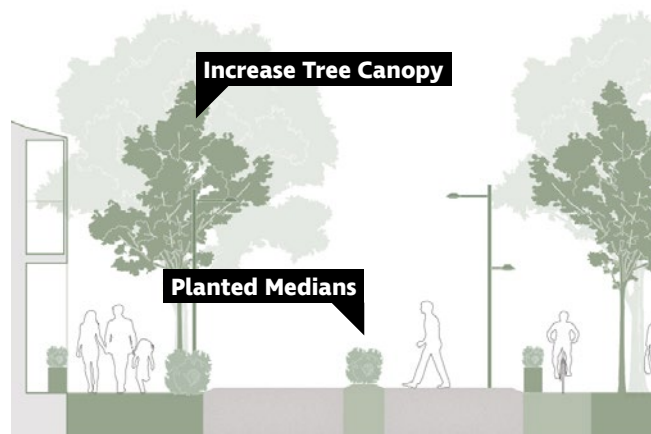
Employing the Green Grid Strategy to prioritise the greening of streets, lane ways and City Squares will lead to a targeted approach in completing the green grid throughout the city. By strategically enhancing tree canopy cover in these locations, the Green Grid Strategy will not only improve the aesthetic 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 liveable 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.



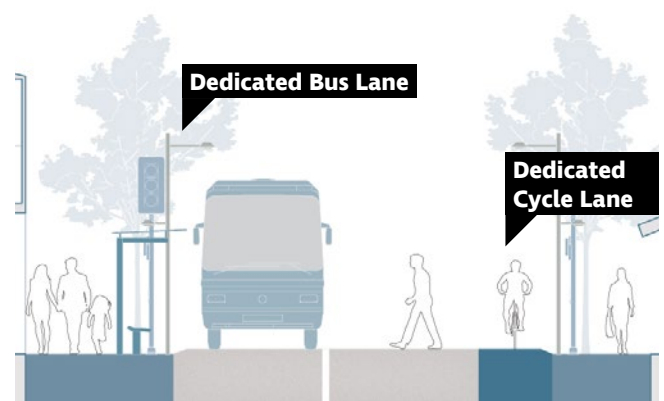
Figure 4.5 Potential Tree Canopy Cover

Strategy 1 – A Green City Grid

City Plan Policies



Typical Greening of East-west Street



Active and Public Transport Priority Corridor

Figure 4.6 Indicative approach to key Green City Grid policies

A Greener and Cooler City

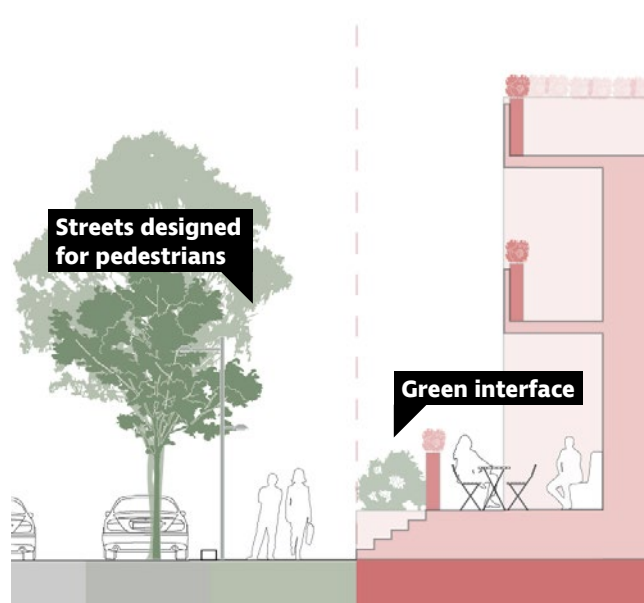
- 1.1 Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (Supports the delivery of State Planning Policy (SPP) 2.13 & 11.10).
- 1.2 Lead the provision of a connected network of green infrastructure systems, 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 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).

Strategy 2 – Open Space at Your Doorstep

The Adelaide Park Lands and 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, the Adelaide Park Lands and the City 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 and metropolitan Adelaide increases.

Key areas of the Adelaide Park Lands have been identified as important local community spaces which can accommodate a range of recreational activities. These areas have the capacity to provide flexible spaces for a diverse range of recreational uses. City Plan indicates areas which are highly accessible to the local community and provide diverse experiences for local residents.

A staged approach to master planning the Squares aligns with the Adelaide Park Lands Management Strategy to provide diversity of experience 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.

The design of the City Squares and Adelaide Park Lands will 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

- Activate City Squares
- Recreational Spaces
- Diversify Adelaide Park Land uses
- Other Open Space
- 400m Walking Radius
- Green Connections



Whitmore Square

Current Condition

The existing recreational open space accessibility data (see Figure 4.8) 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 wellbeing and quality of life.



Figure 4.8 Existing Green Infrastructure Index

Strategy Impacts

By activating the City Squares and Adelaide Park Lands for local recreational uses this strategy aims to address the accessibility gaps and foster vibrant, inclusive neighborhoods. By prioritising these spaces for community uses, such as recreational activities, cultural events, and social gatherings, the strategy transforms underutilised spaces into dynamic hubs for people. This approach facilitates the development of greater density neighbourhoods, as enhanced public spaces contribute to the attractiveness and livability of urban areas, supporting population growth and sustainable urban development.

Figure 4.9 illustrates the advantages of enhancing access to open space and optimising the City Squares and Adelaide Park Lands for community use. The analysis indicates that the western edge of the city will experience the most significant impact from these strategies.

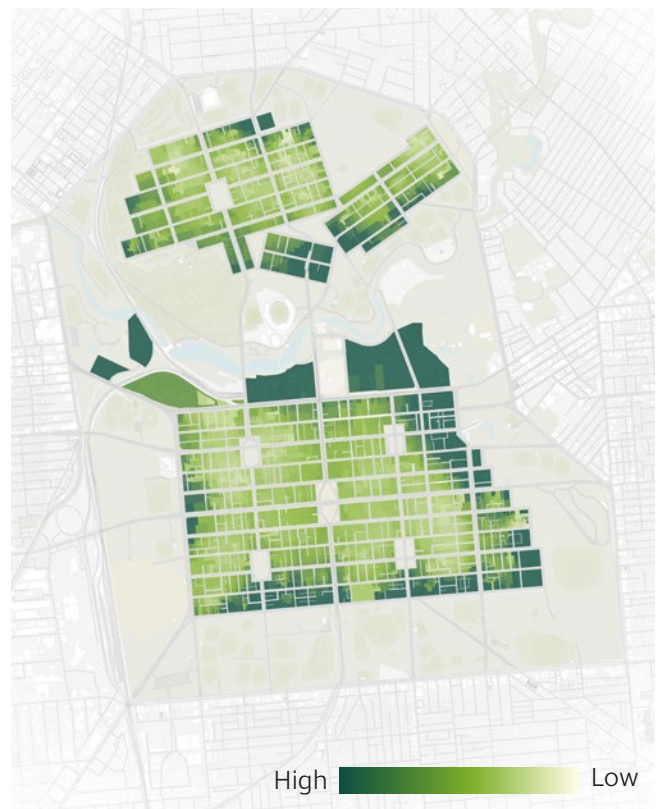


Figure 4.9 Potential Green Infrastructure Index

Strategy 2 – Open Space at Your Doorstep

City Plan Policies



Figure 4.10 Indicative approach to key Open Space policies

A Greener and Cooler City

- 2.1 Lead improvements to canopy cover and green infrastructure in the Adelaide Park Lands and City Squares to enhance climate resilience within the city, with a focus on reducing urban heat island effects (Supports the delivery of State Planning Policy (SPP) 2.14).
- 2.2 Lead the enhancement of urban biodiversity across the city through native plantings and habitat restoration projects in the Adelaide Park Lands and city streets (SPP 4.3 & 4.4).

Transit Diversity

- 2.3 Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to the Adelaide Park Lands and the City Squares (SPP 11.5).
- 2.4 Lead the analysis of options for adjustments to north-south through traffic for City Squares, to enable improved pedestrian access to the City Squares (SPP 11.1 & 11.4).
- 2.5 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 (SPP 11.4).



A City of Neighbourhoods

- 2.6 Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around City Squares (SPP 2.10 & 11.4).
- 2.7 Activate the Squares through the programming and amenity of each City Square to accommodate flexible, adaptable and diverse recreational activities.
- 2.8 Facilitate provision of a diverse range of local open spaces in the Adelaide Park Lands to support our growing population (SPP 2.13).

Housing Diversity for a Growing Population

- 2.9 Lead public infrastructure provision to improve neighbourhood amenity and access to open space that stimulates housing growth, with a focus on neighbourhoods which have high growth potential (SPP 6.2 & 6.3).
- 2.10 Lead changes to the Planning and Design Code that facilitate development that positively contributes to the public realm and open space provision through inclusion of active street frontages, plazas, green roofs and balconies (SPP 2.10).

Strategy 3 – Developing the City Spine

The City Plan will promote the city as the State's civic, cultural and commercial centre as well as providing a quality residential offering and a place which showcases the best of South Australia 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 increase 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 4.11 Diagram of potential City Spine



King William 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.

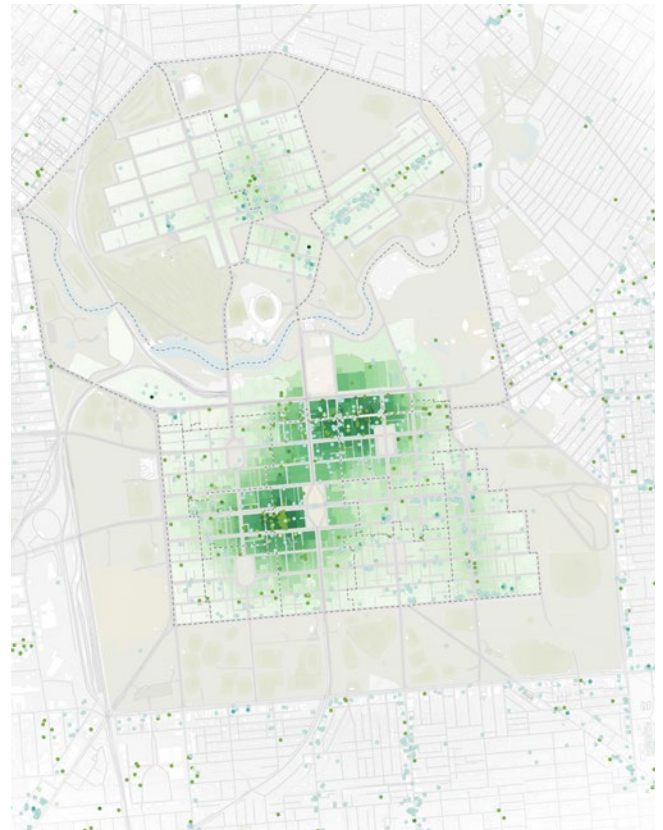


Figure 4.12 Local Services Accessibility

Low High

Strategy Impacts

Developing the City Spine 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.

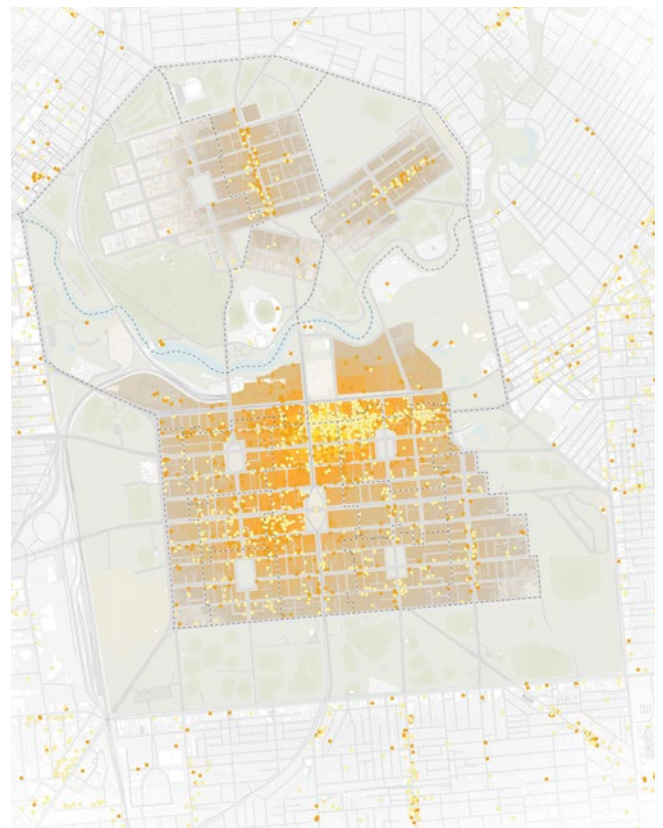


Figure 4.13 Retail Accessibility

Low High

Strategy 3 – Developing the City Spine

City Plan Policies

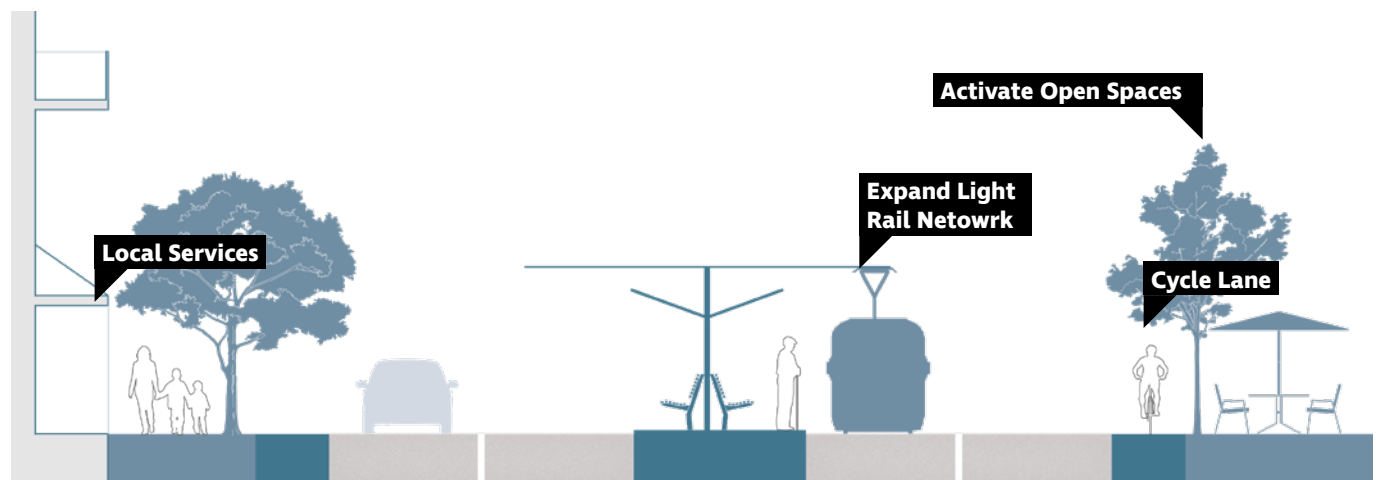


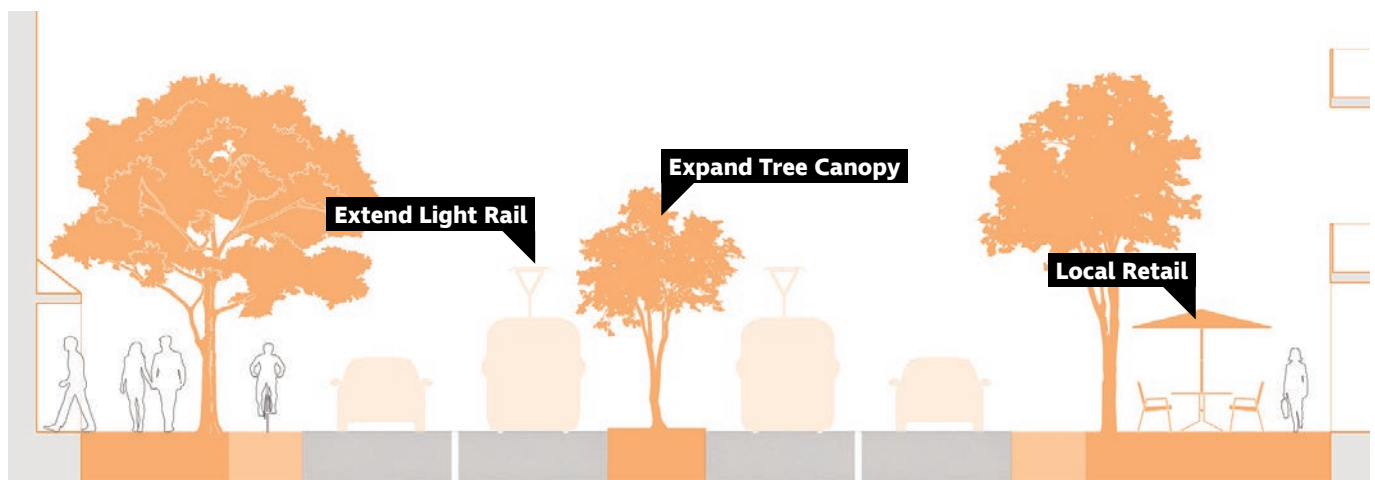
Figure 4.14 Indicative approach to key City Spine policies

A Greener and Cooler City

- 3.1 Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection (Supports the delivery of State Planning Policy (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 Peel and Leigh 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 4.15 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.

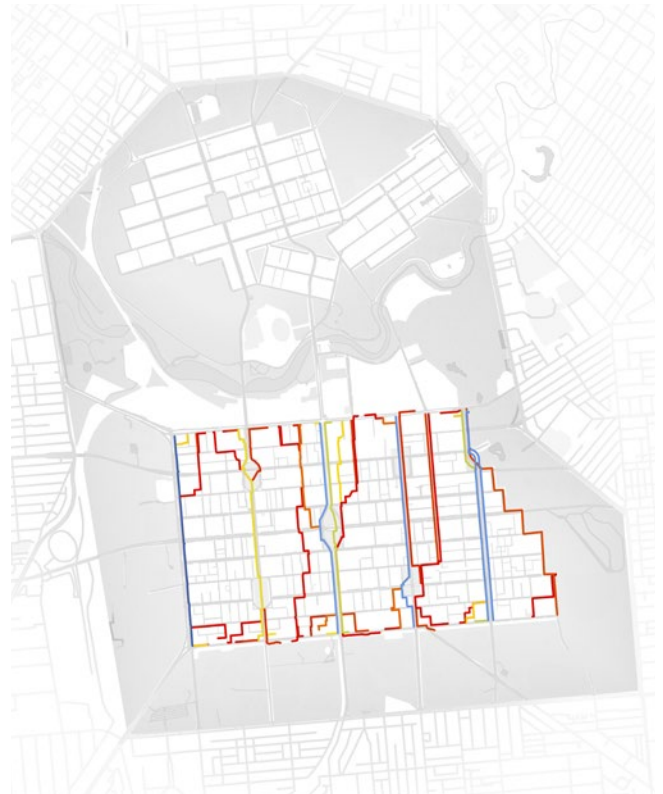


Figure 4.17 Existing North-south Links

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 indicates 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.

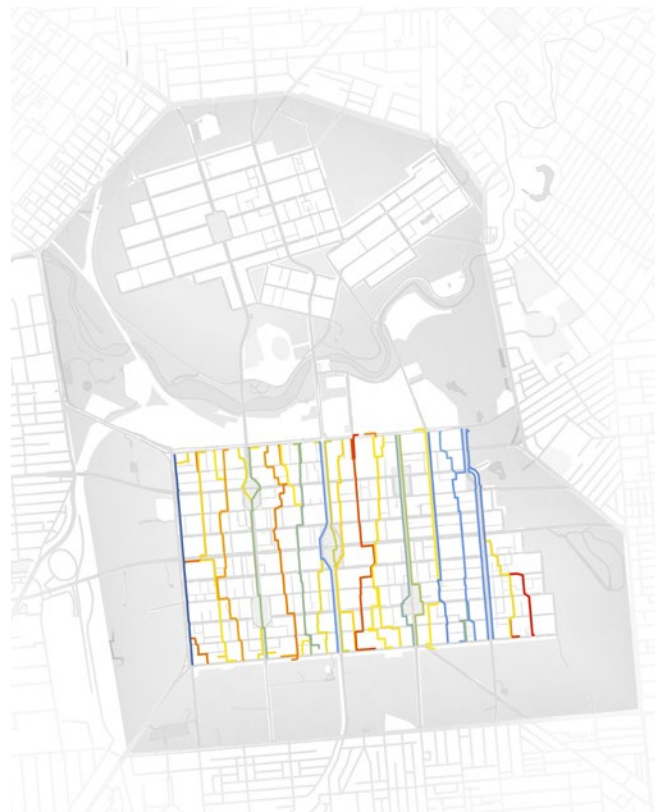


Figure 4.16 Potential North-south Links

Direct Indirect

Strategy 4 – Activating North-south Laneways

City Plan Policies

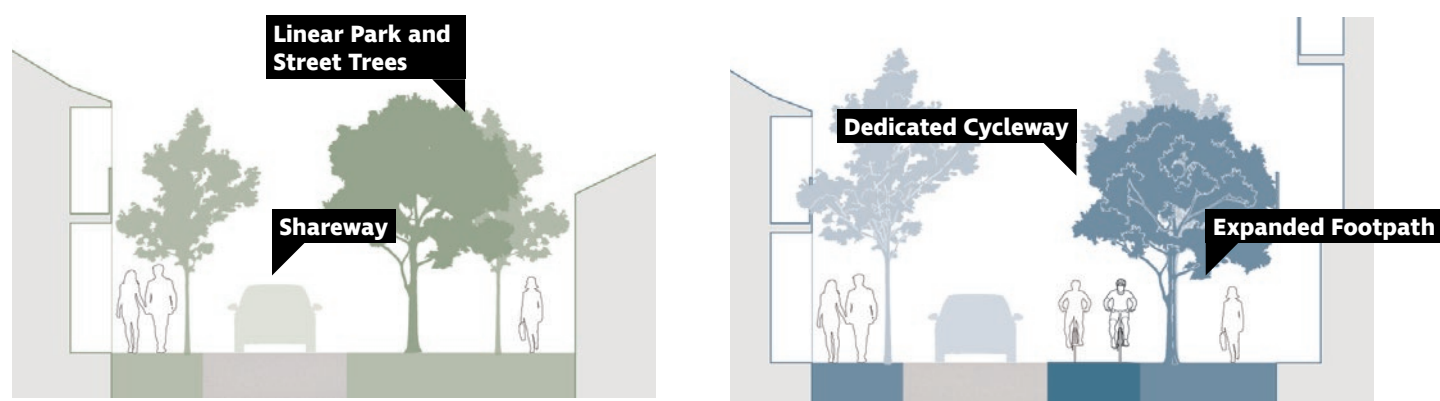


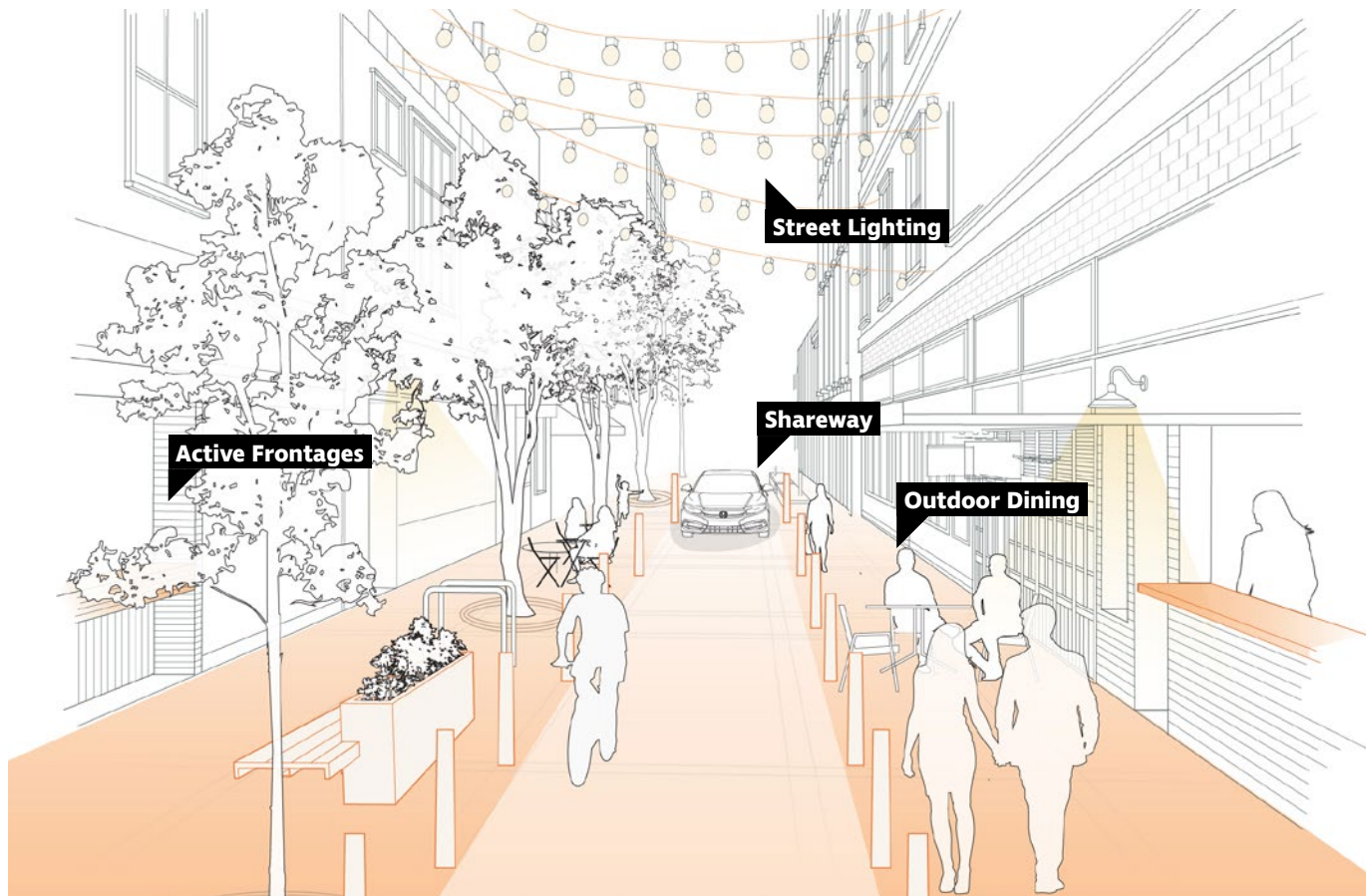
Figure 4.18 Indicative approach to key North-south Laneways policies

A Greener and Cooler City

- 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 (Supports the delivery of State Planning Policy (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.



A City of Neighbourhoods

- 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 4.19 East-West street enhancement corridors

 East-west Public and Active Transport Priority Streets

 Public Transport Connections



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 4.20 Current Cycling Accessibility

Low High

Strategy Impacts

Employing the Enhancing East-west Streets Strategy to prioritise 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.

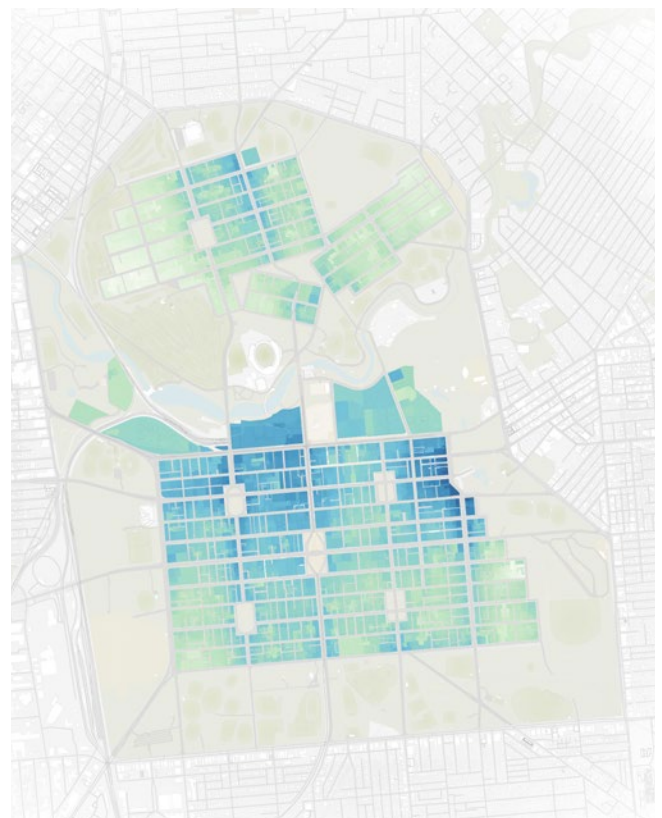


Figure 4.21 Strategy Impact Cycling Accessibility

Low High

Strategy 5 – Enhancing East-west Streets

City Plan Policies



Figure 4.22 Indicative approach to key East-west Streets 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 Kaurua Country (Supports the delivery of State Planning Policy (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 for 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 loop 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 looping the city, connecting more of the city and encouraging future transit-oriented development. This will be progressed through our Integrated Transport Strategy and tested through CoADE.



Figure 4.23 Diagram of the potential City Loop

---○--- Potential City Loop Alignment
(indicative only and subject to
further investigation)



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.

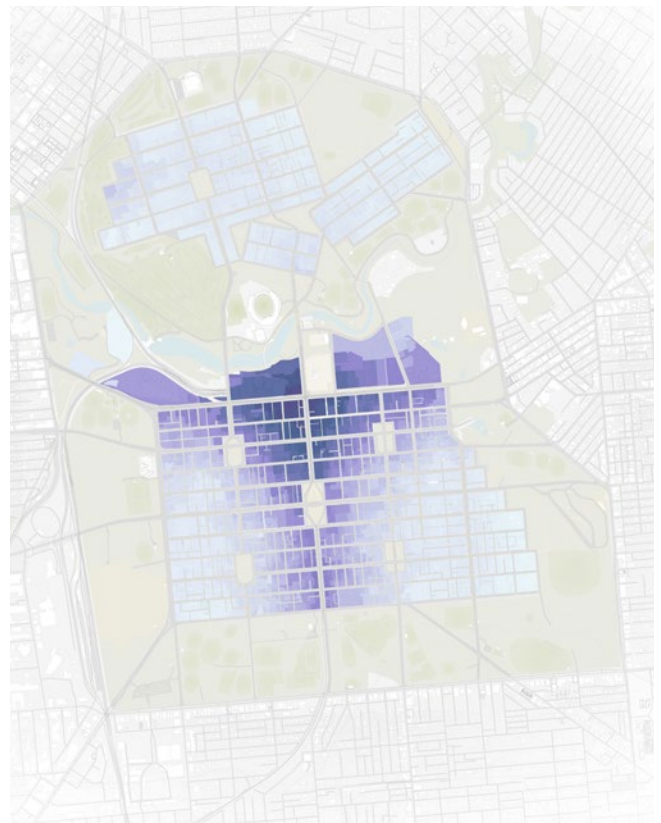


Figure 4.24 Current Public Transport Accessibility

Low High

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.

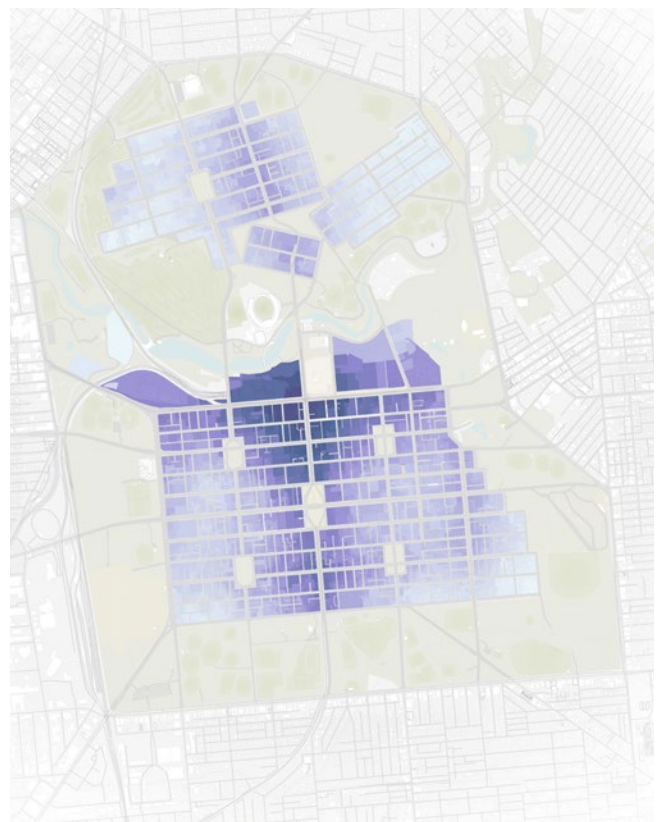


Figure 4.25 Proposed Public Transport Accessibility

Low High

Strategy 6 – Establishing the City Loop



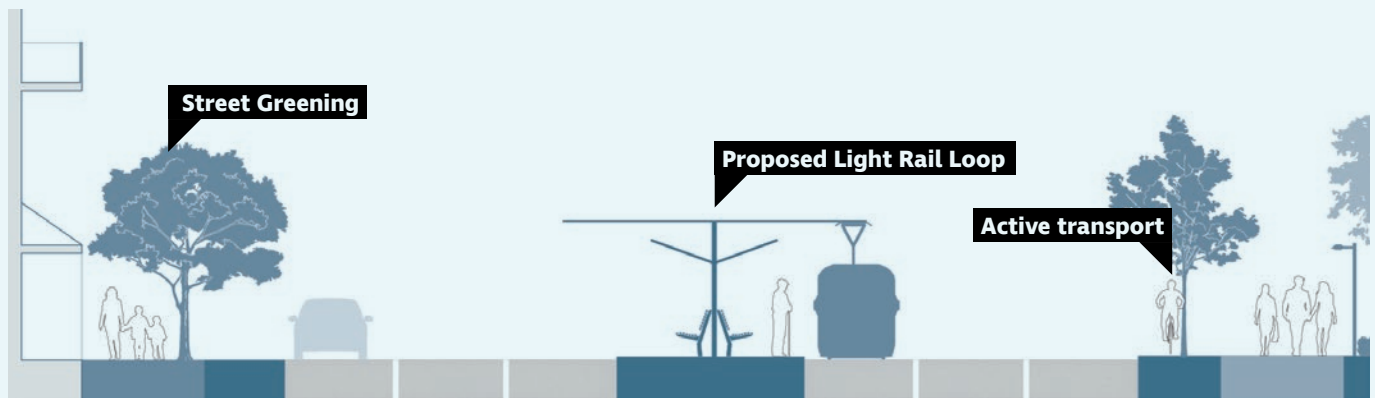
North Terrace Tram

The City Plan's focus on transit diversity and walkable experiences will be complemented by a light rail loop 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 looping the city, connecting neighbourhoods and encouraging future transit-oriented development.

City Plan Policies



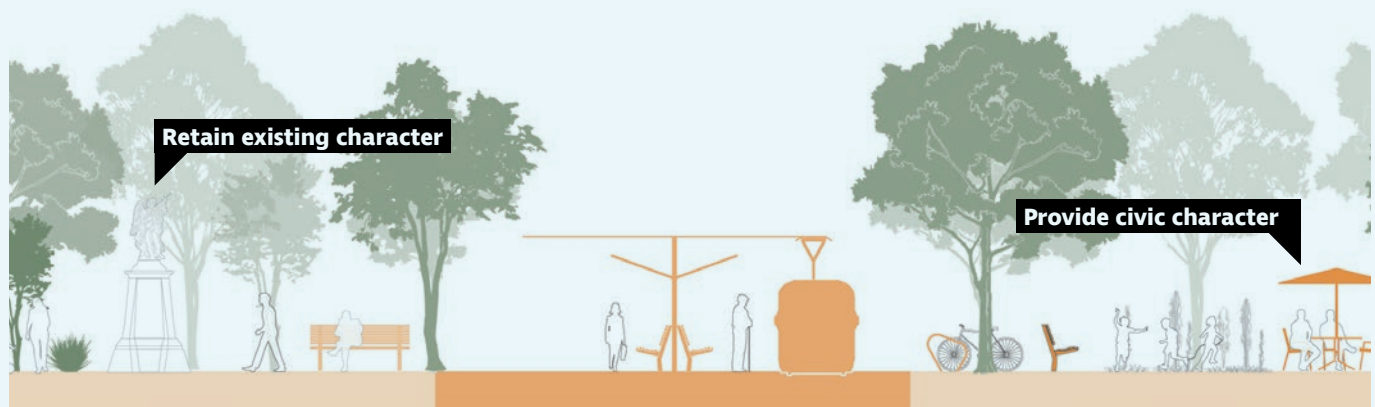
Light Rail Loop along major boulevard

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 4.26 Key sites and places for growth



New medium density housing models will provide future growth and activate civic spaces. (Reference East End, Newcastle, NSW)

Current Condition

The Overall Access to Amenity data indicates that areas of the city with the greatest potential for growth, such as West Terrace, currently have the lowest access to amenity scores due to limited 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 also demonstrates that areas with the highest access to amenity, which are focused around the city core, have limited growth potential for future residential uses.

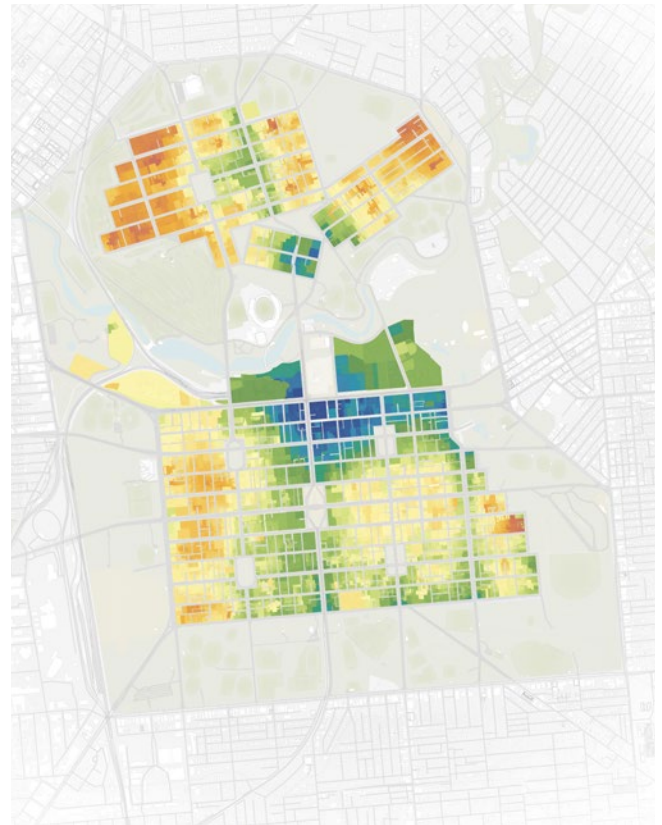


Figure 4.27 Current Overall Access to Amenity Index

High Low

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.

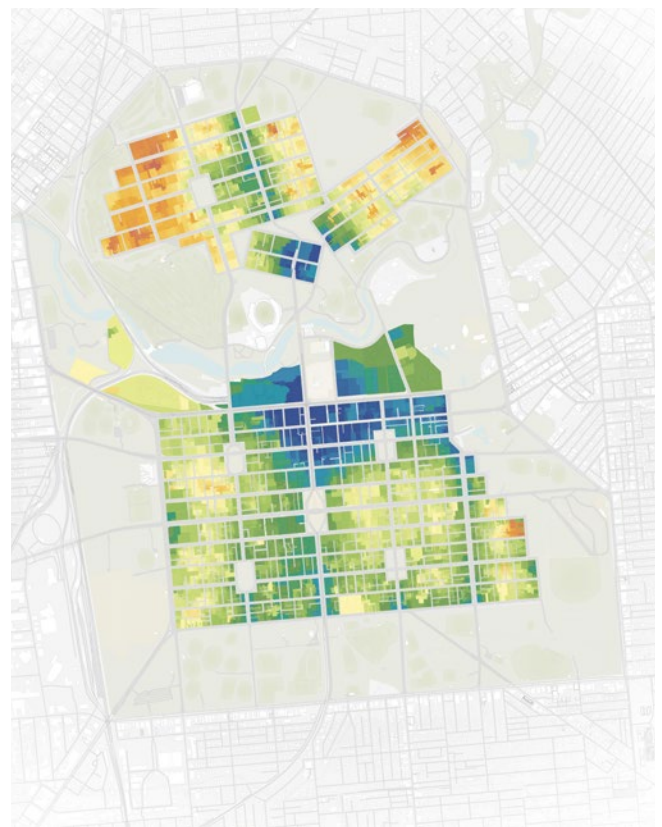


Figure 4.28 Proposed Overall Access to Amenity Index

High Low

Strategy 7 – New Housing Models

City Plan Policies



Figure 4.29 Indicative approach to new housing models 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. (Supports the delivery of State Planning Policy (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).

Strategy 8 – Designing for Urban Life, Diversity and Density

The City Plan articulates the built form principles for enabling growth outcomes while considering local context and place.

In planning for urban development, careful consideration of height and its impact on the character and qualities of the city is essential. The approach should balance enabling density with preserving unique features and heritage character. This involves articulating a range of maximum theoretical heights for new buildings while ensuring they enhance rather than detract from the surrounding environment.

The City Plan sets principles for height which seek to unlock the growth potential of the city and ensure it is a desirable place to live, work and visit, including:

- Protection of solar access to public open spaces.
- Reinforce prominence of key places and streets, whilst protecting the amenity of these places.
- Protect and respond to the heritage character within the city.

The City Plan seeks to deliver an overall city form that consolidates taller buildings in the economic centre, with investigation of mid-scale height towards the southern residential areas and along main streets and around the City Squares.

In addition to a place based height strategy, local area place principles will guide future development outcomes and protect existing character. Transitioning height around heritage built form interfaces ensures that new developments respect and complement existing architectural character while appropriate building separation enhances privacy and minimises noise transfer between adjacent properties. The built form of each local area will respond to the street and public realm with consideration for reinforcing or establishing street wall heights that maintain visual continuity and a sense of enclosure along streetscapes.

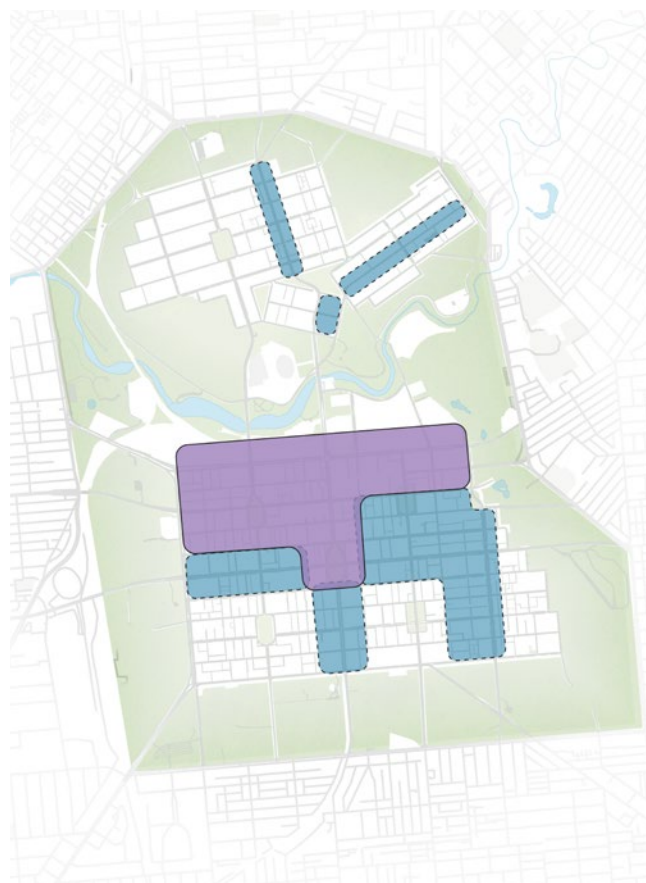


Figure 4.30 Place-based Height

- Consolidate CBD form
- Potential extension of CBD form

On an individual site level, factors such as wind, solar access, views, and integration with the context must be carefully evaluated to maintain streetscape quality and amenity. This involves implementing built form principles such as upper level set backs or strategically placing awnings and canopies to mitigate wind effects and create comfortable outdoor spaces.

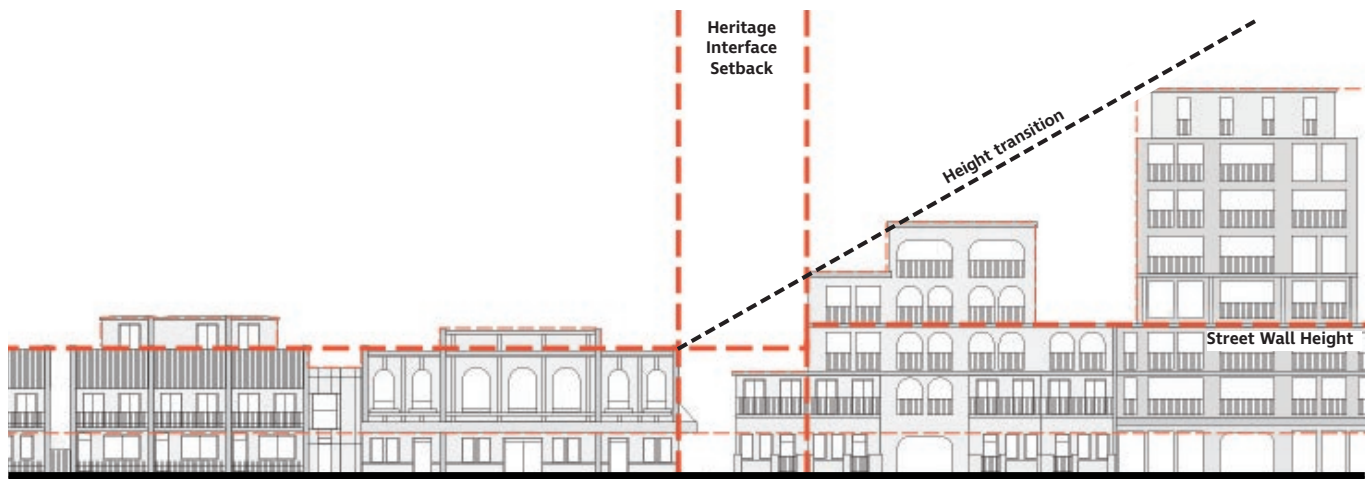


Figure 4.31 Heritage and Residential Interfaces

Height Strategy Principles

Planning envelopes serve as the foundation for detailed scenario testing in urban design and planning, defining the physical parameters such as maximum height, setbacks, solar access provisions, and airspace restrictions within which development can occur. These baseline conditions inform more complex scenario testing to anticipate potential outcomes and guide decision-making. Developing planning envelopes that protect amenity in Adelaide involves integrating multiple criteria to ensure a balanced, sustainable, and resilient urban environment. This comprehensive approach prioritises both functional and qualitative aspects of urban design, preserving Adelaide's unique heritage, promoting sustainable practices, and ensuring a high-quality urban living experience.

Key principles include:

- **Sun Access Protection:** Future development should be guided by Sun Access Planes for key open spaces and places to protect solar access between 10am-2pm throughout the year. Future development should limit overshadowing of residential properties to allow for a minimum of two hours of direct solar access between 9am and 3pm at mid-winter for each dwelling.
- **Heritage Interfaces:** Adelaide's heritage contributes significantly to its character and charm. Developments on properties adjacent to heritage sites should be setback by 5m to preserve these historic elements.
- **Airspace Restrictions:** Prescribed airspace protection is necessary to ensure the safe operations of Adelaide Airport, defined by the Obstacle Limitation Surface (OLS) height limit and the Procedures For Airport Navigation Services — Aircraft Operations (PAN OPS).

This systematic approach ensures that planning envelopes support the protection of amenities, heritage preservation, and sustainable development, fostering a cohesive and vibrant urban environment.

Strategy 8 – Designing for Urban Life, Diversity and Density



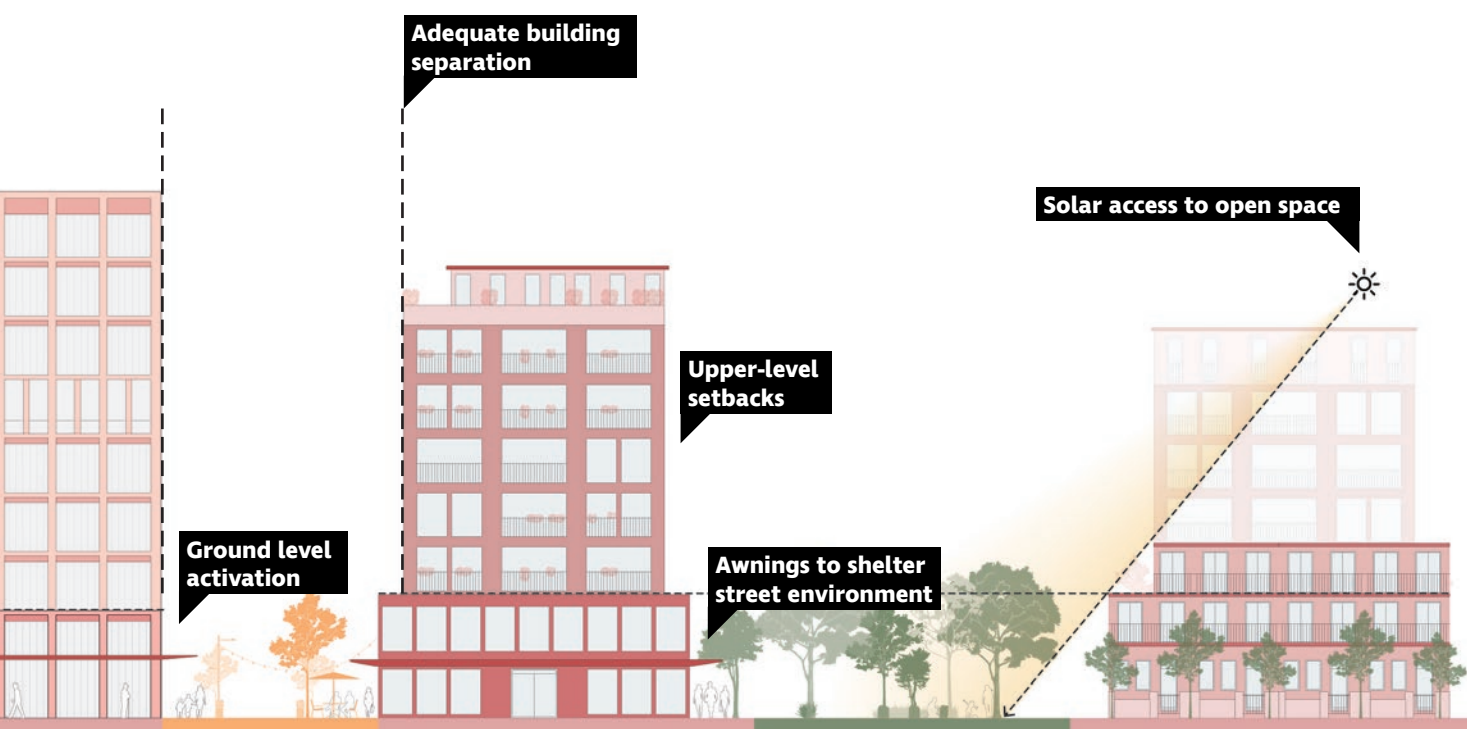
Built Form Principles

Encourage diversity of built form and uses

- Provide a mix of building types within each local area which support mixed use development, including retail, commercial and community ground floor uses.
- Design large-scale lots, city blocks, or precincts to promote diverse uses and built forms that support long-term flexibility.
- Create a comprehensive master plan that allows for the collaboration of multiple developers and designers.

Respond to place

- Retain and integrate elements of history to enhance the place including Kaurua culture, local and State Heritage and cultural infrastructure as identified in the Local Area Framework.
- When transitioning height around heritage buildings or areas, respect for the existing context and architectural character is paramount, ensuring new developments harmonise with their surroundings.
- Gradual stepping or scaling down of building heights to mitigate visual impacts on open space, heritage structures and community spaces, and to protect solar access to these places.



Scale and massing of built form responds to desired local character

- Adequate building separation is essential to ensure privacy, daylight access, ventilation, and minimise overshadowing, maintaining access to views and sunlight.
- Setbacks help mitigate the visual impact of tall buildings by creating a sense of scale and openness at street level, and can provide opportunities for rooftop gardens, terraces, or outdoor amenities, contributing to urban greenery and liveability.

Built form enlivens the ground plane and activates public space

- Reinforce street wall heights to maintain a consistent and cohesive urban fabric along the street frontage, and implement upper-level setbacks to reduce overshadowing and maintain sunlight access to streets and public spaces.
- Strategically place awnings or verandahs to provide shelter from elements like sun and rain while enhancing the pedestrian experience, ensuring they positively contribute to streetscape aesthetics.

Strategy 8 – Designing for Urban Life, Diversity and Density

City Plan Policies

A Greener and Cooler City

- 8.1 Lead in the provision of well-designed public places that improve the micro-climate at street level to ensure a comfortable environment that supports liveability and enables higher density neighbourhoods (SPP 5.3 & 15.4).

A City of Neighbourhoods

- 8.2 Facilitate recognition of the unique character of areas by identifying their valued physical and cultural attributes in consultation with communities (SPP 2.8).
- 8.3 Lead changes to the Planning and Design Code to ensure development respects culturally and historically significant places and reflects the unique character of the local area (SPP 7.1).
- 8.4 Facilitate opportunities for activation of city streets and laneways in line with the neighbourhood identity (SPP 2.10).
- 8.5 Partner to stimulate investment, visitation and maximise opportunities for economic development in line with neighbourhood identity (SPP 9.10 & SPP 1.9).
- 8.6 Reinforce the primacy of the city centre as the business, cultural, entertainment, tourism and economic focus of Greater Adelaide.

Transit Diversity

- 8.7 Lead the delivery of improved pedestrian amenity through laneways to facilitate opportunities for active transport, connectivity and activation of laneway frontages.

Housing Diversity for a Growing Population

- 8.8 Lead changes to the Planning and Design Code to facilitate development that prioritises good design outcomes and improves the relationship between buildings and public spaces and the interface with neighbours, particularly for strategic sites and places (SPP 2.5 & 2.12).
- 8.9 Lead changes to the Planning and Design Code to facilitate development at the interface between higher built form with more traditional low rise built forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions (SPP 2.11).
- 8.10 Reinforce key city boulevards, such as King William, Grote and Wakefield streets through taller contemporary buildings that create a sense of entry and frame these importance streets.

- 8.11 Reinforce the special character of the main streets of Gouger, Hindley, Rundle and Hutt Streets through contextual design responses that increase activity and vibrancy while also preserving the elements that make these places special.
- 8.12 Create vibrant and distinctive laneways, each with their own individual character, with small bars, restaurants, shops and cafes that contribute to city vibrancy.
- 8.13 Reinforce the inner and outer built form edge of the Adelaide Park Land terraces by encouraging quality medium to high-rise mixed use developments that increase the diversity of housing while also contributing to, and activating, the public realm.
- 8.14 Sustain the heritage, character and scale of valued residential precincts (including North Adelaide and the south-east and west corners) with contextually appropriate development that contributes to the needs of our growing population and provides services to the community.



Future built form should support growth and positive place outcomes

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.

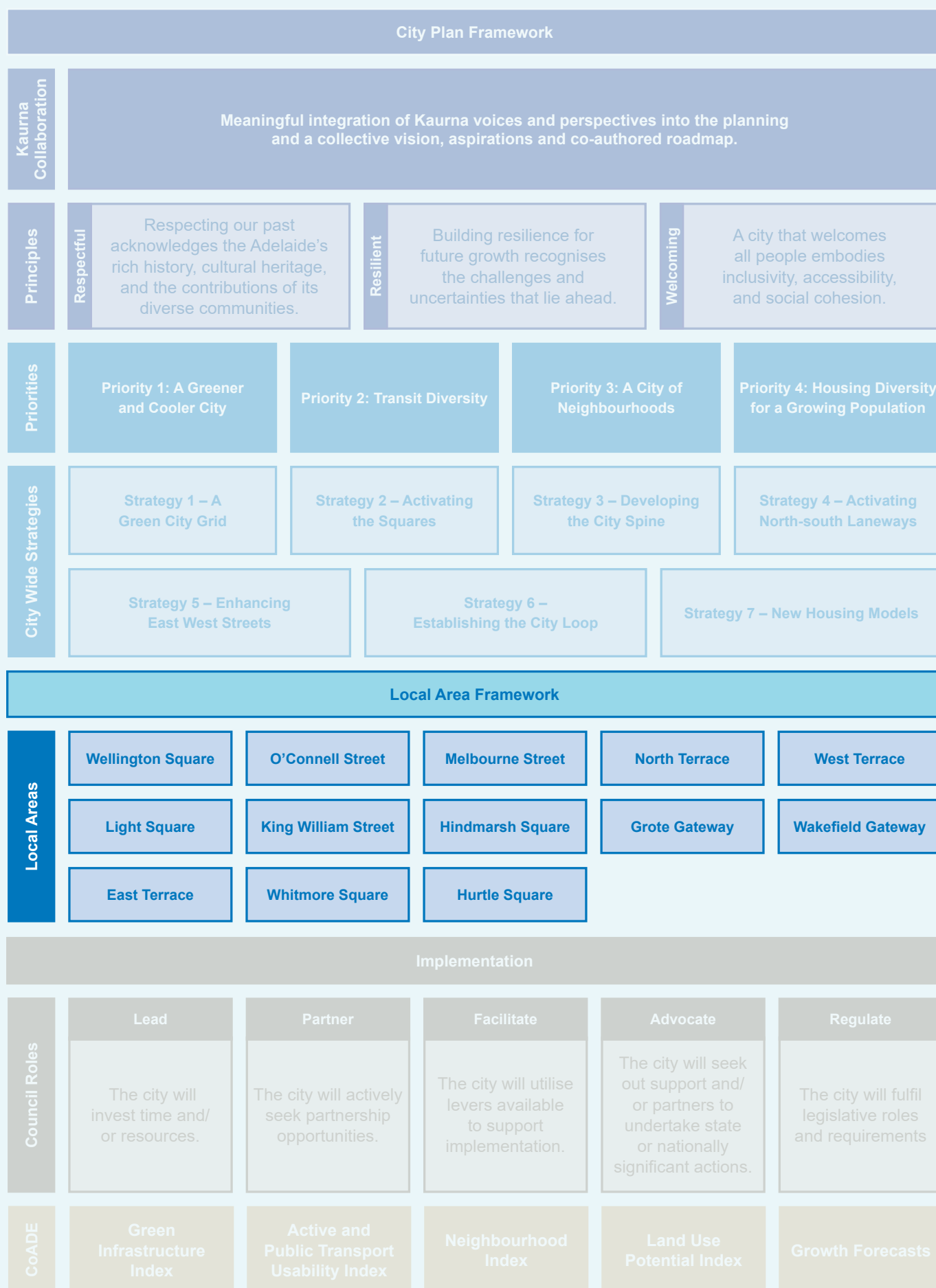


Figure 5.1 Plan on page

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.



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 Street
8. Hindmarsh Square
9. Grote Gateway
10. Wakefield Gateway
11. Whitmore Square
12. Hurtle Square
13. East Terrace

Figure 5.2 Local Area Zones

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 5.3 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 local areas. These areas have significant development potential through urban renewal for housing and business growth.

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

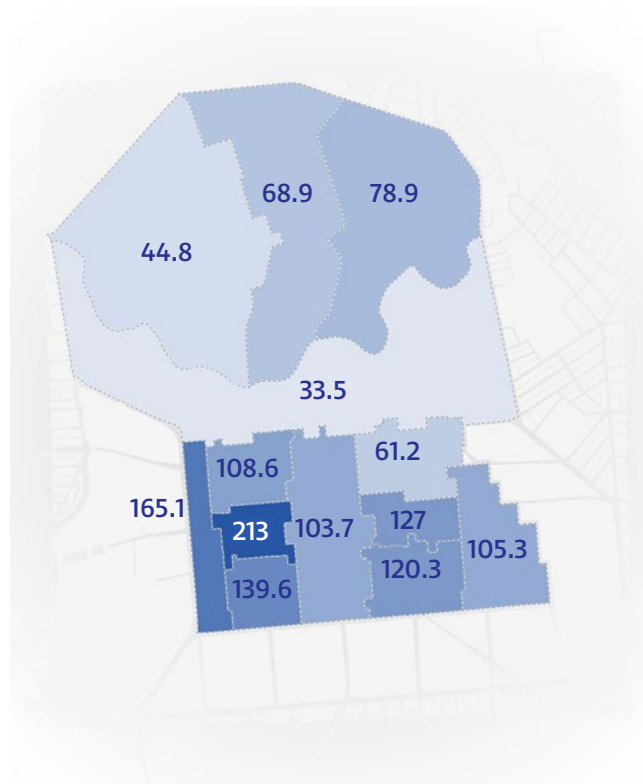


Figure 5.3 Potential Population Density (People per Ha)

| | 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 Street | 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 Trail



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.

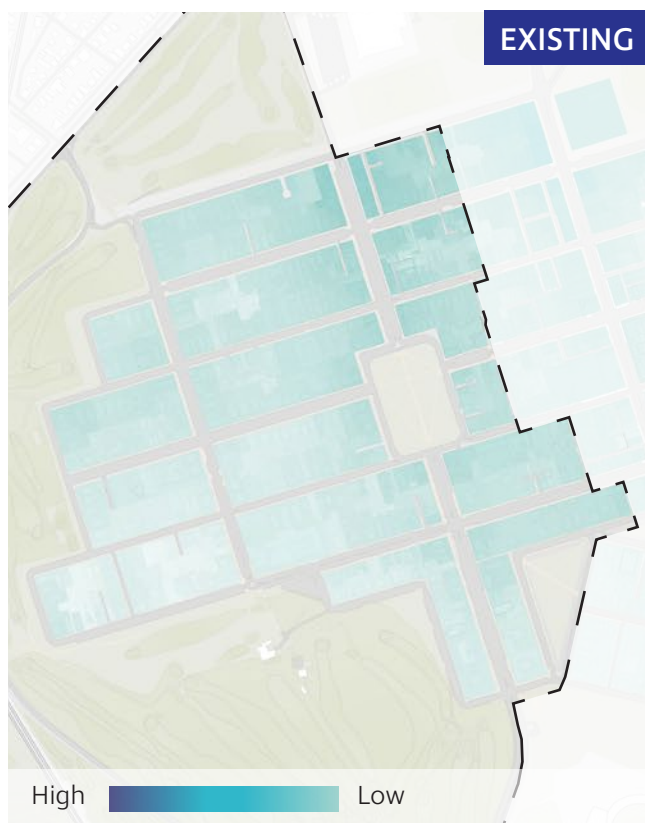


Figure 5.4 Active and Public Transport Useability Index (Existing)

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

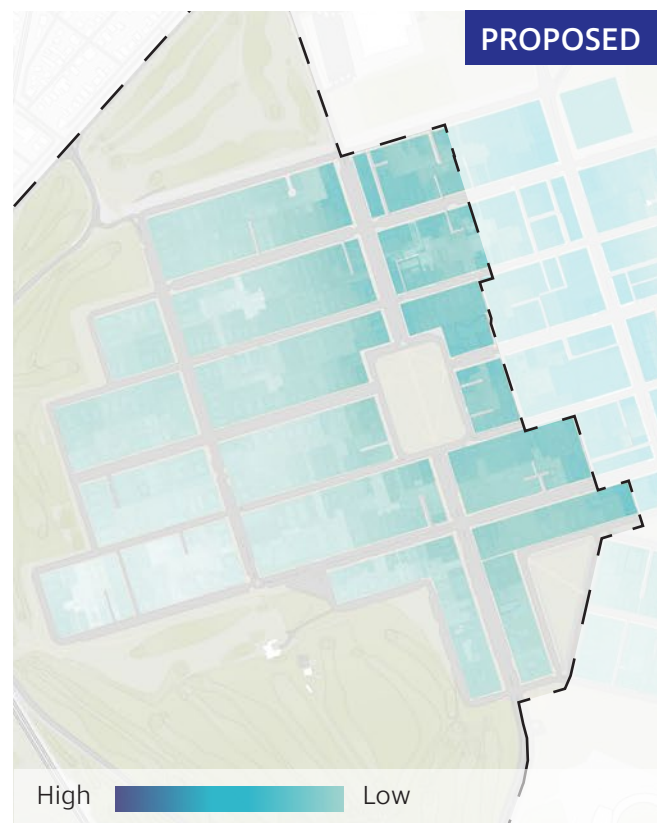


Figure 5.5 Active and Public Transport Useability Index (Potential)

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

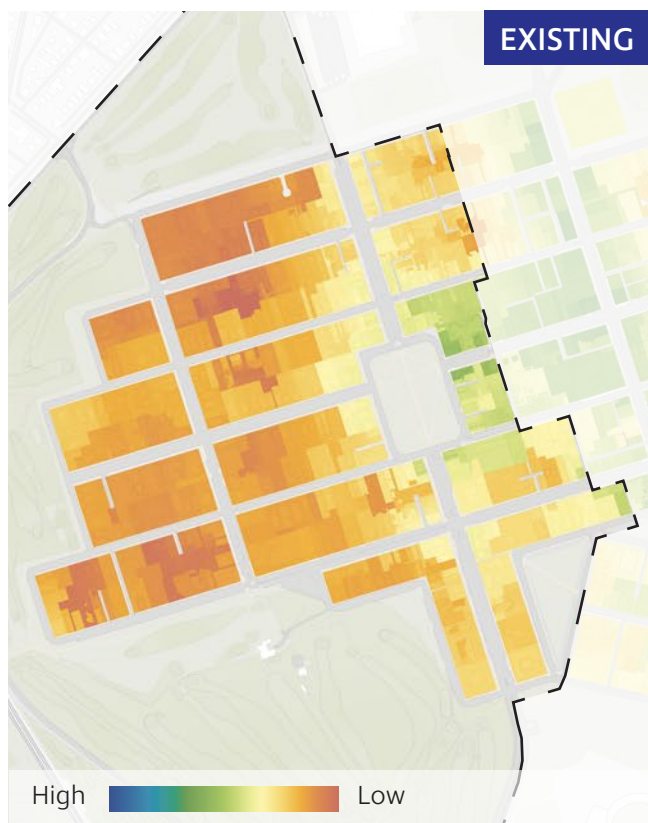


Figure 5.6 Overall Accessibility to Amenity Index (Existing)

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

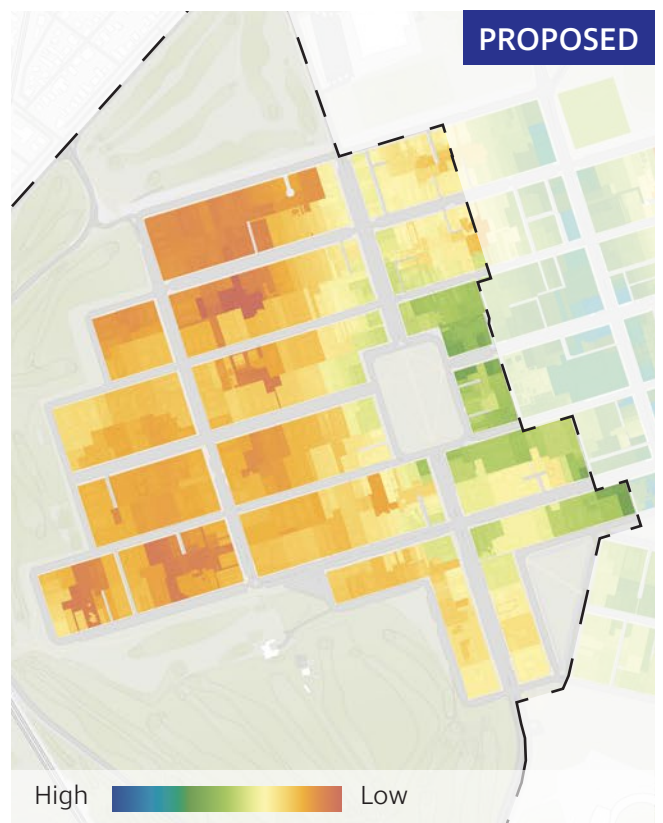


Figure 5.7 Overall Accessibility to Amenity Index (Potential)

Future investment in this area should focus on diversifying the use of open space to meet community needs, as well as providing 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



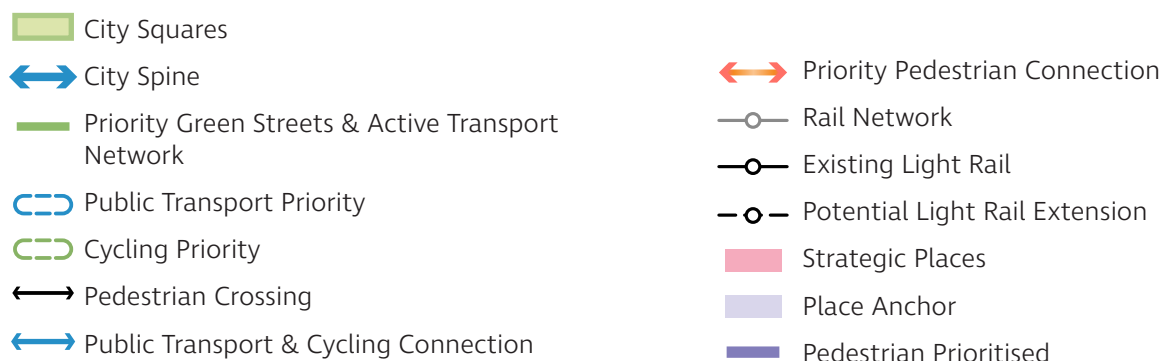
Maintain residential character



Recreational open space uses



Figure 5.8 Place Principles



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 loop 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



Residential 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 out of the 13 local areas. Nevertheless, O'Connell Street boasts a relatively better open space accessibility, ranking 5th out of the 13 local areas. Future investments should prioritise enhancing public transport connectivity to support the projected population increase.

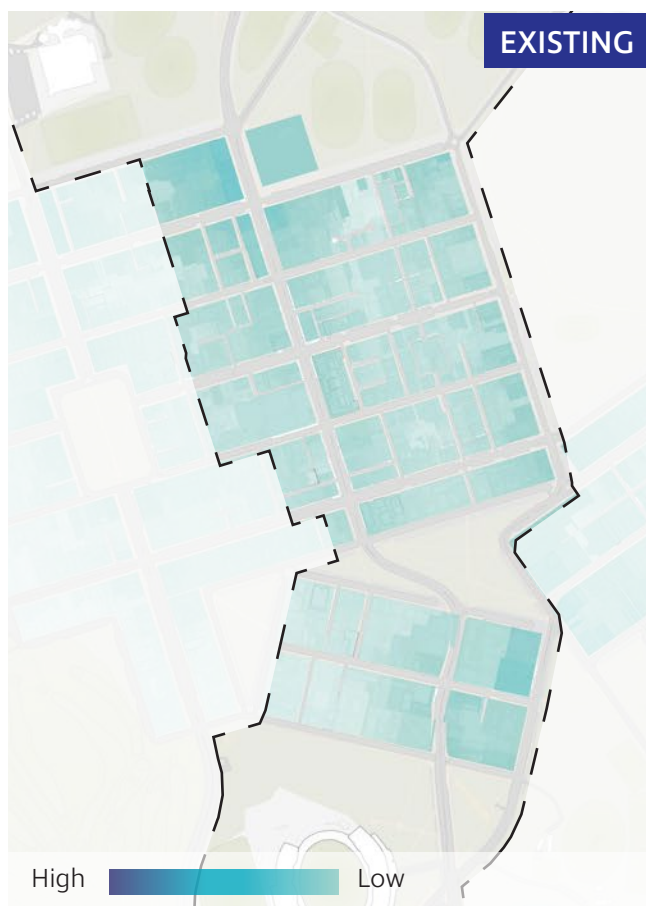


Figure 5.9 Active and Public Transport Useability Index (Existing)

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.

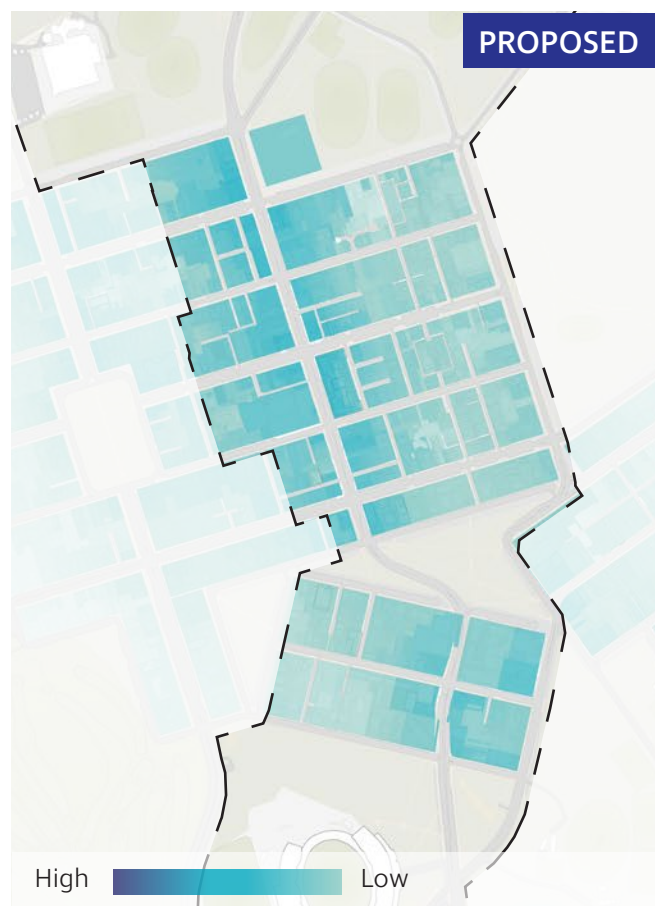


Figure 5.10 Active and Public Transport Useability Index (Potential)

Future investment in this area should focus on expanding the public 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 5.11 Overall Accessibility to Amenity Index (Existing)

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 Women's and Children's Hospital Precinct.

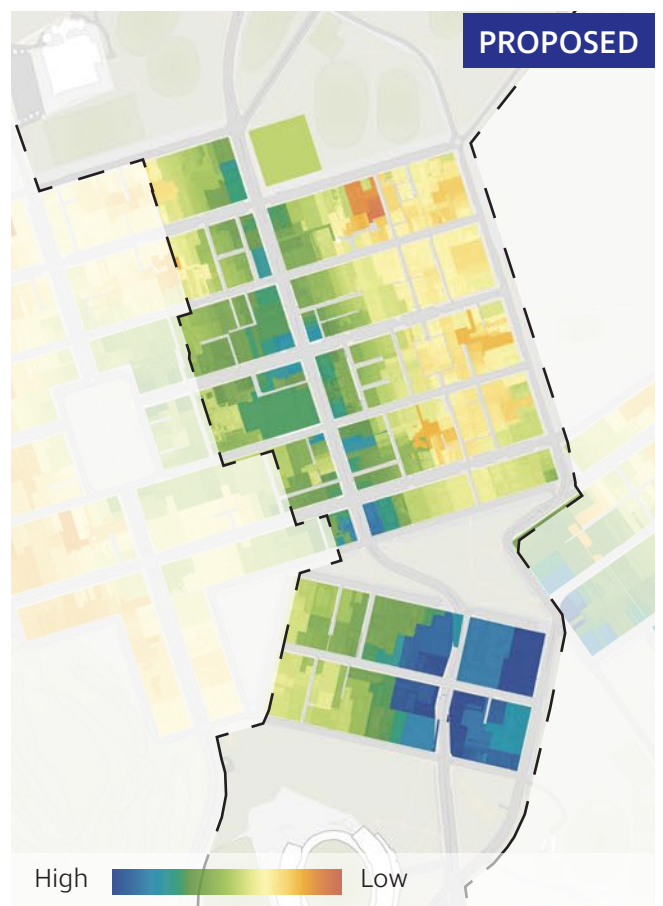


Figure 5.12 Overall Accessibility to Amenity Index (Potential)

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 cycleway



Public transport Connections to CBD



Support vibrancy and economic activity

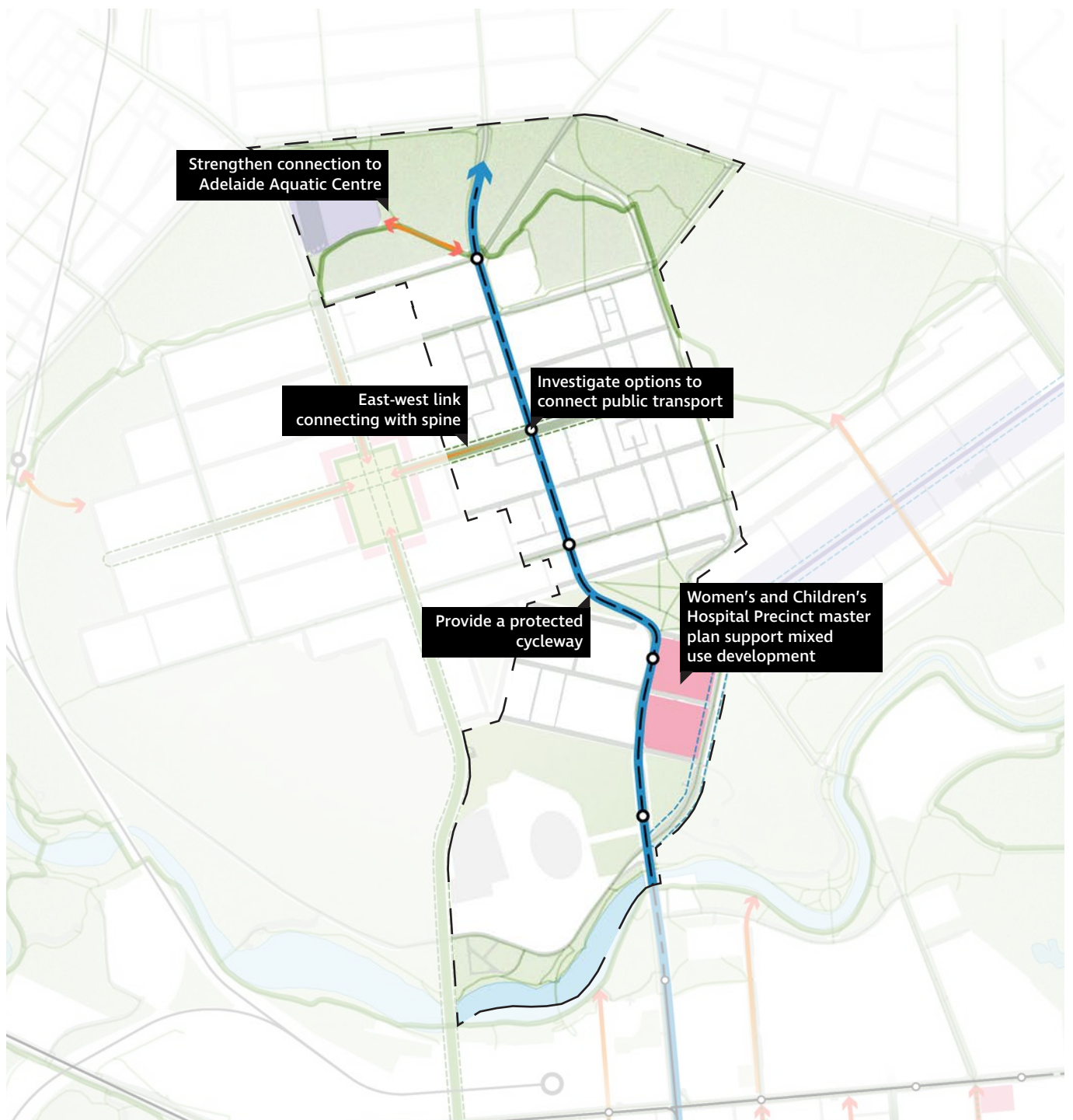
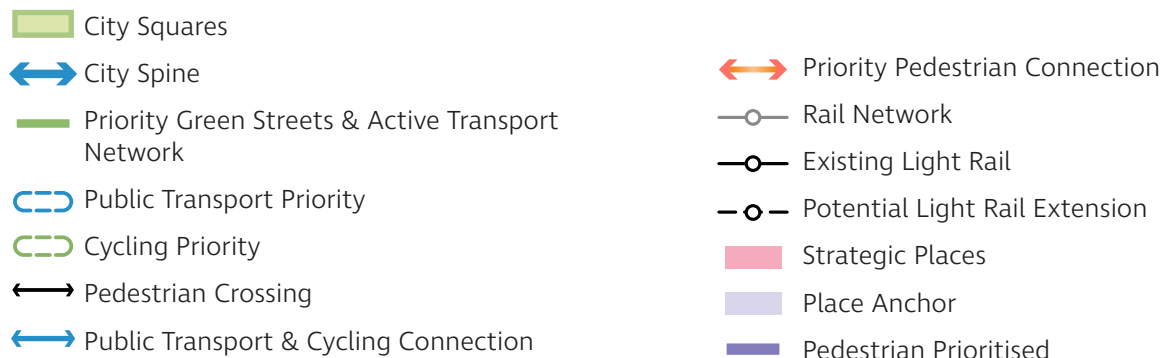


Figure 5.13 Place Principles



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.

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.



Historic buildings and modern urban living



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 5.14 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 5.15 Green Infrastructure Index (Potential)

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

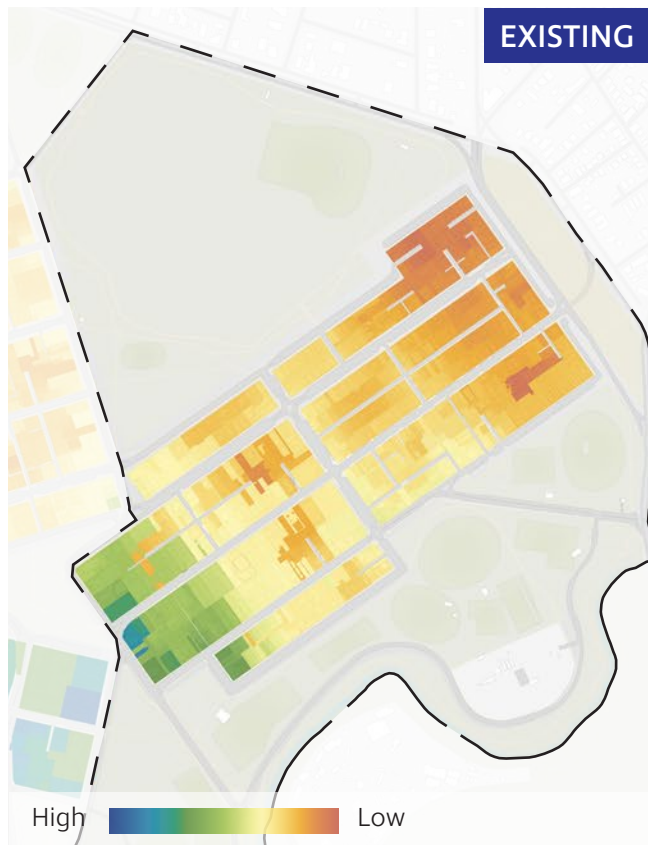


Figure 5.16 Overall Accessibility to Amenity Index (Existing)

The Overall Access to Amenity Index highlights the broad spectrum of accessibility to amenity within the area. The south of the precinct benefits from high access to amenity and this dissipates moving northward.

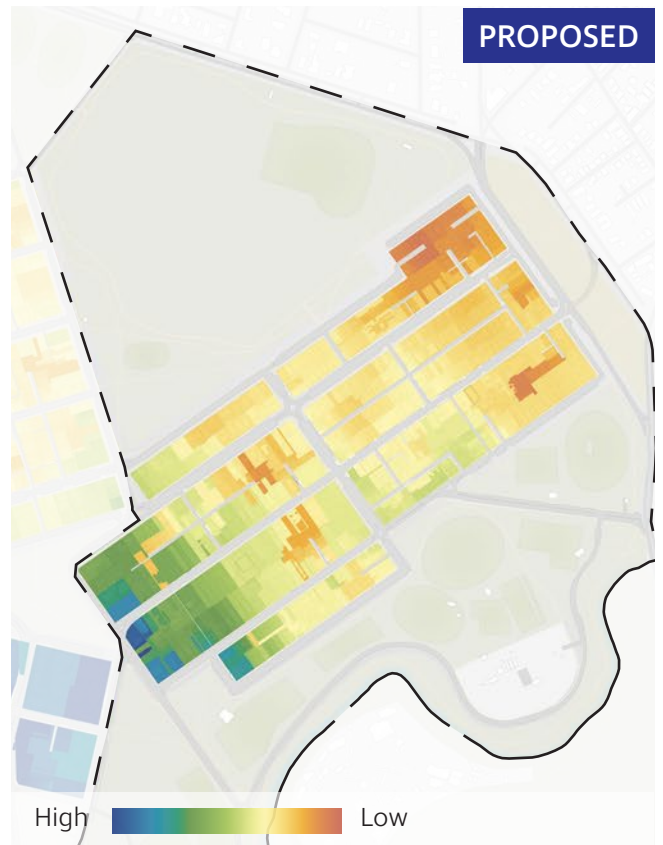


Figure 5.17 Overall Accessibility to Amenity Index (Potential)

Future investment should focus on more evenly distributing public amenity through out the precinct, and providing 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 5.18 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 Extension
- 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 Biomedical 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 the 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 Kurna cultural connections. It contains the emerging health and Biomedical 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.

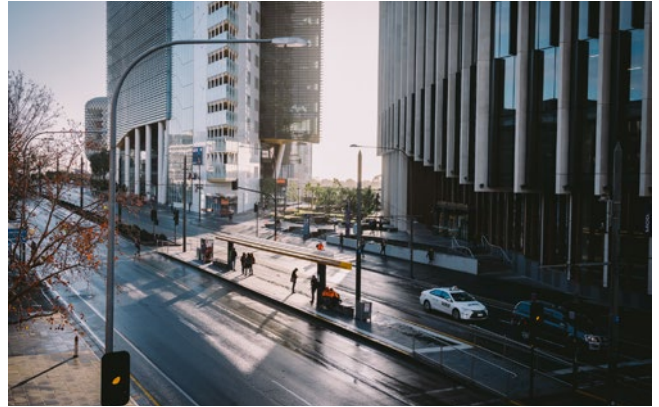
Future investment opportunities include:

- 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.

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 Pari. 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.



Biomedical and Education Precinct



Adelaide Railway Station



North Terrace 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 out of the 13 local areas. 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.

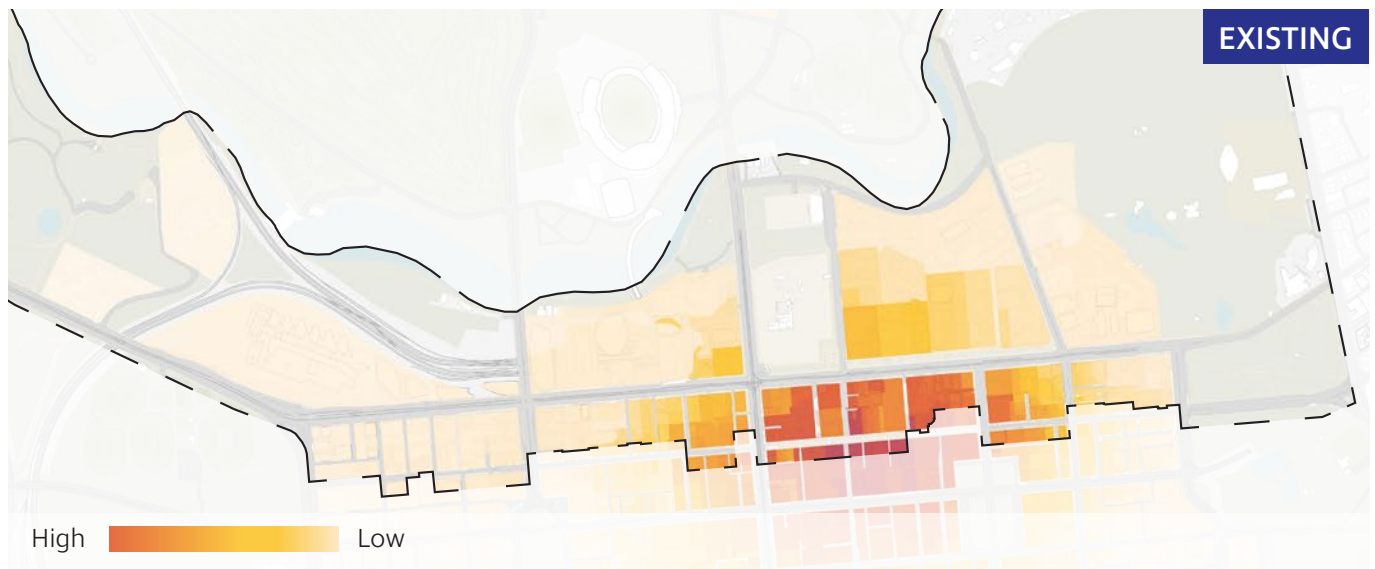


Figure 5.19 Neighbourhood Accessibility Index (Existing)

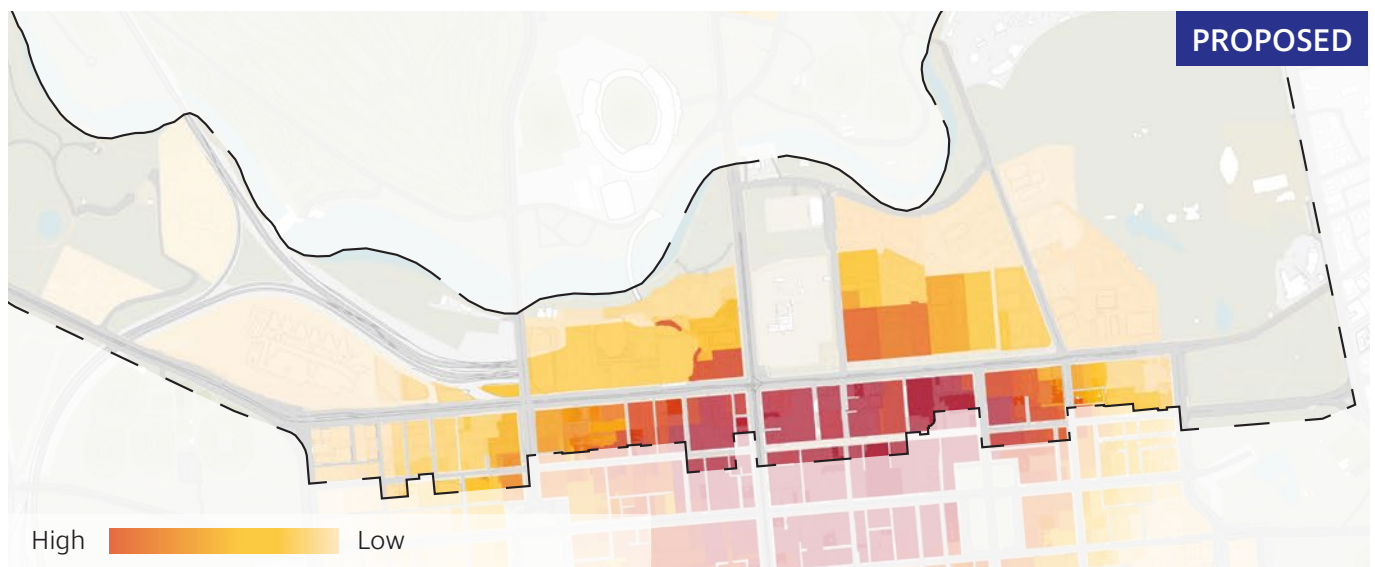


Figure 5.20 Neighbourhood Accessibility Index (Potential)

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 Accessibility to Amenity 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 5.21 Overall Accessibility to Amenity Index (Existing)



Figure 5.22 Overall Accessibility to Amenity 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 Biomedical 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 Pari.
- 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 Pari



Extend shaded pedestrian boulevard

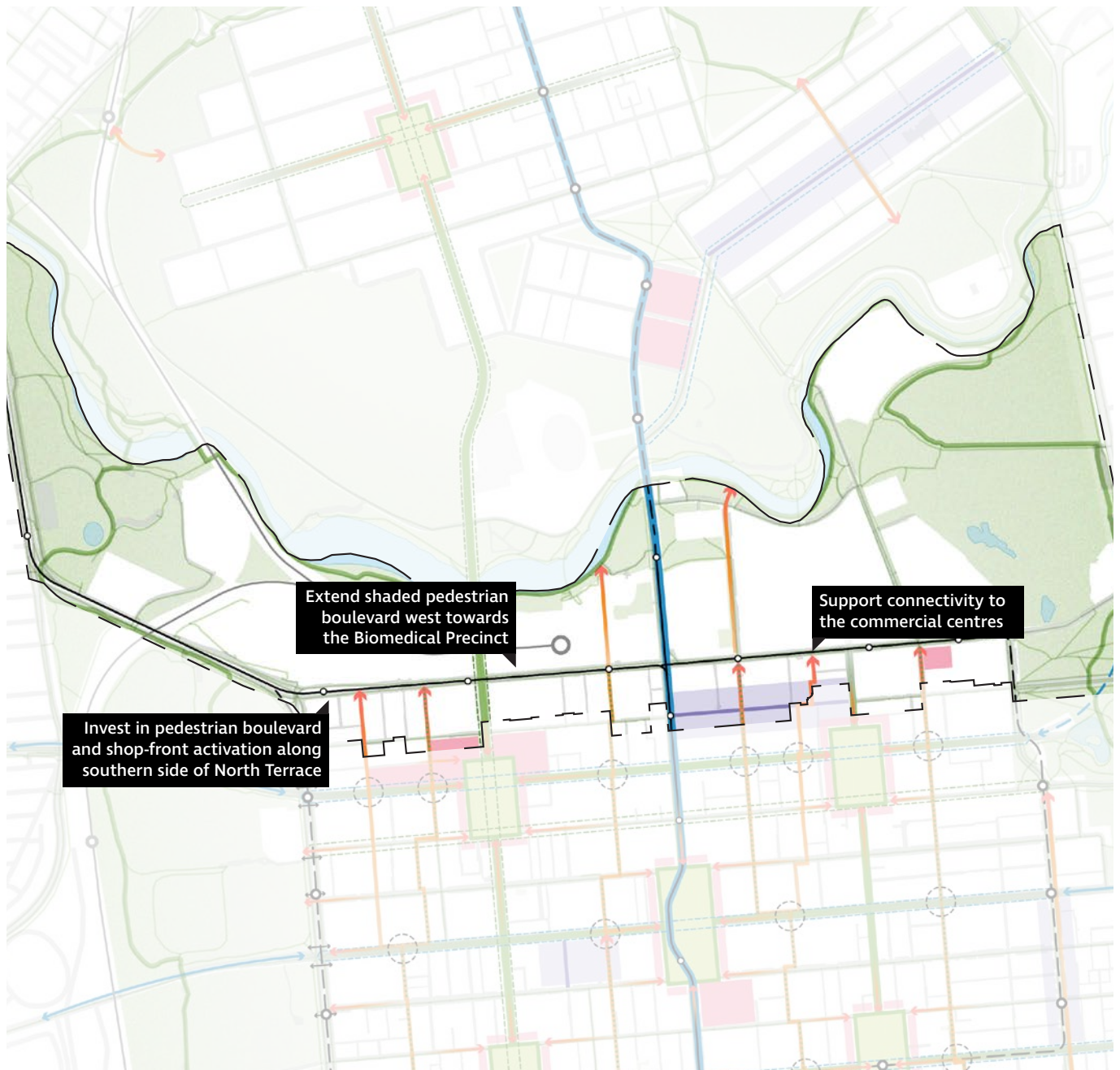


Figure 5.23 Place Principles

- 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 Extension
- 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 Biomedical 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.

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.



Adelaide Park Lands



City Skate in the western Park Lands



West Terrace Cemetery

Local Area 5: West Terrace

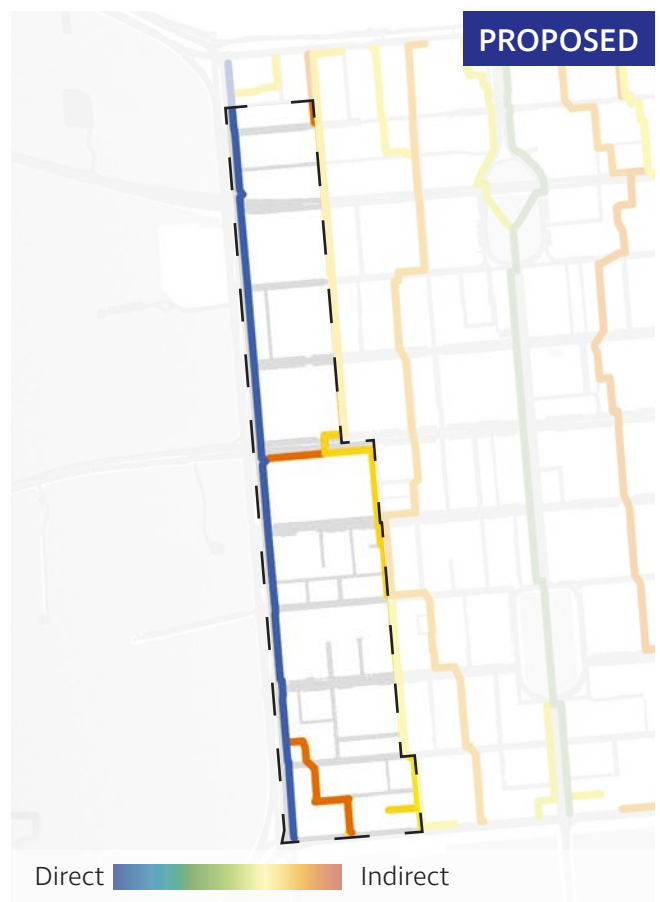
Key Spatial Analysis

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 out of the the 13 local areas, public transport accessibility, ranking 9th and cycling network, ranking 8th of the the 13 local areas. However, West Terrace benefits from a relatively good access to local services, ranking 8th of the the 13 local areas. Despite challenges, there are a number of opportunities 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.



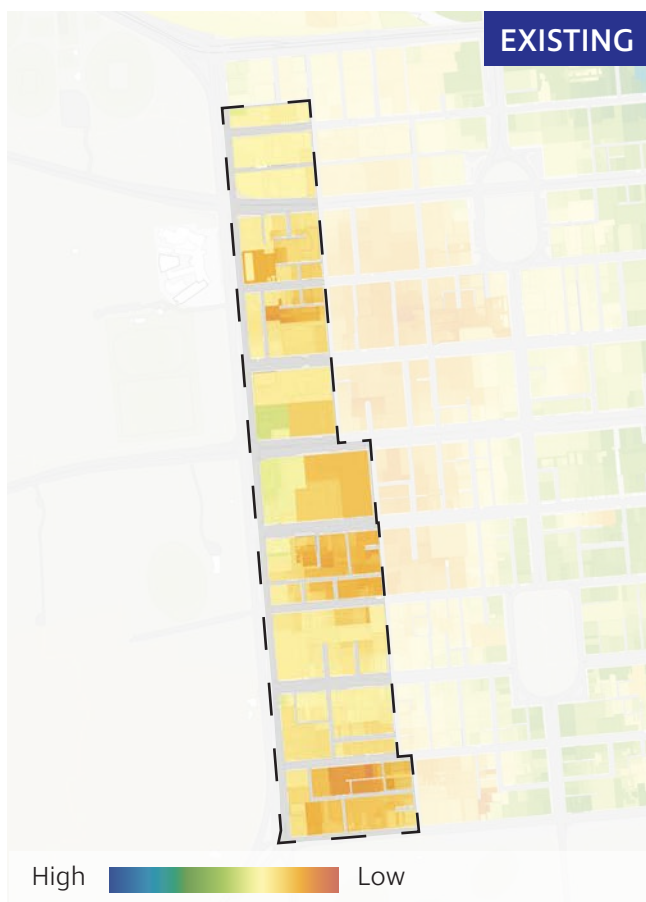
Walkability Network Analysis (Existing)

Improving walkability within the local area will improve the overall liveability within the area. The above analysis illustrates the existing north-south pedestrian connections which are focused along the vehicle prioritised streets including West Terrace.



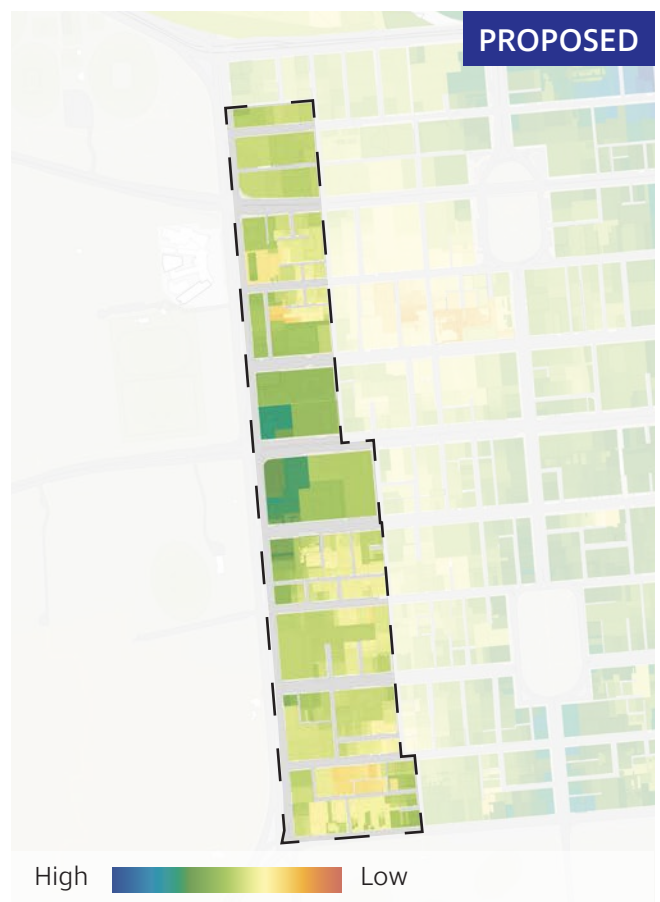
Walkability Network Analysis (Potential)

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



Overall Accessibility to Amenity Index (Existing)

The Overall Accessibility to Amenity 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 Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity Index demonstrates a significant improvement, as a result of improving connectivity, reprogramming 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:

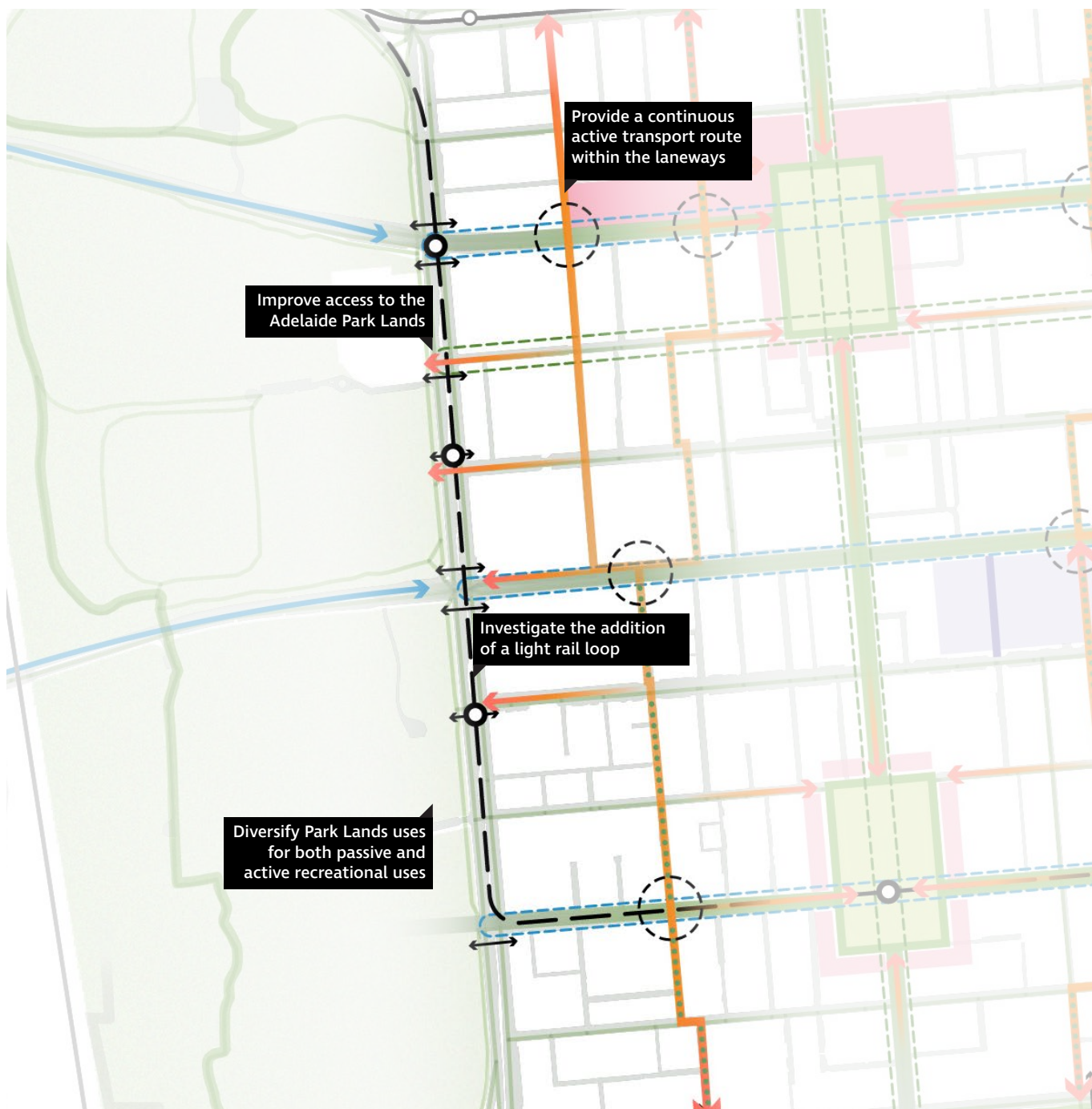
- Improve urban wayfinding to increase the cohesiveness across the area, including:
 - Improving streetscapes of small intersecting lanes and streets, including widening footpaths, prioritising pedestrians, and improved signage
 - Providing a continuous active transport north-south link within the laneways 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 loop 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 Extension
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Green Laneways

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 Biomedical 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 revitalisation 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 traveling through the city.
- Manage the interface between the night time economy and population growth with measures to maintain safety and ensure appropriate sound mitigation.

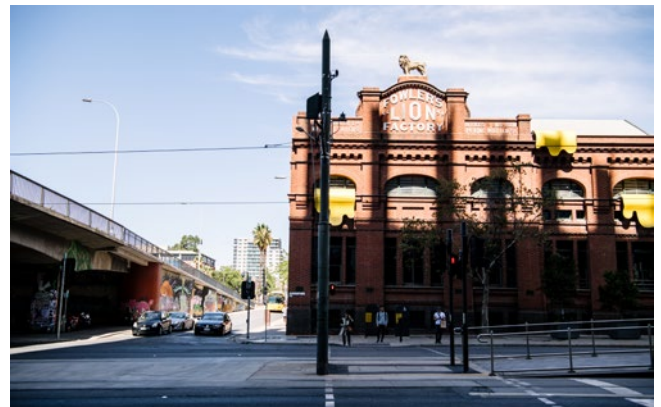
Kaurna Context

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 of the 13 local areas. 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 5.24 Cycling Accessibility Index (Existing)

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



Figure 5.25 Cycling Accessibility Index (Potential)

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

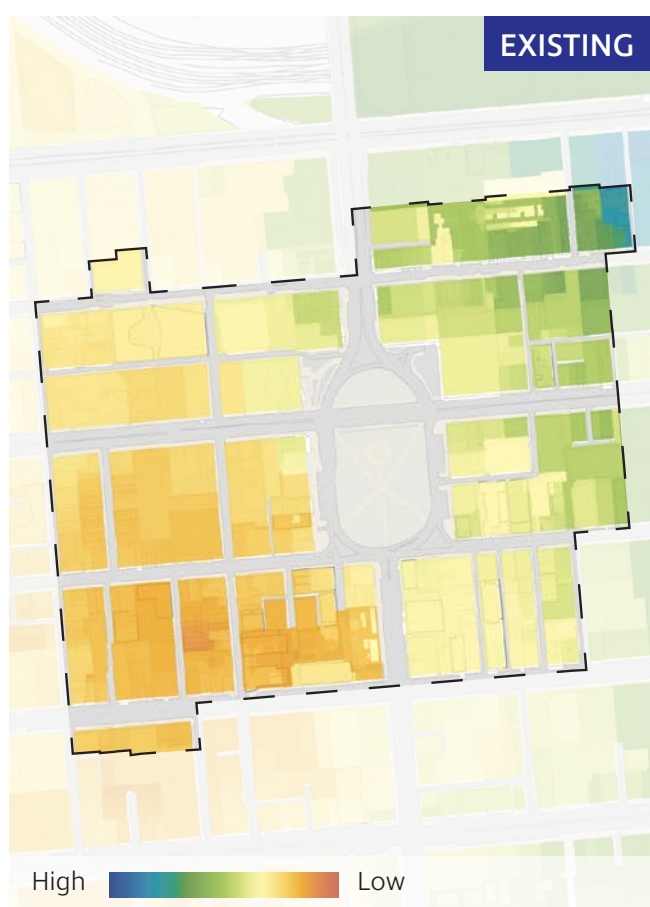


Figure 5.26 Overall Accessibility to Amenity Index (Existing)

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

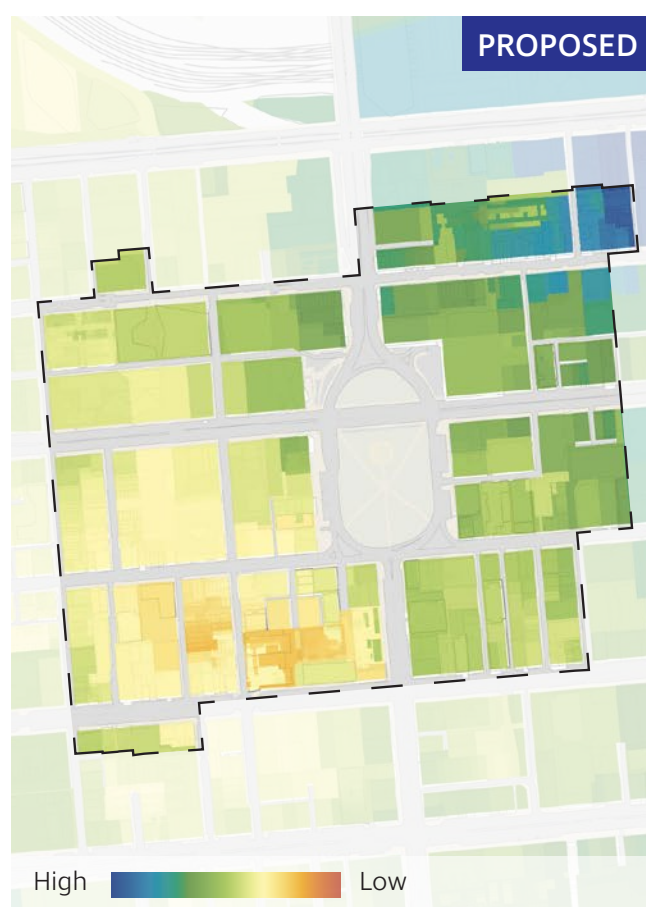


Figure 5.27 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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 accommodation and services

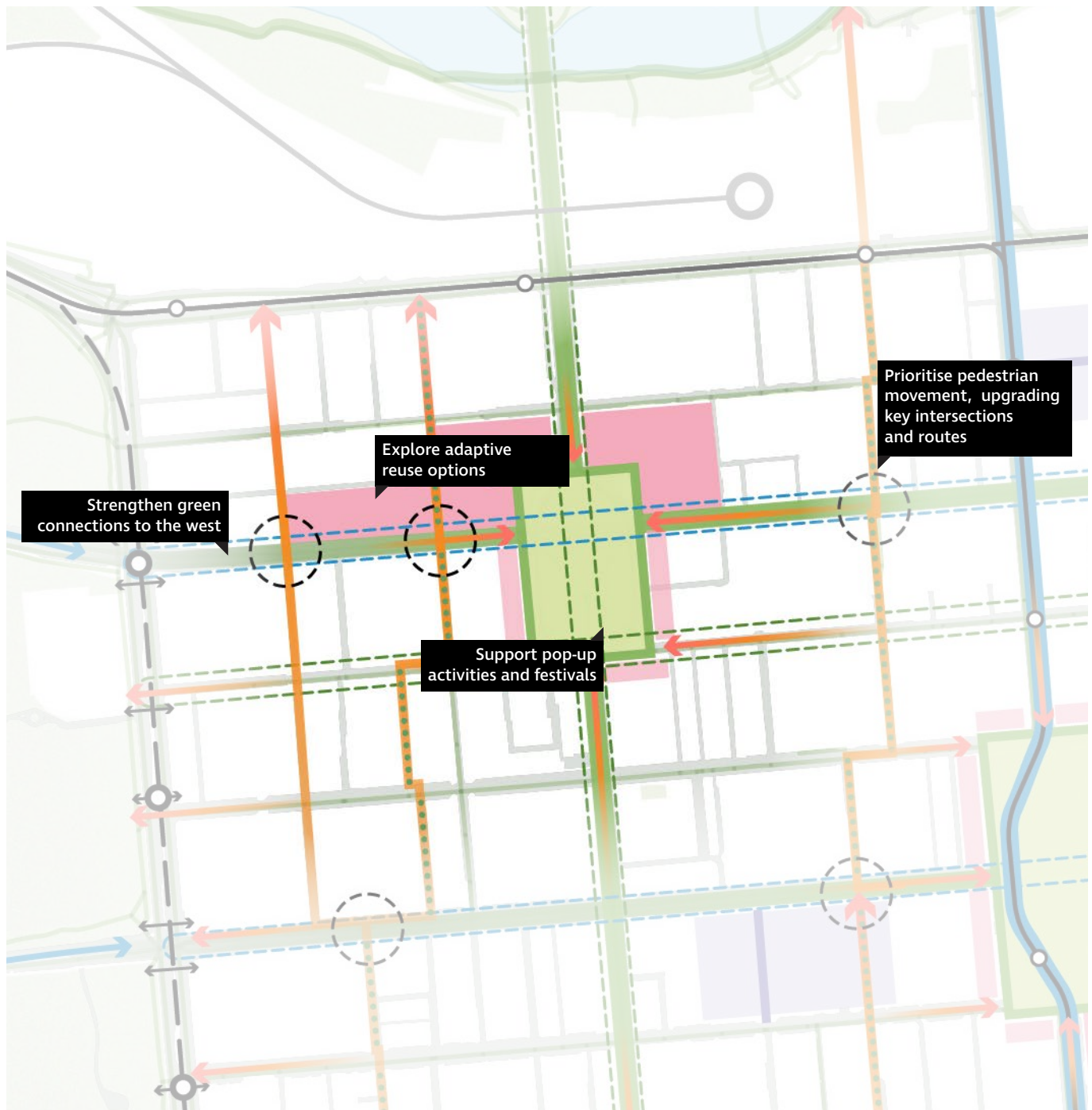
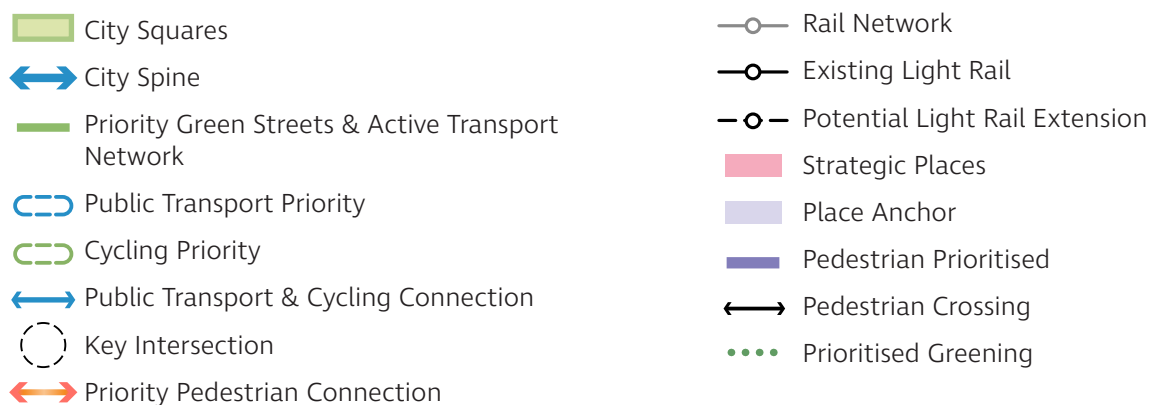
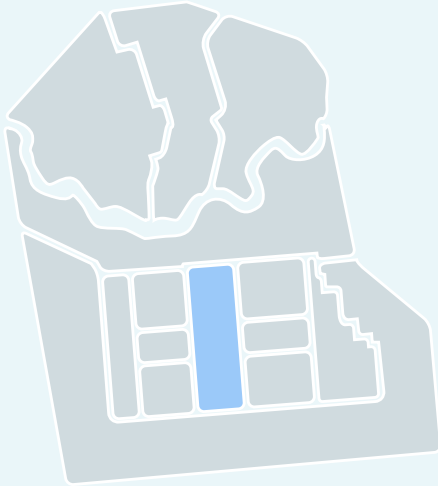


Figure 5.28 Place Principles



Local Area 7: King William Street



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

The King William Street 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 Street 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 Kurna 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.



King William Street tram connection

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 King 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.



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



Victoria Square / Tarndanyangga



Adelaide Town Hall

Local Area 7: King William Street

Key Spatial Analysis

King William Street Local Area showcases high liveability existing metrics coupled with a substantial projected population 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.

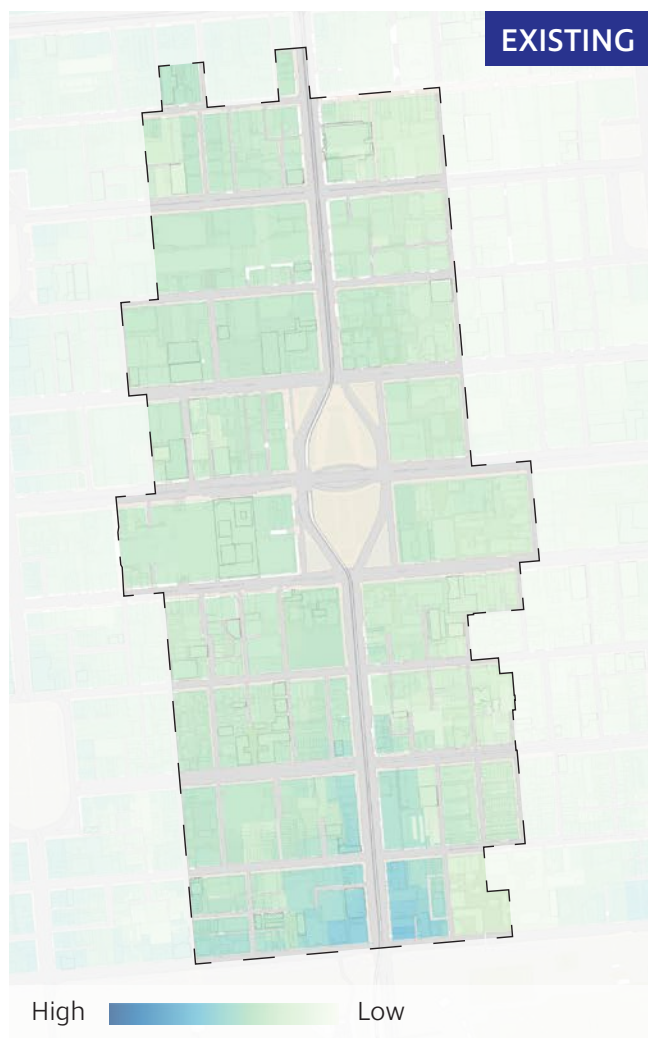


Figure 5.29 Green Infrastructure Index (Existing)

A significant challenge for the King William Street Local Area is east-west cycling connectivity. Currently the City Spine divides the city east west, with limited crossings for pedestrians and cyclists.

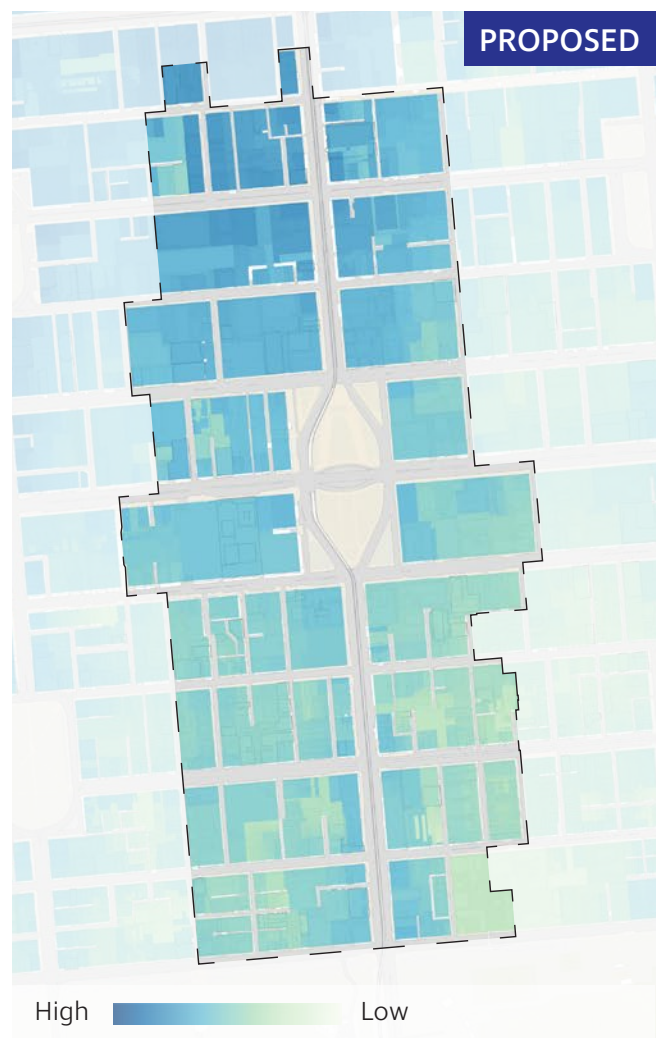


Figure 5.30 Green Infrastructure Index (Potential)

Expanding the cycling network to connect with and across King William Street would result in improving local resident access to key services and amenity.

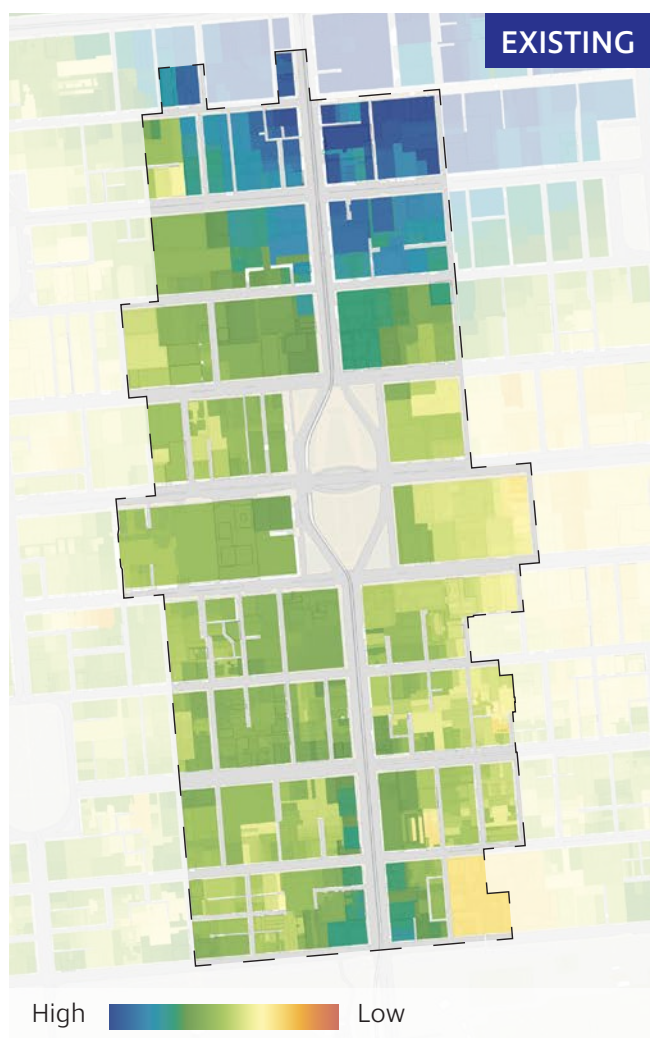


Figure 5.31 Overall Accessibility to Amenity Index (Existing)

The existing Overall Accessibility to Amenity Index highlights high scoring focused along King William Street.

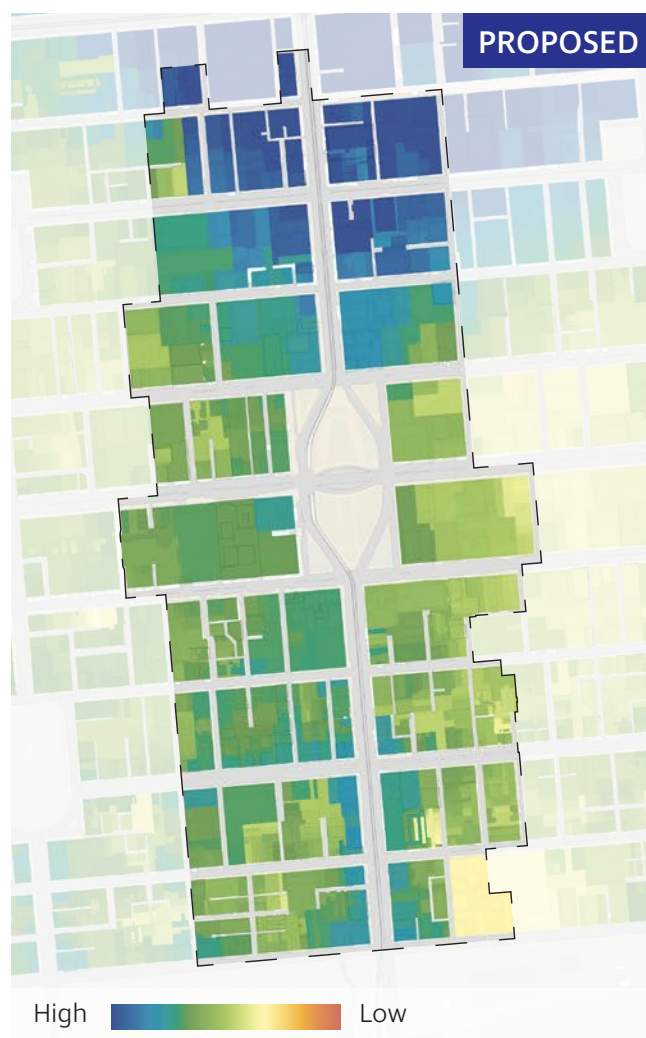


Figure 5.32 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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 Street

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, balancing the need for 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.
- 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

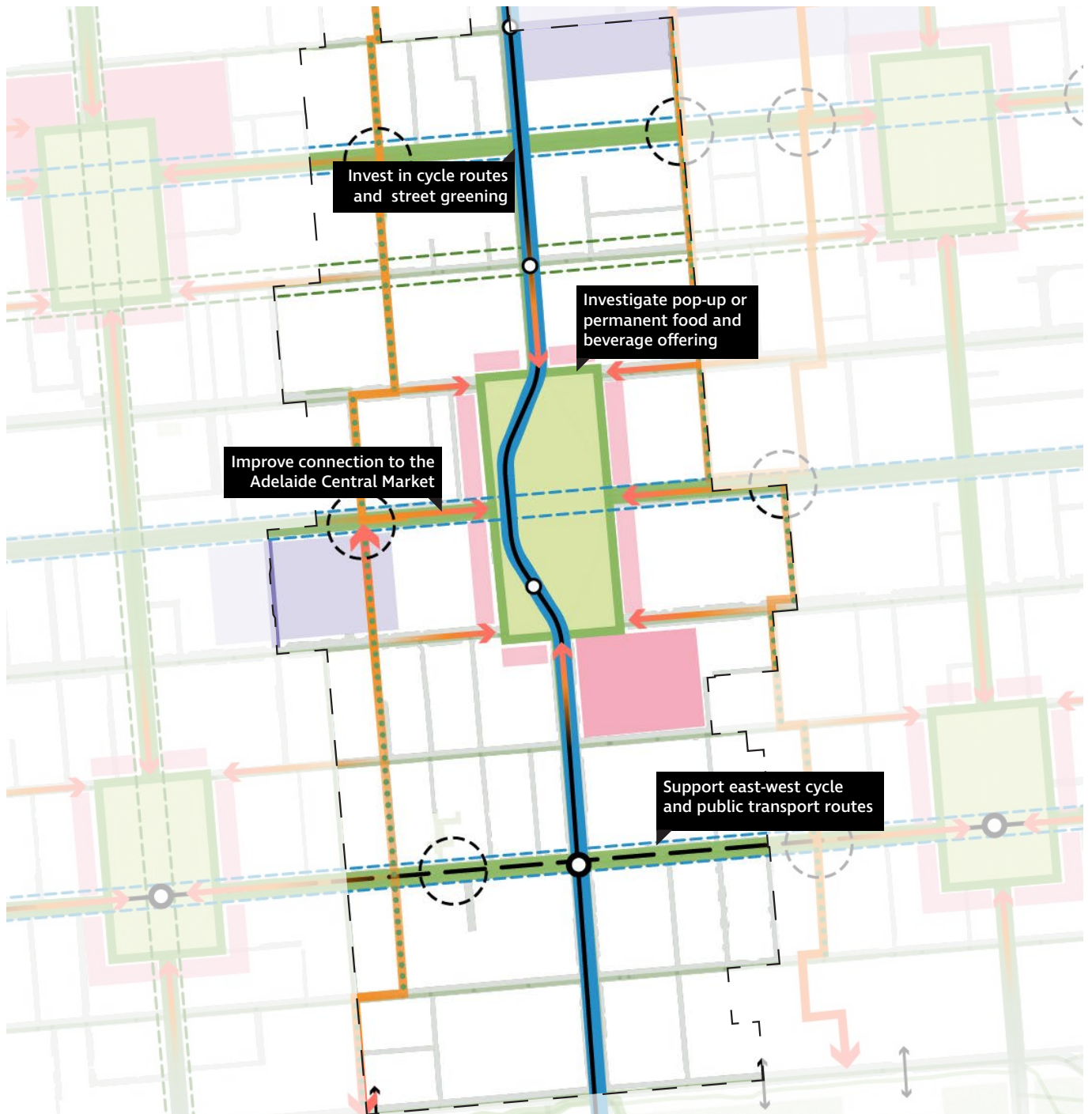
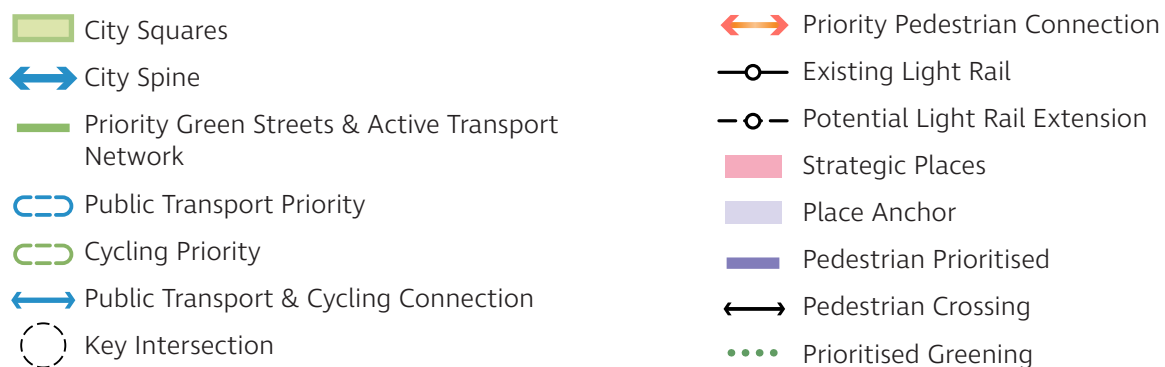
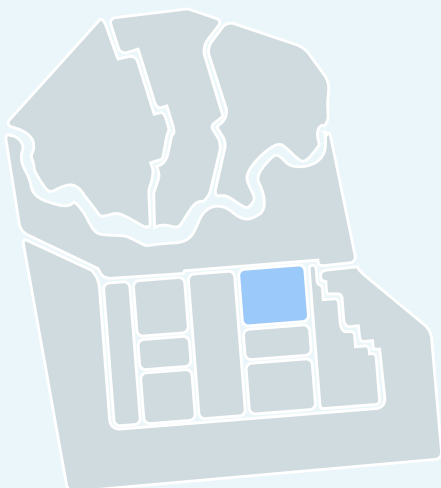


Figure 5.33 Place Principles



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.

Kurna Context

The Kurna 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 Kurna. 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. Kurna 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 out of the 13 local areas, 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.

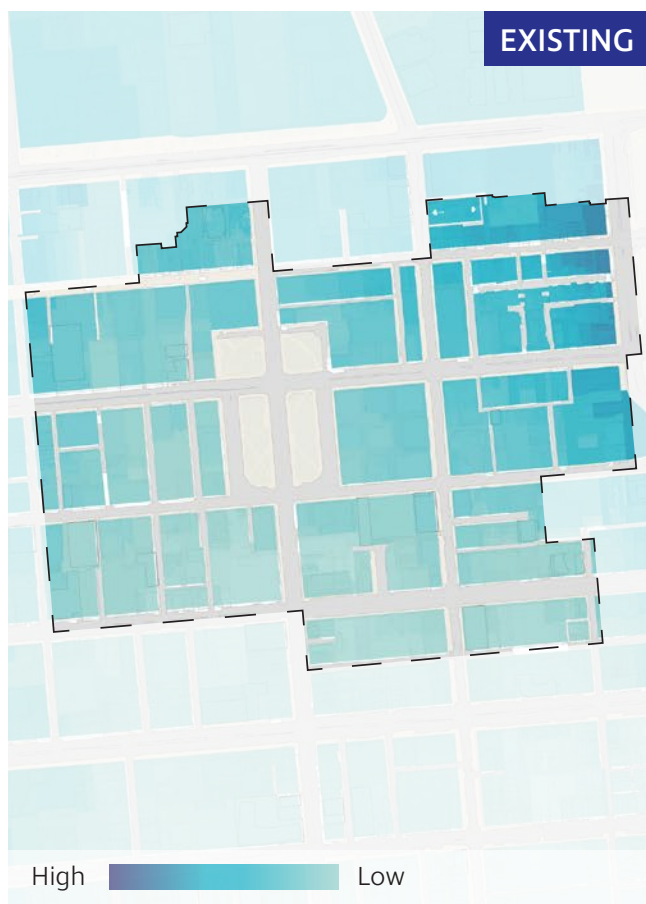


Figure 5.34 Active and Public Transport Useability Index (Existing)

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.



Figure 5.35 Active and Public Transport Useability Index (Potential)

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.

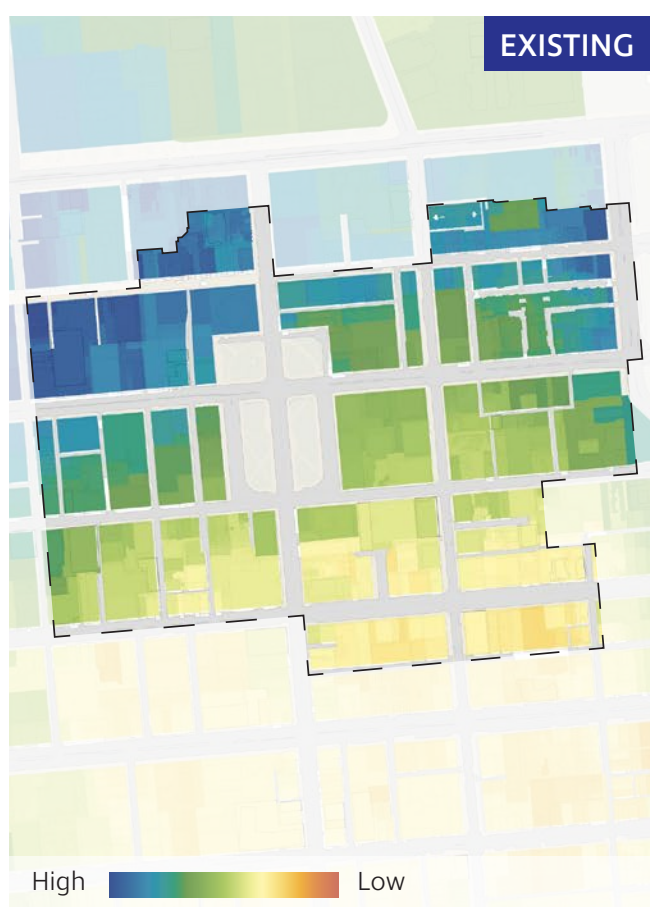


Figure 5.36 Overall Accessibility to Amenity Index (Existing)

The existing Overall Accessibility to Amenity 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.

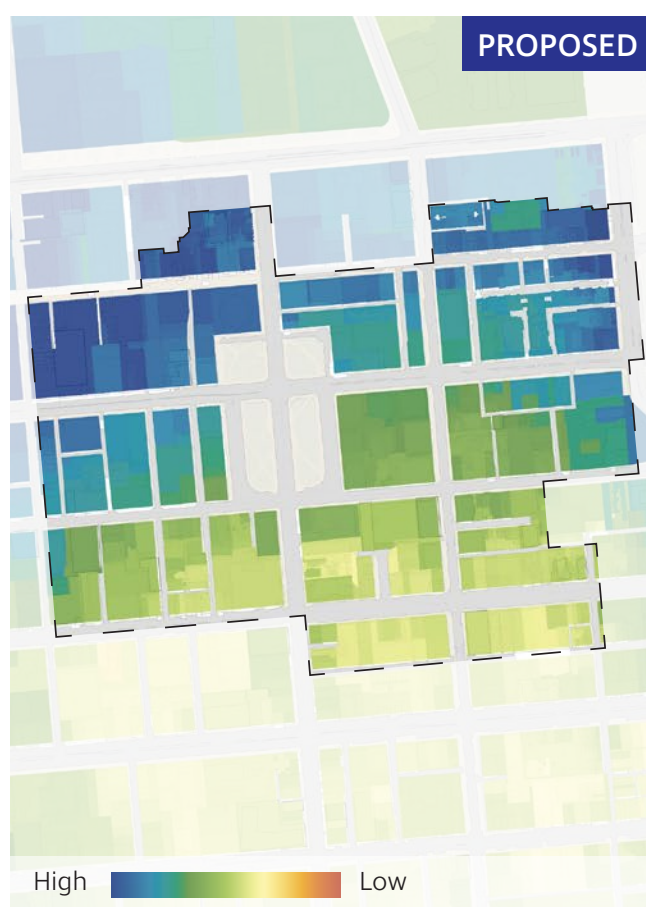


Figure 5.37 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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

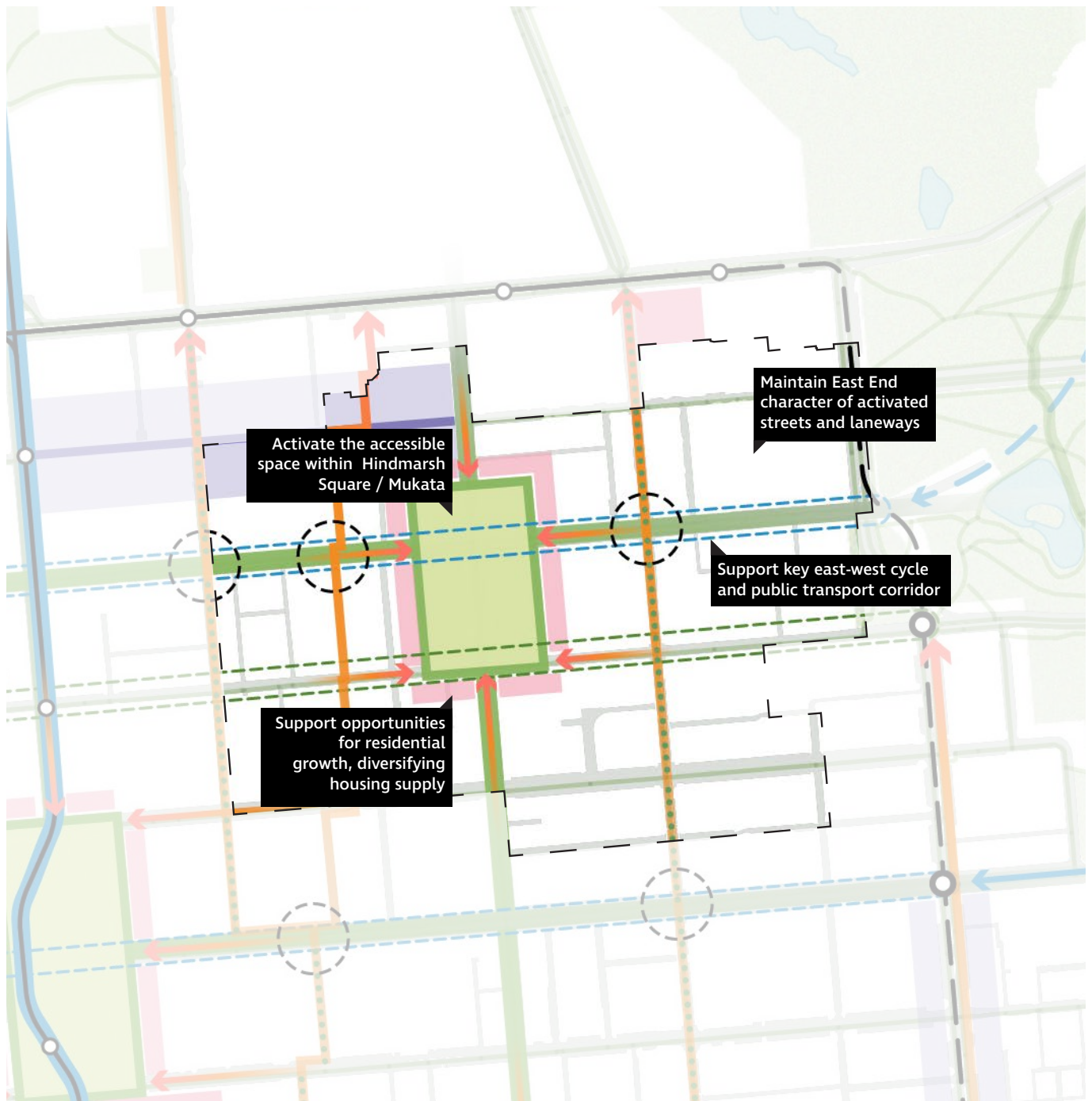
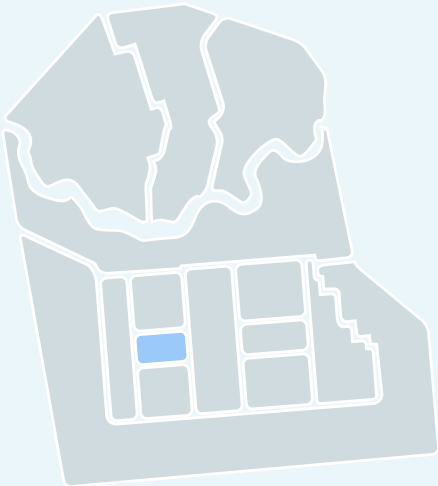


Figure 5.38 Place Principles

- 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 Extension
- 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).

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



Grote Street wide boulevard



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 out of the 13 local areas, 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 out of the 13 local areas. In comparison to other local areas, Grote Gateway's infrastructure and amenities offer opportunities for improvement to further enhance its development potential.



Figure 5.39 Tree Canopy Coverage (Existing)

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



Figure 5.40 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.

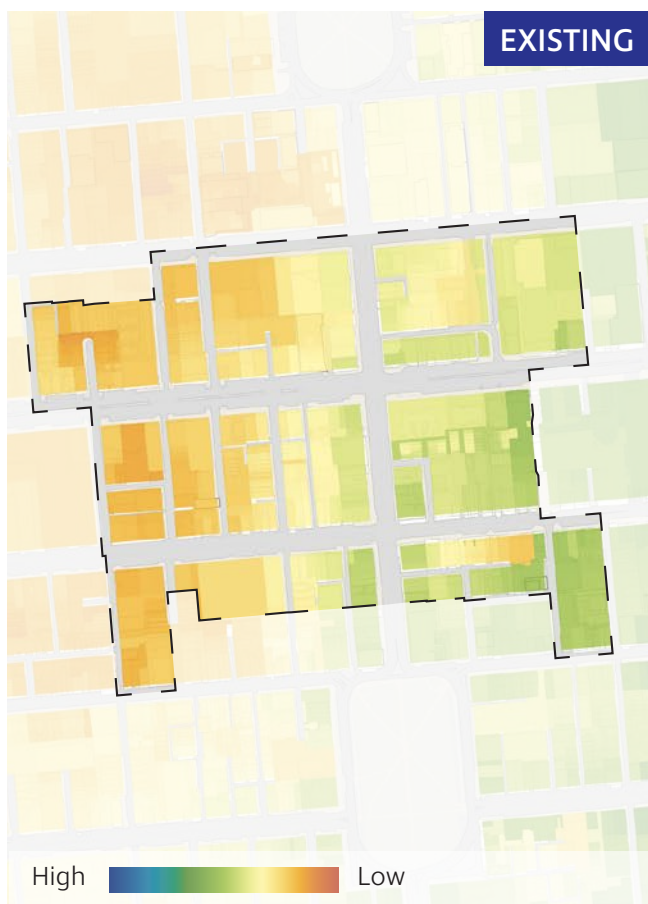


Figure 5.41 Overall Accessibility to Amenity Index (Existing)

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



Figure 5.42 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity Index analyses the impact of implementing new cycle way connections, community facilities and enhanced access to open space through the implementation 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



Support mixed use development



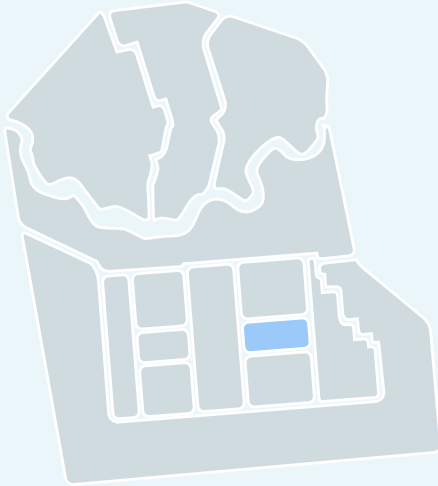
Figure 5.43 Place Principles

- 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 Extension
- 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



Angas 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, cycling and public transport accessibility, ranking 13th, 10th and 7th out of the 13 local areas, respectively. Despite these challenges, the neighbourhood accessibility score 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.

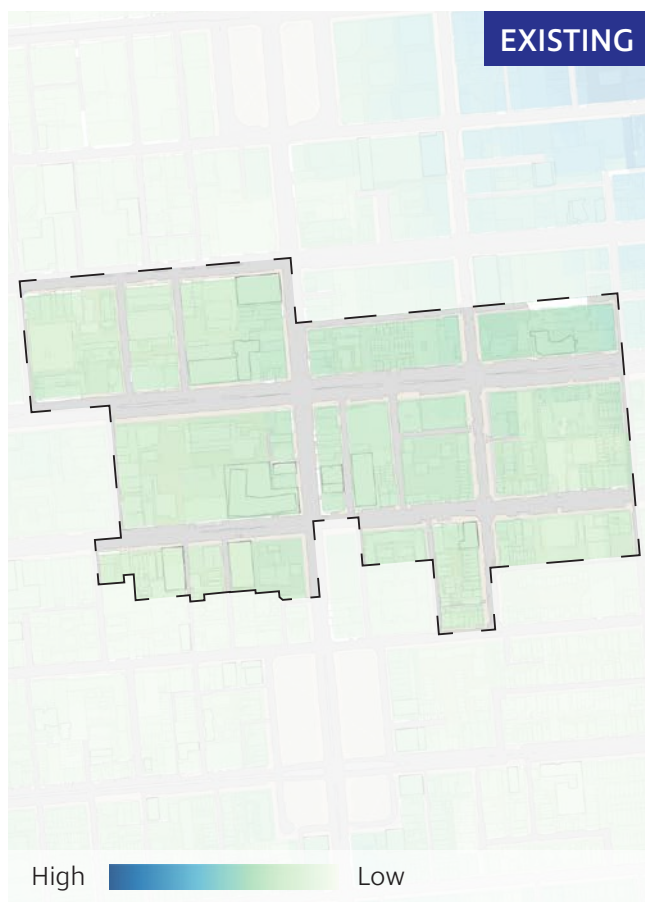


Figure 5.44 Cycling Accessibility Index (Existing)

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

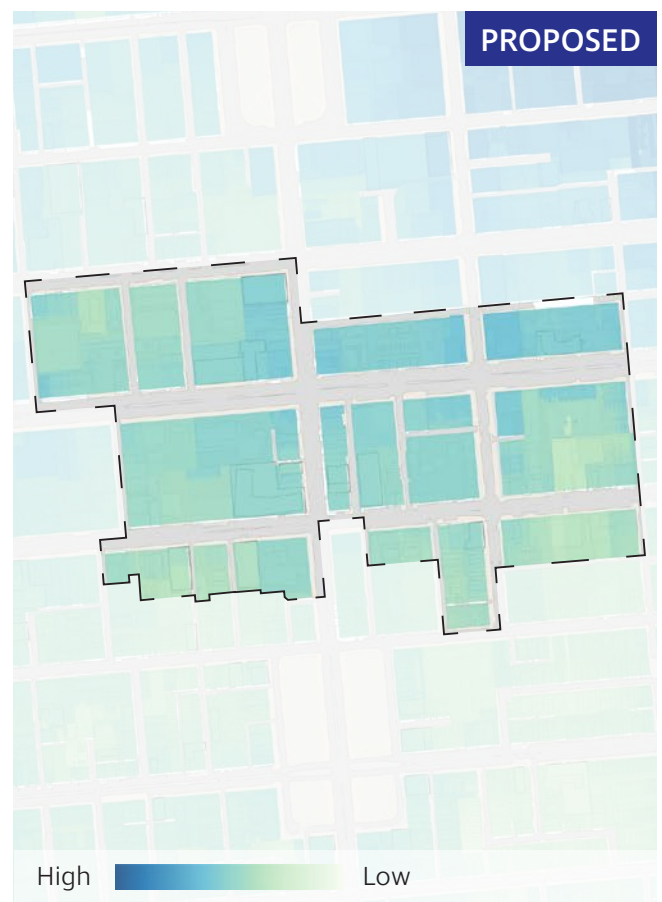


Figure 5.45 Cycling Accessibility Index (Potential)

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

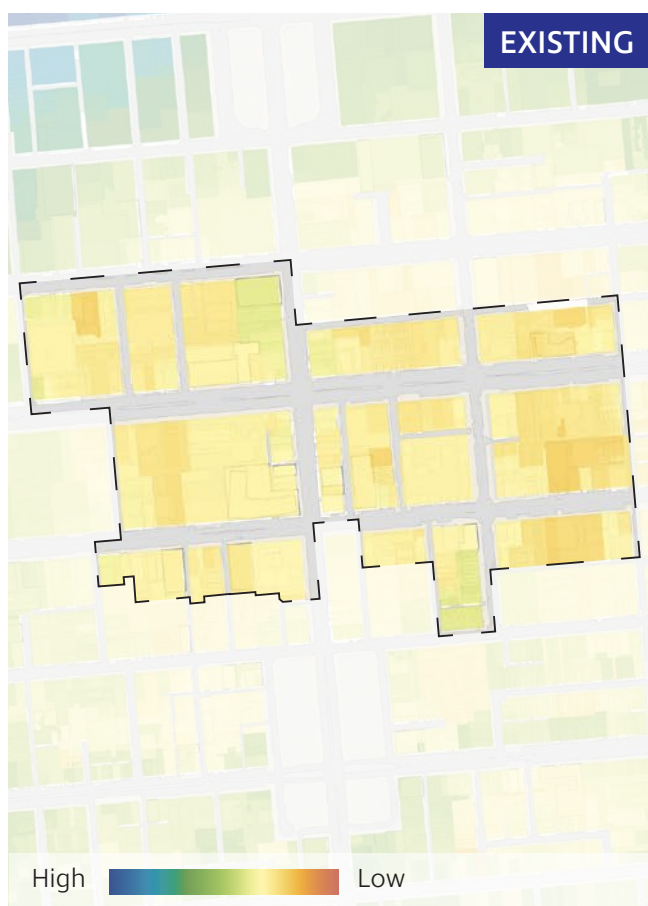


Figure 5.46 Overall Accessibility to Amenity Index (Existing)

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

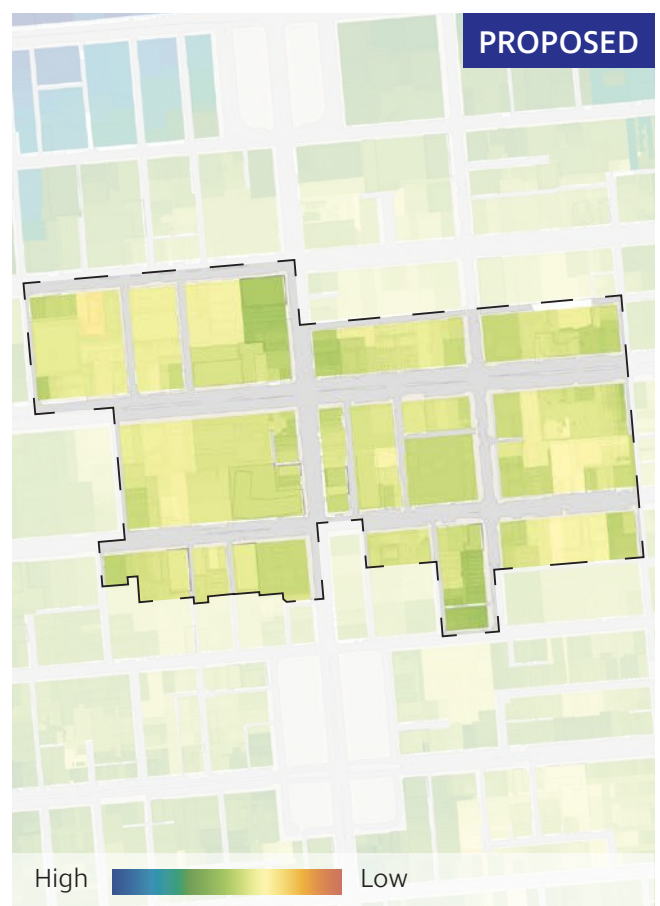


Figure 5.47 Overall Accessibility to Amenity Index (Potential)

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

Local Area 10: Wakefield Gateway

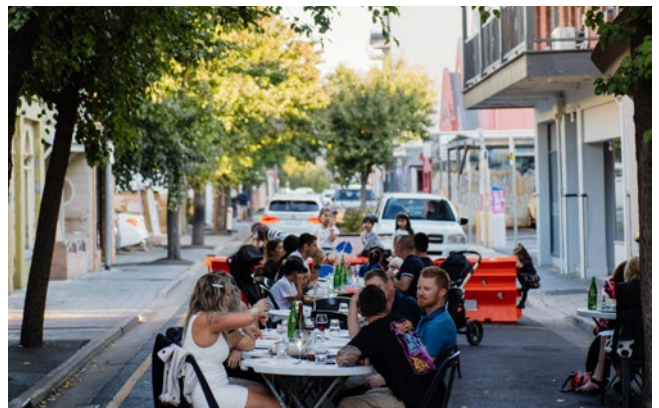
Place Principles

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



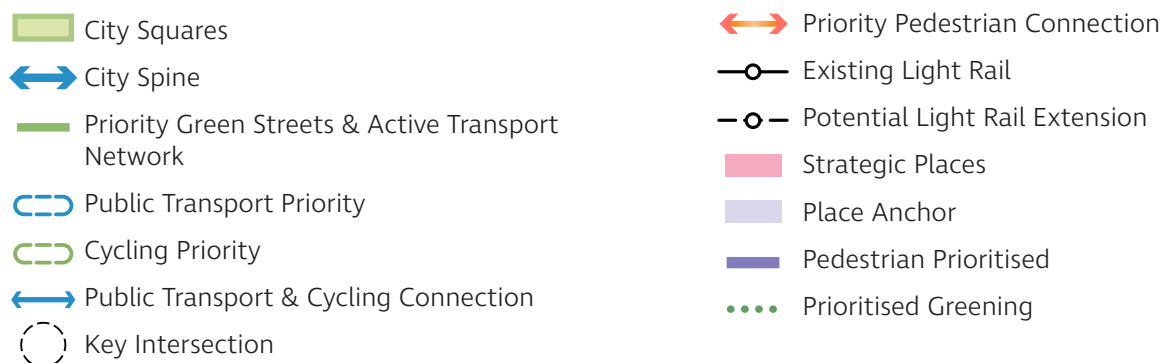
Maintain laneway connections



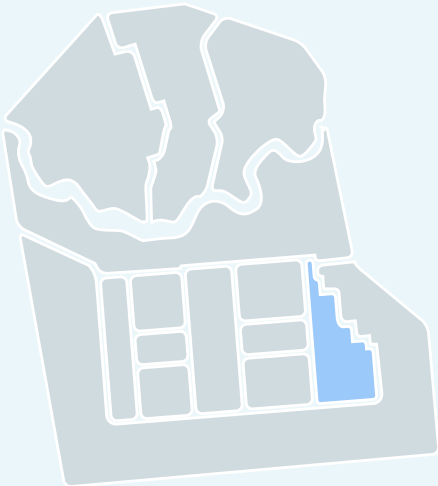
Support small business



Figure 5.48 Place Principles



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.

Kaurna Context

The Kaurna historical context for this local area is:

The location is also a favourite for senior Kaurna ancestors like Ityamaitpinna 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.



Heritage shop frontages



Tree lined Hutt Street



Al fresco dining

Local Area 11: East Terrace

Key Spatial Analysis

East Terrace presents low to medium existing access to amenity metrics with substantial projected growth potential. The area boasts good open space accessibility, ranking 2nd out of 13 local areas, and a strong cycling network, ranking 3rd. However, East Terrace faces challenges in public transport accessibility, ranking 12th out of the 13 local areas. Compared to other local areas, East Terrace's infrastructure and amenities position it as a promising location for development and expansion opportunities.



Figure 5.49 Public Transport Index (Existing)

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

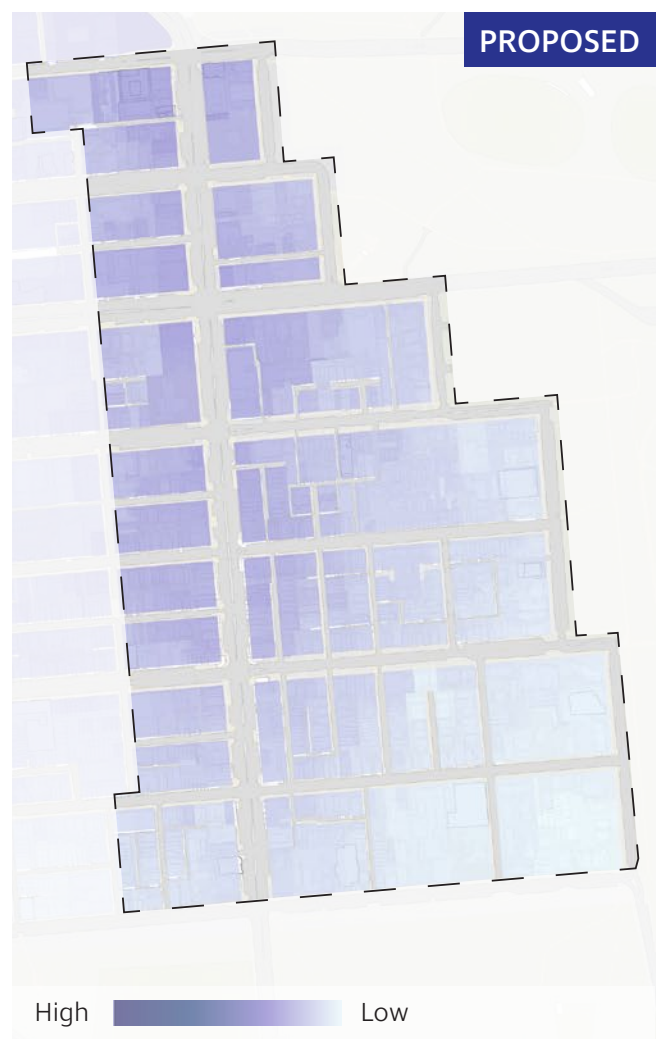


Figure 5.50 Public Transport Index (Potential)

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.

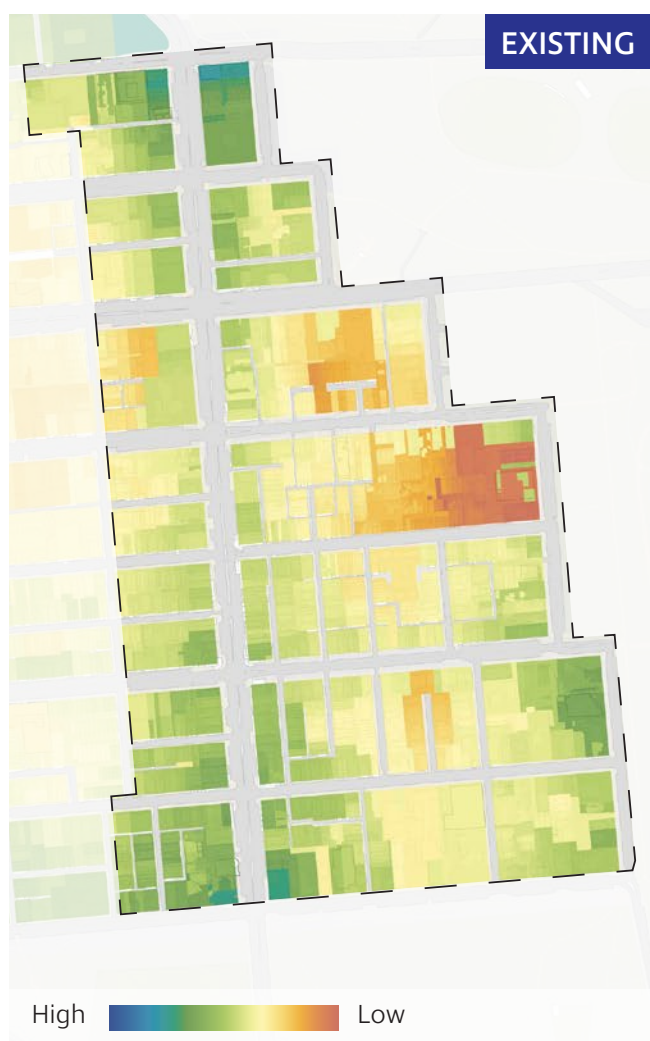


Figure 5.51 Overall Accessibility to Amenity Index (Existing)

The existing Overall Accessibility to Amenity 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 5.52 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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

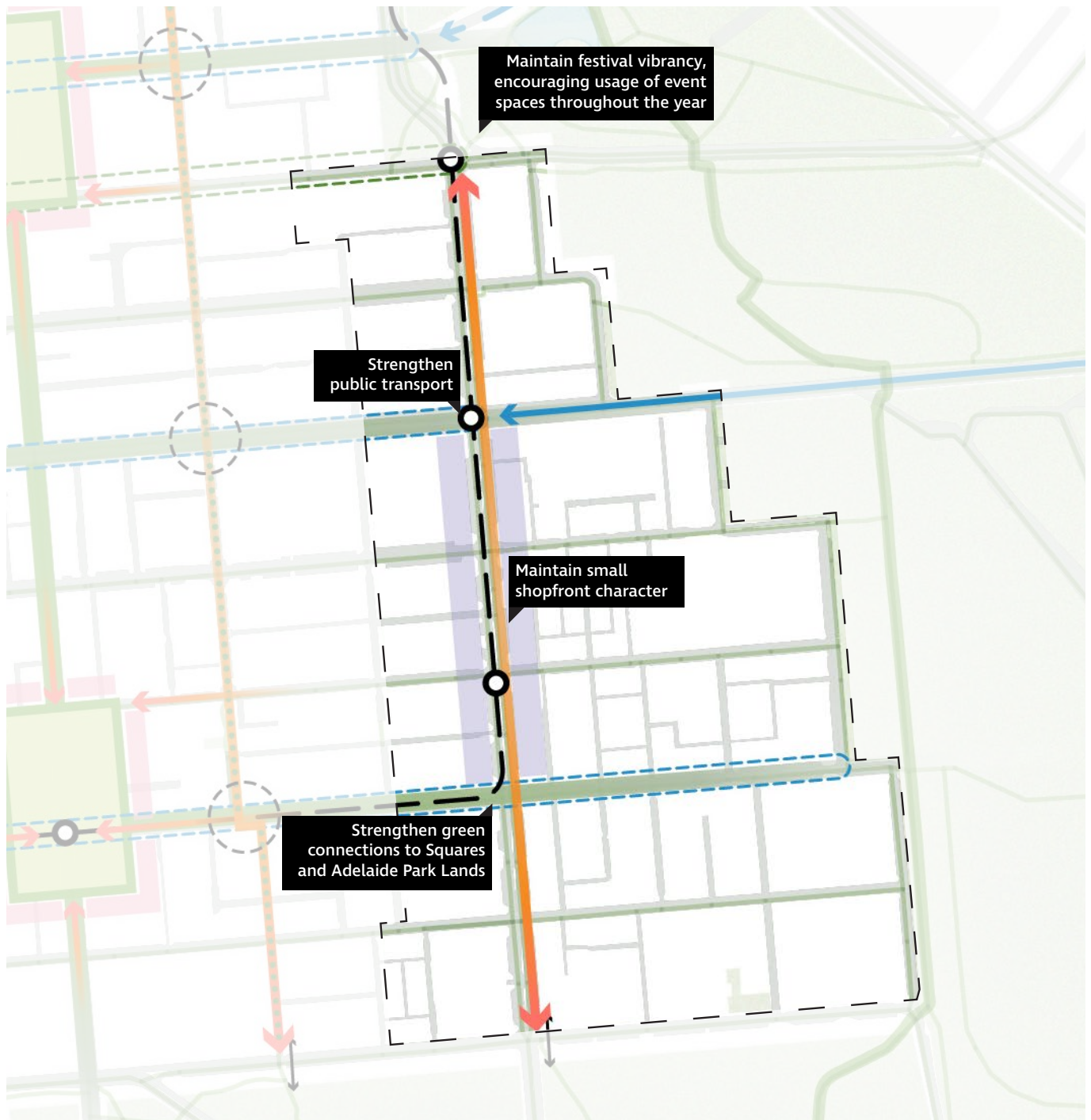
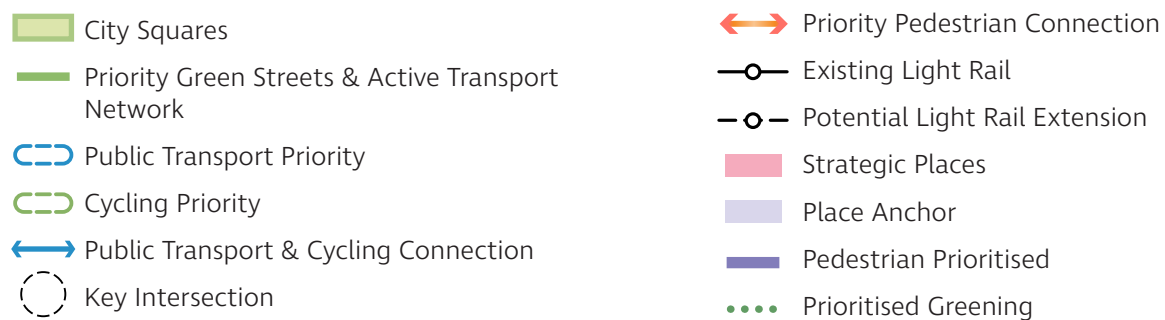


Figure 5.53 Place Principles



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 draw card 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 Ityamaitpinna 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. Whitmore Square boasts good open space accessibility, ranking 4th out of the 13 local areas, and a strong cycling network, also ranking 4th. Despite this, there is room for improvement in public transport accessibility, ranking 6th of the 13 local areas. In comparison to other local areas, Whitmore Square's infrastructure and amenities present opportunities for further enhancement to fully capitalise on its growth potential.

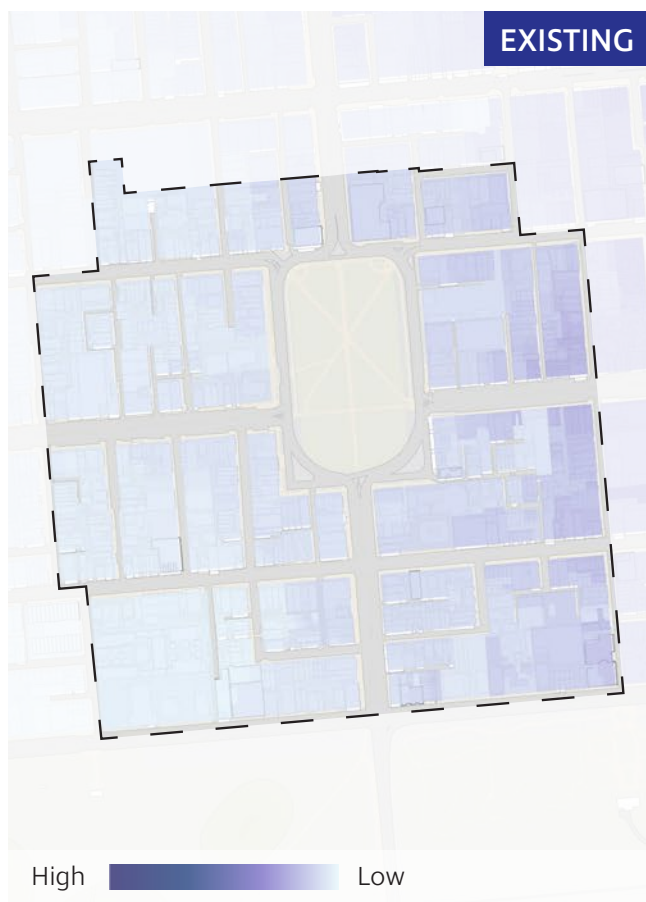


Figure 5.54 Active and Public Transport Useability Index (Existing)

A significant challenge for the Whitmore Square Local Area is access to public transport. Currently public transport accessibility is focused along King William Street, to the east of the area.

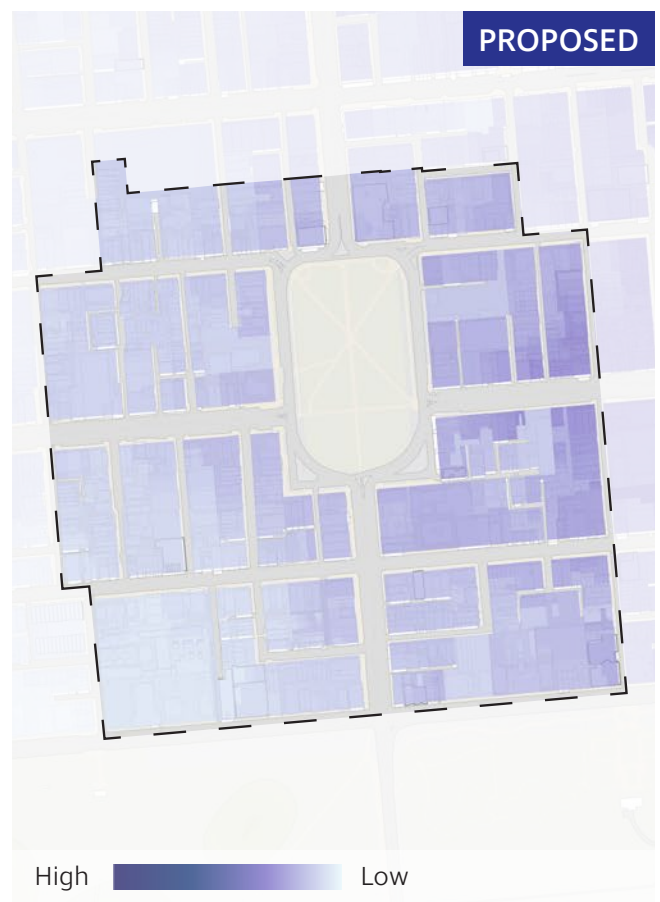


Figure 5.55 Active and Public Transport Useability Index (Potential)

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.

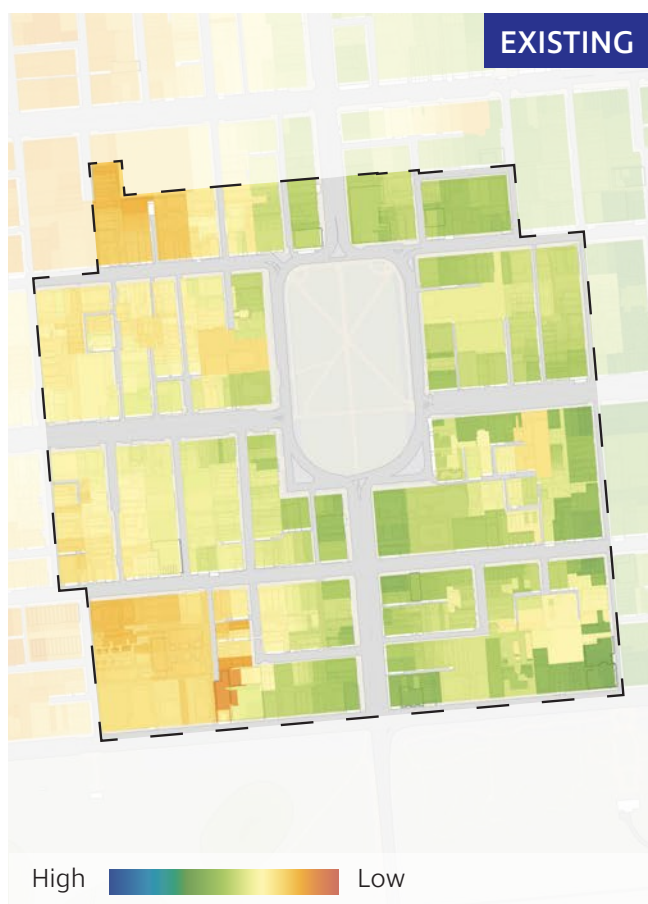


Figure 5.56 Overall Accessibility to Amenity Index (Existing)

The existing Overall Accessibility to Amenity Index highlights high scoring along the eastern edge which transitions to below average scoring moving west.



Figure 5.57 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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

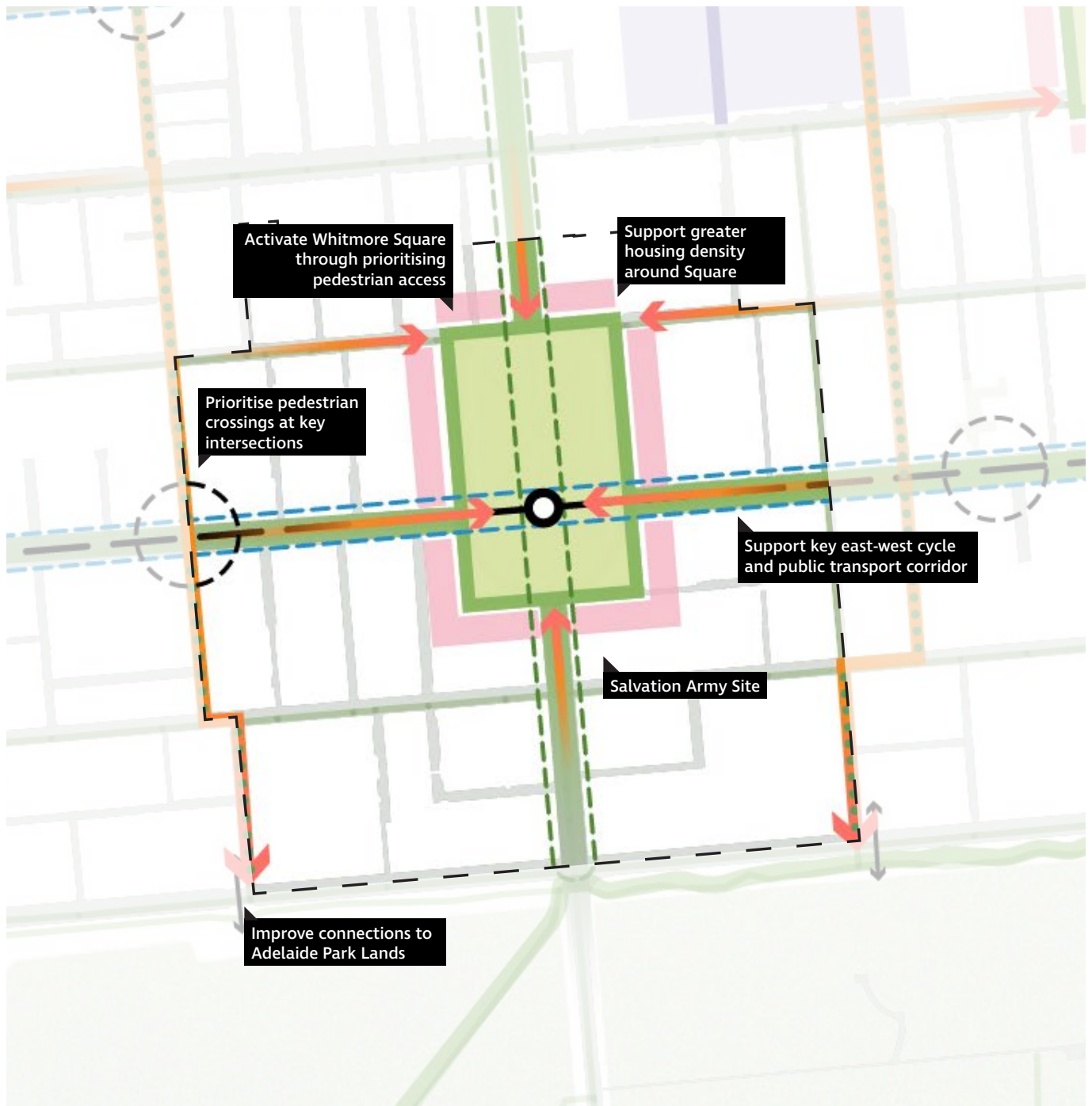
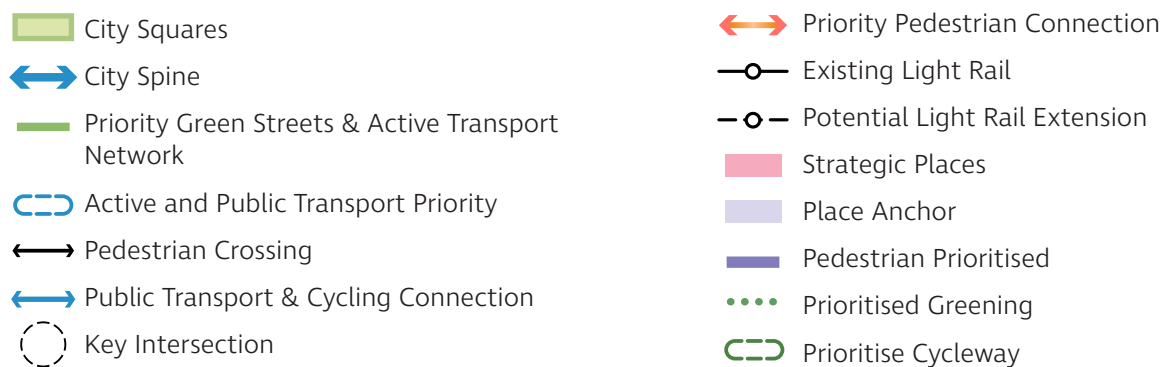
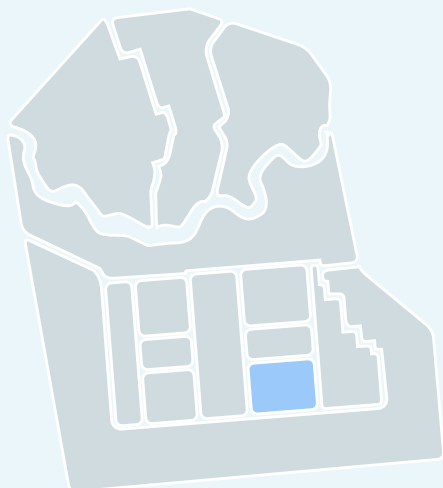


Figure 5.58 Place Principles



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.

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 Ityamaitpinna'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.



View over southern edge of Adelaide Park Lands



Recent development along Hurtle Square / Pulteney Street

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 out of the 13 local areas, respectively. In comparison to other local areas, Hurtle Square's infrastructure and amenities offer opportunities for improvement to fully leverage its growth potential.

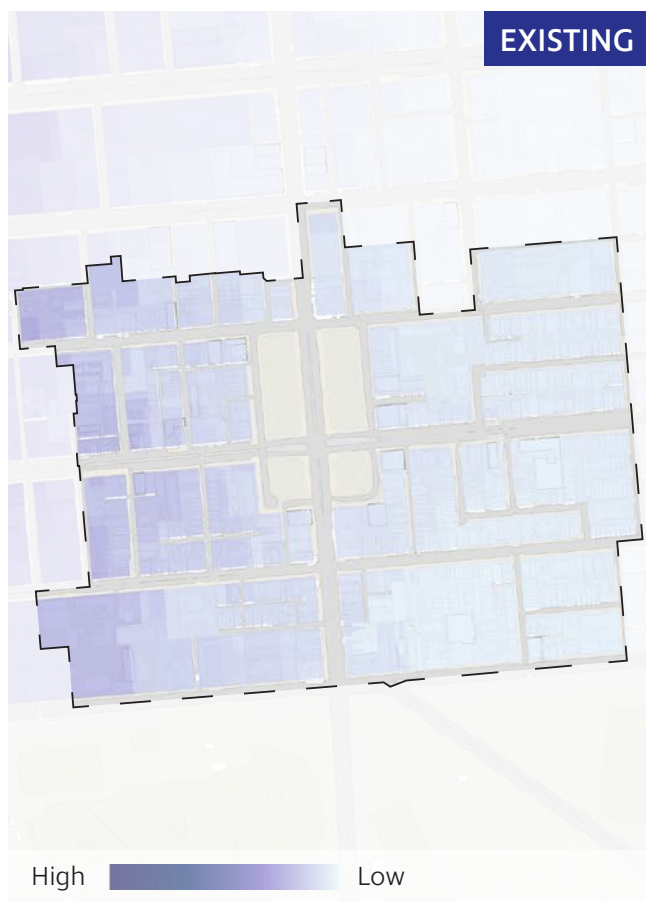


Figure 5.59 Active and Public Transport Useability Index (Existing)

A significant challenge for the Hurtle Square Local Area is access to public transport. Currently public transport accessibility is focused along King William Street, to the west of the area.

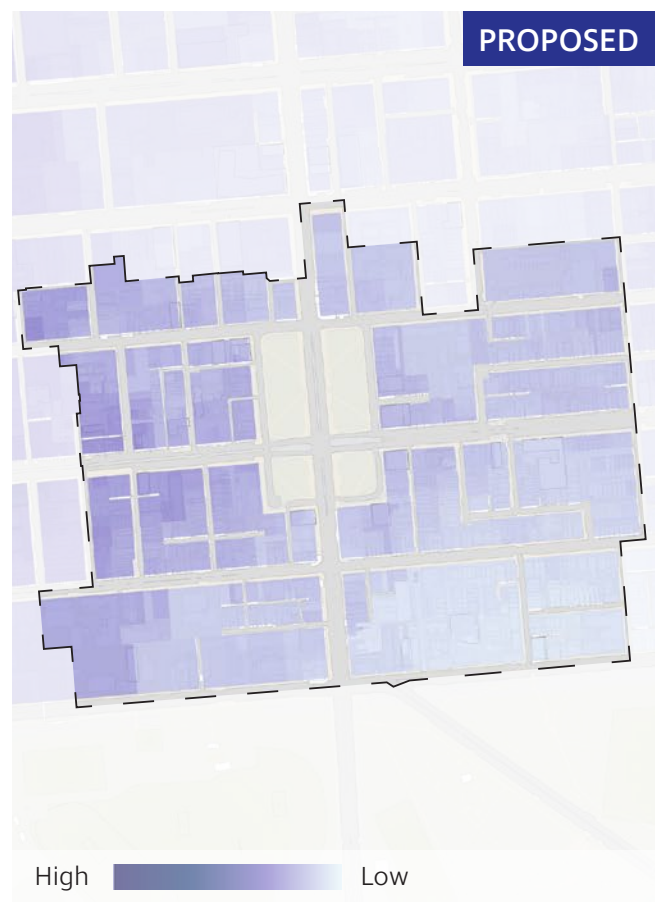


Figure 5.60 Active and Public Transport Useability Index (Potential)

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.

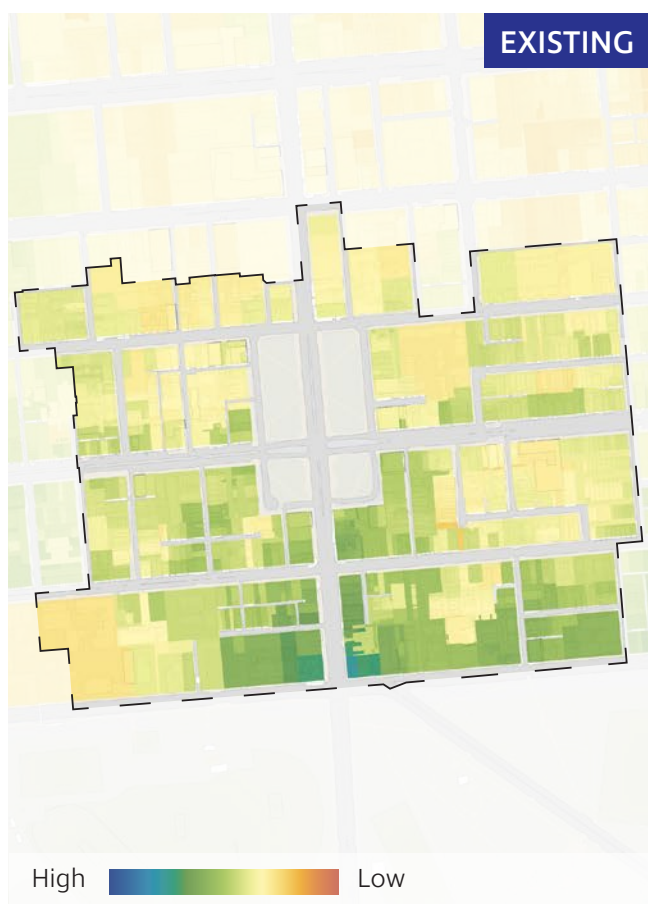


Figure 5.61 Overall Accessibility to Amenity Index (Existing)

The existing Overall Accessibility to Amenity Index highlights high scoring along the southern edge which transitions to below average scoring moving north.

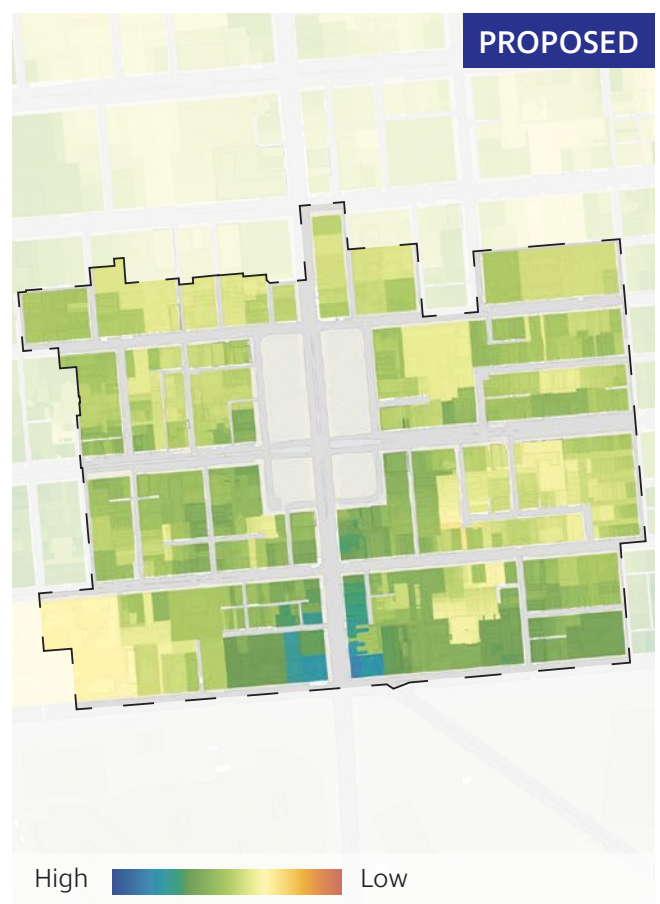


Figure 5.62 Overall Accessibility to Amenity Index (Potential)

The potential Overall Accessibility to Amenity 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

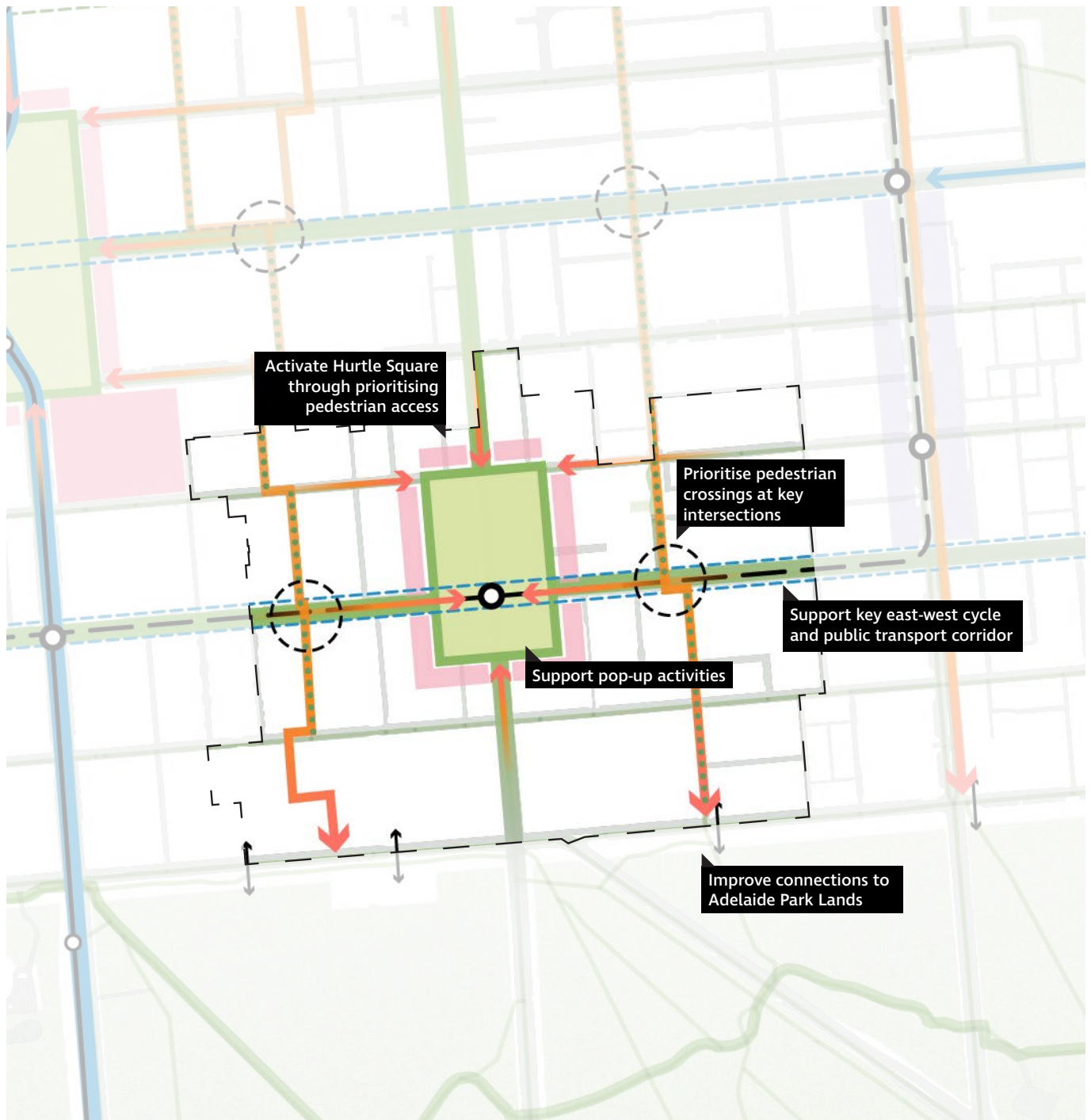
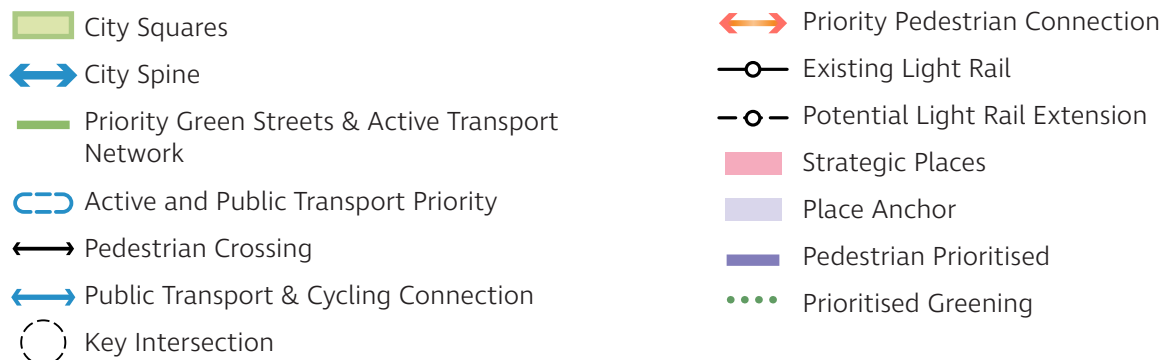


Figure 5.63 Place Principles



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

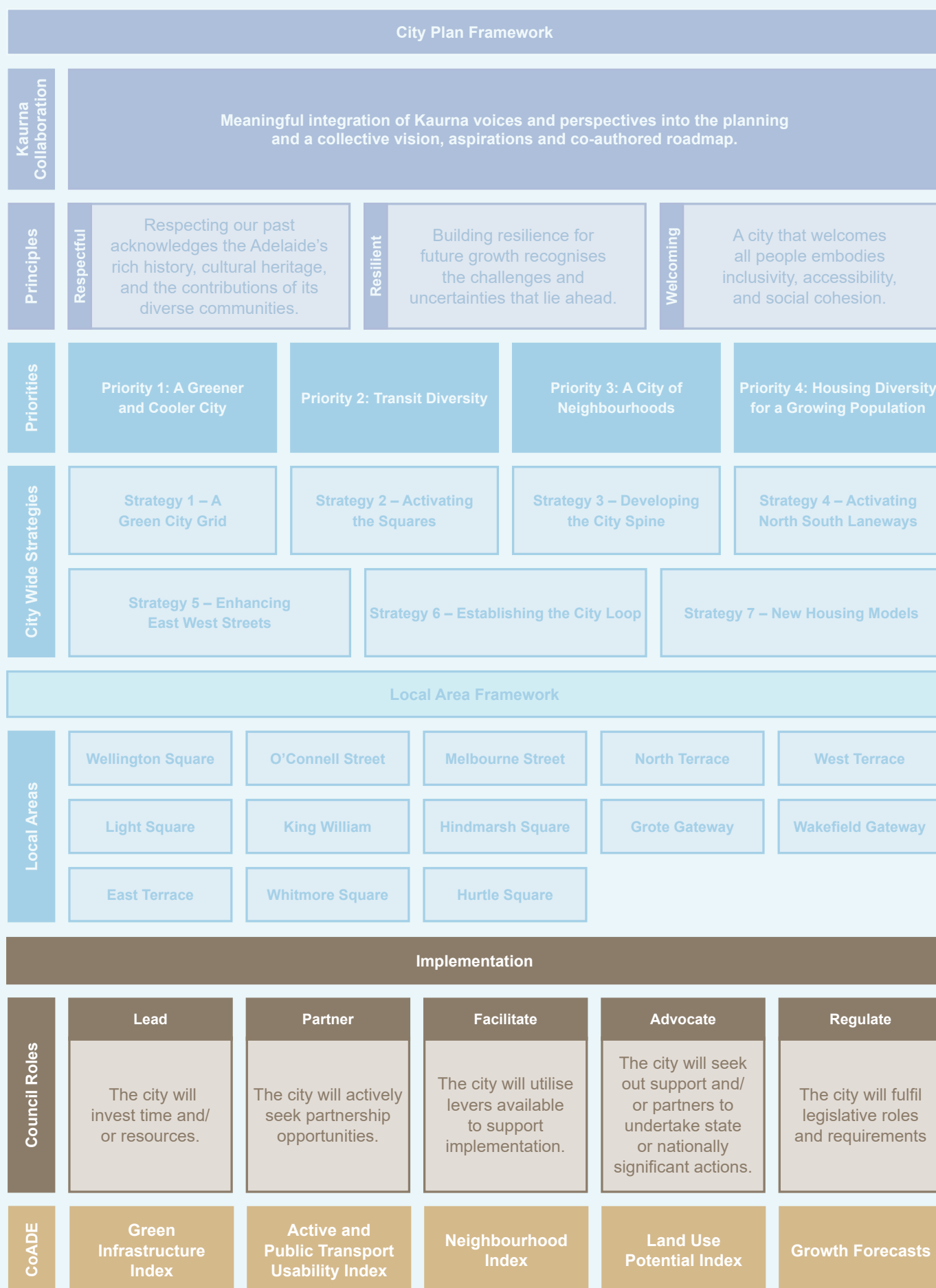


Figure 6.1 Plan on page

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 – City of Adelaide will invest time and/or resources.
- Partner – City of Adelaide will actively seek partnership opportunities.
- Facilitate – City of Adelaide will utilise levers available to support implementation.
- Advocate – City of Adelaide will seek out support and/or partners to undertake state or nationally significant actions.
- Regulate – City of Adelaide will fulfill legislative roles and requirements.

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 6.3.

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.

Neighbourhood Index

The Neighbourhood Index provides insights into the accessibility of social infrastructure and amenities within the city, such as community facilities, local services, and retail establishments. This data can 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.

Figure 6.2 A summary of strategic land use policies in the City Plan.

City Plan Policy Summary

| | A Greener and Cooler City | Transit Diversity |
|--|---|---|
| Strategy 1 - A Green City Grid | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> 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 – Open Space at Your Doorstep | <ul style="list-style-type: none"> Lead improvements to canopy cover and green infrastructure in the Park Lands and city Squares to enhance climate resilience within the city, with a focus on reducing urban heat island effects (Supports the delivery of State Planning Policy (SPP) 2.14). Lead the enhancement of biodiversity across the city through native plantings and habitat restoration projects in the Adelaide Park Lands (SPP 4.3 & 4.4). | <ul style="list-style-type: none"> Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to the Adelaide Park Lands and the City Squares (SPP 11.5). Lead the analysis of options for adjustments to north-south through traffic for City Squares, to enable improved pedestrian access to the City Squares (SPP 11.1 & 11.4). 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). |
| Strategy 3 – Developing the City Spine | <ul style="list-style-type: none"> Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection. | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth. |
| Strategy 2 – Open Space at Your Doorstep | <ul style="list-style-type: none"> Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around City Squares (SPP 2.10 & 11.4). Activate the Squares through enhancing the programming and amenity of each City Square to accommodate flexible, adaptable and diverse recreational activities. Facilitate provision of a diverse range of local open spaces in the Adelaide Park Lands to support our growing population (SPP 2.13). | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> Partner in the delivery of the Market Square and 88 O’Connell to contribute to the city’s housing supply. |

City Plan Policy Summary (Cont.)

| | A Greener and Cooler City | Transit Diversity |
|---|--|--|
| Strategy 4 – Activating North South Laneways | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 Kaurua Country. | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> Advocate for the longer-term planning of West Terrace, Halifax and Sturt Streets, and Hutt Street to accommodate greening and light rail. | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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) | <ul style="list-style-type: none"> 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. |

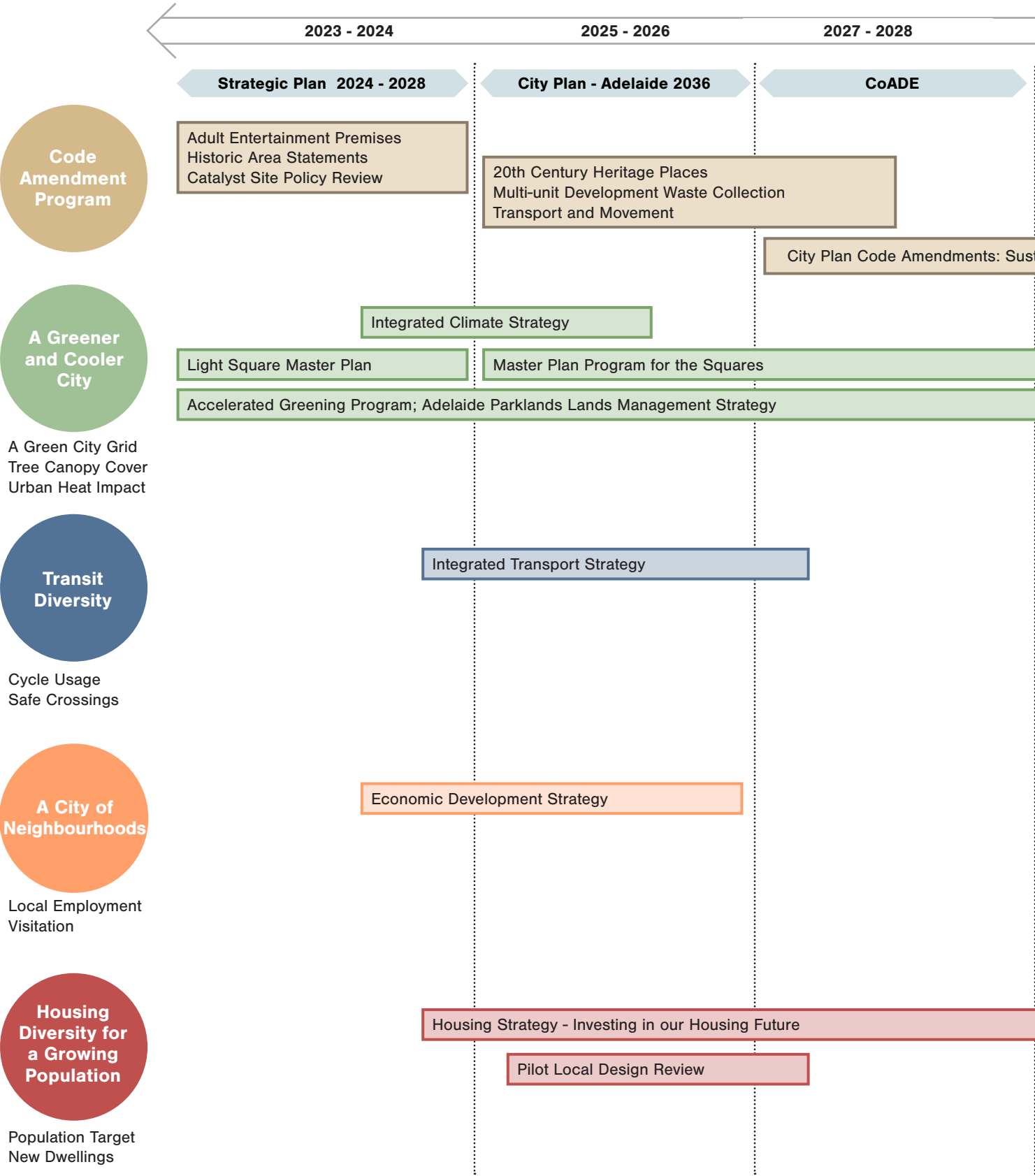
| A City of Neighbourhoods | | Housing Diversity for a Growing Population | |
|--|--|---|--|
| Strategy 4 – Activating North South Laneways | <ul style="list-style-type: none"> Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP2.10) Facilitate opportunities for activation of laneways in line with neighbourhood identity. | <ul style="list-style-type: none"> Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth. | |
| | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth. | |
| | <ul style="list-style-type: none"> 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) | <ul style="list-style-type: none"> Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities. | |
| | <ul style="list-style-type: none"> 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) | <ul style="list-style-type: none"> 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. | |

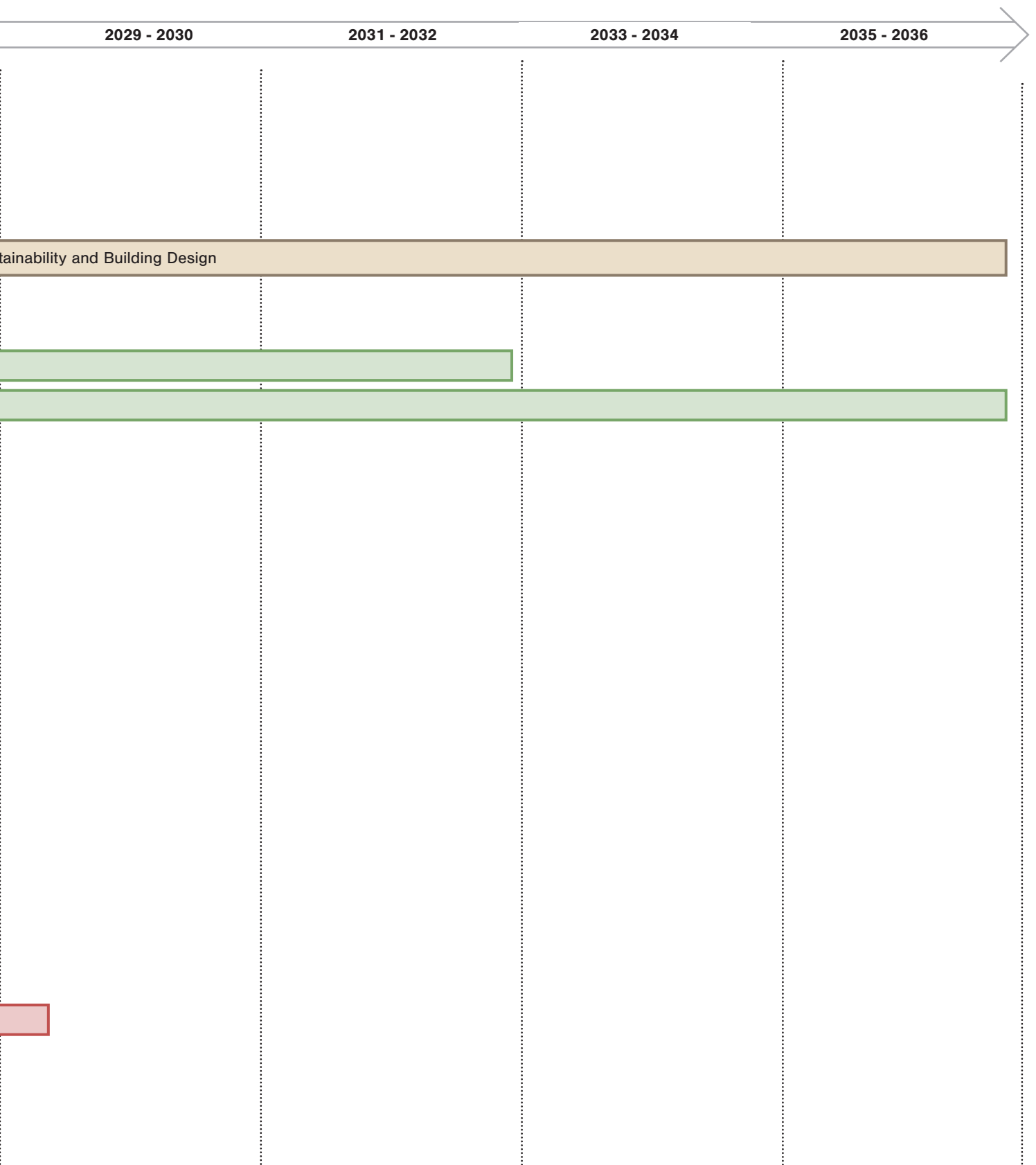
City Plan Policy Summary (Cont.)

| A Greener and Cooler City | | Transit Diversity | |
|--|---|-------------------|---|
| Strategy 8 – Designing for Urban Life, Diversity and Density | <ul style="list-style-type: none">Lead in the provision of well-designed public places that improve the micro-climate at street level to ensure a comfortable environment that supports liveability and enables higher density neighbourhoods (SPP 5.3 & 15.4). | | <ul style="list-style-type: none">Lead the delivery of improved pedestrian amenity through laneways to facilitate opportunities for active transport, connectivity and activation of laneway frontages. |
| | | | |

| A City of Neighbourhoods | Housing Diversity for a Growing Population |
|---|--|
| <div data-bbox="118 790 181 1200" data-label="Page-Header"> <p>Strategy 8 – Designing for Urban Life, Diversity and Density</p> </div> <ul data-bbox="199 342 805 913" style="list-style-type: none"> • Facilitate recognition of the unique character of areas by identifying their valued physical and cultural attributes in consultation with communities (SPP 2.8). • Lead changes to the Planning and Design Code to ensure development respects culturally and historically significant places and reflects the unique character of the local area (SPP 7.1). • Facilitate opportunities for activation of city streets and laneways in line with the neighbourhood identity (SPP 2.10). • Partner to stimulate investment, visitation and maximise opportunities for economic development in line with neighbourhood identity (SPP 9.10 & SPP 1.9). • Reinforce the primacy of the city centre as the business, cultural, entertainment, tourism and economic focus of Greater Adelaide. | <ul data-bbox="842 342 1465 1648" style="list-style-type: none"> • Lead changes to the Planning and Design Code to facilitate development that prioritises good design outcomes and improves the relationship between buildings and public spaces and the interface with neighbours, particularly for strategic sites and places (SPP 2.5 & 2.12). • Lead changes to the Planning and Design Code to facilitate development at the interface between higher built form with more traditional low rise built forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions (SPP 2.11). • Reinforce key city boulevards, such as King William, Grote and Wakefield streets through taller contemporary buildings that create a sense of entry and frame these importance streets. • Reinforce the special character of the main streets of Gouger, Hindly, Rundle and Hutt Streets through contextual design responses that increase activity and vibrancy while also preserving the elements that make these places special. • Create vibrant and distinctive laneways, each with their own individual character, with small bars, restaurants, shops and cafes that contribute to city vibrancy. • Reinforce the inner and outer built form edge of the Adelaide Park Land terraces by encouraging quality medium to high-rise mixed use developments that increase the diversity of housing while also contributing to, and activating, the public realm. • Sustain the heritage, character and scale of valued residential precincts (including North Adelaide and the south-east and west corners) with contextually appropriate development that contributes to the needs of our growing population and provides services to the community. |

Figure 6.3 Implementation Program







ARUP



CITY OF
ADELAIDE



City Plan – Adelaide 2036 Engagement Outline

PURPOSE OF ENGAGEMENT

Feedback is required on the draft City Plan – Adelaide 2036, prior to formal Council endorsement in September 2024.

Feedback from stakeholders will be sought to:

- Inform the community of Council's new draft City Plan.
- Obtain feedback from the community on the draft City Plan particularly views on city wide strategies and opportunities within the local areas.
- Seek feedback from key stakeholders including government, non-government and industry bodies on proposed strategies and implementation opportunities.
- Enable advocacy to the State and Federal Government.

BACKGROUND INFORMATION

The draft City Plan will facilitate and guide future growth and development in the City of Adelaide. The City Plan forms part of the City of Adelaide's suite of Strategic Management Plans as outlined in the Strategic Plan 2024-2028.

The draft City Plan has been informed by stakeholder engagement throughout its preparation, including:

- 'City Plan Studio' with 536 stakeholders from key industry, government, non-government and community groups participating. The engagement tested draft urban design principles, draft development scenarios, and the digital tool. (September 2023).
- An online 'drop-pin' mapping survey to ask residents and visitors to identify what they love about an area, potential sites for development and infrastructure needs. (March – April 2024).
- Five independent neighbourhood focus groups with residents and business owners. (April 2024).

STRATEGIC LINK

The City of Adelaide Strategic Plan 2024-2028 provides the following overarching strategic directions and actions to support this policy. Our Adelaide. Bold. Aspirational. Innovative.

- Outcome: Drive affordable, safe and quality housing outcomes that attract and retain residents in our city
- Outcome: An interesting and engaging place to live, learn and visit
- Outcome: An inclusive equitable and welcoming community where people feel a sense of belonging
- Outcome: Encourage bold, interesting and purposeful development that supports the changing needs of our community and city

LEGISLATIVE REQUIREMENTS

Council has no legislative requirement to engage on the City Plan. Council's Community Consultation Policy will be used to guide the process.

TIMEFRAMES

| | |
|-------------------------|---|
| 18 June to 16 July 2024 | Community Engagement page on the City of Adelaide website |
| July to August 2024 | Review feedback and amend City Plan |
| September 2024 | Updated City Plan and engagement report to Council for endorsement. |

LEVEL OF ENGAGEMENT

| Level of Engagement | Inform | Consult | Involve | Collaborate | Empower |
|--------------------------------------|---|--|--|---|--|
| Goal | One way communication to provide balanced and objective information to assist understanding about something that is going to happen or has already happened. | Two way communications designed to obtain feedback on ideas, alternatives and proposals to inform our decision making . | Participatory process designed to help identify issues and views to ensure that concerns and aspirations are understood and considered prior to our decision making . | Working together to develop an understanding of all issues and interests to work out alternatives and identify preferred solutions for joint decision making . | We may facilitate the process and/or upskill community. Places final decision-making in the hands of the community. |
| Approach | We will share information about a decision or direction. | We will explore options , gain feedback and an understanding of your concerns and preferences. | We will involve you in the process so your ideas, concerns and aspirations are reflected in the alternatives developed or the final decision. | We will collaborate with you so your advice, innovation and recommendations are included in the final decision that we make together. | We will implement, or support you to implement what you decide . |
| Role of Stakeholder/Community | Listen | Contribute | Participate | Partner | Decide |

EVALUATION PLAN

Feedback received through the consultation process will be collated and reported to Council for review, and incorporated into the City Plan for Council's decision.

The consultation will be evaluated with the following performance indicators:

- Support of stakeholder and community members reached.
- Feedback about the process.
- Timeframes and budget were met.

Draft Adelaide Park Lands Management Strategy (APLMS) – Towards 2036

Strategic Alignment - Our Environment

Public

Tuesday, 4 June 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 advise that Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) considered a proposal to vary, through substitution, the Adelaide Park Lands Management Plan 2015-2025 with the draft Adelaide Park Lands Management Strategy – Towards 2036 (draft APLMS) (**Attachment A**), and determined to undertake public consultation on the draft APLMS for an 8-week period commencing in June 2024 in accordance with Section 18(4)(c) of the *Adelaide Park Lands Act 2005* (SA). Kadaltilla will hold a public meeting in relation to the proposal on 25 June 2024.

Kadaltilla considered the draft APLMS at its meeting held on 23 May 2024 ([Link 1](#)), along with the outcomes of targeted stakeholder consultation (**Attachment B**), including feedback provided by the Council at its meeting on 9 April 2024 ([Link 2](#)).

The Minister for Planning provided support for public consultation on the draft APLMS pending resolution of matters raised by the Office for Design and Architecture (ODASA). Administration has worked collaboratively with ODASA to revise the draft APLMS to address targeted stakeholder feedback. In correspondence dated 14 May 2024, ODASA expressed support for the updated draft APLMS proceeding to public consultation.

Kadaltilla may, on the basis of any consultation undertaken or submissions received, amend the draft APLMS. Kadaltilla will then prepare a report on the matter and provide a copy of the report to the City of Adelaide and the Minister for Planning.

The City of Adelaide and the Minister must confer on the report and may then adopt the draft APLMS with or without amendment or refer the proposal back to Kadaltilla for further consideration. The APLMS is subject to parliamentary processes and publication.

RECOMMENDATION

The following recommendation will be presented to Council on 11 June 2024 for consideration

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

THAT COUNCIL

1. Notes that targeted stakeholder feedback, including feedback provided by Council at its meeting on 9 April 2024 was presented to Kadaltilla at its meeting on 23 May 2024.
2. Receives the outcomes of the targeted stakeholder consultation as contained in Attachment B to Item 7.3 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 4 June 2024.
3. Notes that at its meeting on 23 May 2024 the Kadaltilla / Adelaide Park Lands Authority endorsed the draft Adelaide Park Lands Management Strategy – Towards 2036 contained in Attachment A to Item 7.3 on the Agenda for the City Planning, Development and Business Affairs Committee held on 4 June 2024 for the purposes of public consultation.

4. Receives the draft Adelaide Park Lands Management Strategy – Towards 2036 contained in Attachment A to Item 7.3 on the Agenda for the City Planning, Development and Business Affairs Committee held on 4 June 2024.
 5. Notes a workshop will be held with Council Members at the City Planning, Development and Business Affairs Committee to be held on 2 July 2024 to gather feedback on the draft Adelaide Park Lands Management Strategy which will subsequently be presented to Council for decision as a formal response to the public consultation being undertaken by Kadaltilla / Adelaide Park Lands Authority.
-

IMPLICATIONS AND FINANCIALS

| | |
|---|--|
| City of Adelaide 2024-2028 Strategic Plan | Strategic Alignment – Our Environment Deliver the Adelaide Park Lands Management Strategy |
| Policy | <p>Section 18(12) of the <i>Adelaide Park Lands Act 2005</i> (SA) allows Kadaltilla to vary the management strategy by substituting a new management Strategy.</p> <p>Section 18(4) of the <i>Adelaide Park Lands Act 2005</i> (SA), sets out requirements to vary the APLMS including:</p> <ul style="list-style-type: none"> • Preparing a draft of the proposal (complete) • Referring the proposal to the Minister, the City of Adelaide, and any State authority or adjoining council that has a direct interest in the proposal (complete) • Public consultation and public hearing at a time to be determined by Kadaltilla (in progress). |
| Consultation | <p>At its meeting on 23 May 2024, Kadaltilla determined to undertake public consultation on the draft APLMS for an 8-week period commencing on 17 June 2024, in accordance with Section 18(4)(c) of the <i>Adelaide Park Lands Act 2005</i> (SA). Kadaltilla will hold a public meeting in relation to the proposal on 25 June 2024.</p> <p>Kadaltilla considered the draft APLMS at its meeting held on 23 May 2024 (Link 1), along with the outcomes of targeted stakeholder consultation, including feedback provided by the Council at its meeting on 9 April 2024 (Link 2).</p> <p>The City of Adelaide is undertaking the review of the Adelaide Park Lands Management Strategy 2015-2025 on behalf of Kadaltilla. Input into the draft APLMS has been provided by ODASA on behalf of the Government of South Australia.</p> <p>Following consultation Kadaltilla may, on the basis of any consultation undertaken or submissions received, amend the draft APLMS. Kadaltilla will then prepare a report on the matter and provide a copy of the report to the City of Adelaide and the Minister for Planning.</p> |
| Resource | Not as a result of this report |
| Risk / Legal / Legislative | Kadaltilla must undertake a comprehensive review of the Adelaide Park Lands Management Strategy at least once in every five years as required under Section 18(14) of the <i>Adelaide Park Lands Act 2005</i> (SA). The Strategy must contain the information set out in Section 18(3) of the <i>Adelaide Park Lands Act 2005</i> (SA). |
| Opportunities | The review provides an opportunity to ensure that the APLMS continues to address key themes contained in, and contemporises, the APLMS. |
| 23/24 Budget Allocation | The draft APLMS will inform the City of Adelaide's Annual Business Plan and Budget deliberations for 2024/25 for projects identified within the draft APLMS. |
| Proposed 24/25 Budget Allocation | <p>Implementation of the City of Adelaide strategic priorities identified within the draft APLMS are currently unfunded and awaiting budget deliberations.</p> <p>Council's draft 2024/25 Annual Business Plan and Budget includes funding for a range of strategic priorities identified in the APLMS including:</p> <ul style="list-style-type: none"> • \$500,000 for lighting and footpaths renewals in Wellington Square / Kudnartu. • \$250,000 for detailed design of the Light Square / Wauwi Master Plan. • \$250,000 for detailed design of the Victoria Park / Pakapakapanthi (Park 16) Master Plan. • \$340,000 for Botanic Catchment Water Course Rehabilitation. • \$50,000 for an Adelaide Park Lands Strategic Water Resources Study. |

| | |
|---|---|
| Life of Project, Service, Initiative or (Expectancy of) Asset | The APLMS timeframe is proposed to be updated to 2036. In accordance with the <i>Adelaide Park Lands Act 2005</i> (SA), the APLMS must be reviewed every five years. Pending decision on the draft APLMS in 2024/25, the next review would be due in 2029/30. |
| 23/24 Budget Reconsideration (if applicable) | Not as a result of this report |
| Ongoing Costs (e.g. maintenance cost) | Not as a result of this report |
| Other Funding Sources | The draft APLMS introduces new content relevant to the planning of, and investment in, the Adelaide Park Lands including consideration of funding and investment pathways. |

DISCUSSION

Background

1. The purpose of this report is to advise that Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) considered a proposal to vary, through substitution, the Adelaide Park Lands Management Plan 2015-2025 with the draft APLMS (**Attachment A**) and determined to undertake public consultation on the draft APLMS for an 8-week period commencing in June 2024 in accordance with Section 18(4)(c) of the *Adelaide Park Lands Act 2005* (SA). Kadaltilla will hold a public meeting in relation to the proposal on 25 June 2024
2. Kadaltilla considered the draft APLMS at its meeting held on 23 May 2024, along with the outcomes of targeted stakeholder consultation, including feedback provided by the Council at its meeting on 9 April 2024 ([Link 1](#)).

Targeted Stakeholder Consultation

3. At its meeting on 22 February 2024, Kadaltilla endorsed the draft APLMS for the purposes of targeted stakeholder consultation with the Minister for Planning, the City of Adelaide, State Authorities, and adjoining Councils, and resolving State Agency inputs ([Link 3](#)).
4. Targeted stakeholder consultation on the draft APLMS commenced on 27 February 2024 and concluded on 9 April 2024.
5. The following stakeholders provided feedback on the draft APLMS.
 - 5.1. City of Adelaide
 - 5.2. Minister for Planning
 - 5.3. Office for Design and Architecture
 - 5.4. Renewal SA
 - 5.5. City of West Torrens
 - 5.6. City of Norwood, Payneham and St Peters
 - 5.7. City of Unley
 - 5.8. City of Prospect
 - 5.9. University of Adelaide.
6. Several stakeholders indicated they would provide feedback during the public consultation period.
7. At its meeting on 9 April 2024, the Council requested that Kadaltilla consider changes to the following content in the draft APLMS. A response to each point is provided below.

| Council decision on 9 April 2024 | Response to targeted consultation (extract Attachment B) |
|--|---|
| A proposal to allow car parking on the Park Lands if the need can be demonstrated or there is no reasonable alternative and to support markets, street court sports and events | <p>This information is broadly contained in the current APLMS (2015-2025) – Strategy 2.8 (page 21)</p> <p><i>“Provide car parking on and adjacent to the Park Lands only where need has been demonstrated and no reasonable alternative exists”</i></p> <p>The draft APLMS has included ‘support markets, street court sports and events’ as these would lead to carparks being used for multiple uses that could activate carparks with a Park Lands Purpose and provide additional community benefit.</p> |
| Consideration of alternative uses for the northern part of the City of Adelaide Golf Course | <p>This information is in the current APLMS – (page 68) “Investigate opportunities for alternative future uses of all, or part of the North Course”</p> <p>This consideration would form part of a broader master plan which would seek community input into any future proposals for alternative use of the northern part of the golf course.</p> |
| The possibility of allowing private investment in the Park Lands in such detail as is yet to be determined to support community sports | <p>This is new content in draft APLMS and reflects existing practice.</p> <p>This relates to private investment, such as from schools or sporting clubs, in contributions towards</p> |

| Council decision on 9 April 2024 | Response to targeted consultation (extract Attachment B) |
|---|--|
| | development of buildings, infrastructure or maintenance of existing infrastructure relating to sports buildings/surfaces. |
| The inclusion of a new community building at Mary Lee Park (Park 27B) and Golden Wattle Park/Mirnu Wirra (Park 21W) as the only community building initiative in the Strategy Investment Priorities of the next 4 years | This is new content in draft APLMS. These are seen as the highest priority projects for community buildings in the Adelaide Park Lands given the state of the current buildings and the level of participation. The City of Adelaide draft 24/25 Annual Business Plan and Budget includes funding for upgrade of priority community buildings. |
| The return to Park Lands of roads, including Lefevre Road between Main North Road and Lefevre Terrace | This is new content in draft APLMS. The investigation into the closure of Lefevre Road to reconnect Kangatilla (Park 4) and Ngampa Yerta (Park 5) was identified through a review of hard stand areas, State Government owned land and areas of the Park Lands that could be returned to a Park Lands Purpose. Lefevre Road is a Park Lands Road under the care, control and management of the City of Adelaide. Investigations into the closure of this road would be informed through master planning of the Northern Park Lands Precinct which would include community input. |

8. The Minister for Planning provided support for public consultation on the draft APLMS pending resolution of matters raised by ODASA.
 - 8.1. Administration has worked collaboratively with ODASA to revise the draft APLMS to address the targeted stakeholder feedback.
 - 8.2. In correspondence dated 14 May 2024, ODASA expressed support for the updated draft APLMS proceeding to public consultation.
9. A summary of targeted stakeholder consultation is provided in **Attachment B**, including the process Kadaltilla undertook to meet statutory consultation requirements under the Section 18(4)(b) of the *Adelaide Park Lands Act 2005* (SA).
10. Feedback from targeted stakeholders was supportive, with several responses congratulating Kadaltilla on a comprehensive strategy that anticipates the impact that changes to climate, population and open space demand on the Adelaide Park Lands, and sets a long-term vision to protect and enhance the Adelaide Park Lands.
11. Key matters raised in the consultation included:
 - 11.1. Advice from the Minister for Planning summarised as:
 - 11.1.1. Supported the inclusions and refinements made by ODASA.
 - 11.1.2. There may be inconsistencies between the Draft Adelaide Park Lands Management Strategy and the Community Land Management Plans (CLMP) for the Adelaide Park Lands in relation to increased building footprint. The APLMS outlines the need for community buildings to be fit for purpose (which may result in an increase in building footprint) and the CLMP outlines there should be no increase in building footprint within the Adelaide Park Lands.
 - 11.1.3. Planning and Land Use Services (Government of South Australia) would be willing to engage in further discussion with Kadaltilla on the outcomes sought by proposed amendments to the Planning and Design Code that seek to introduce an Adelaide Park Lands Open Space Offset Scheme or Adelaide Park Lands Overlay.
 - 11.1.4. The Minister for Planning has advised that subject to consideration of the matters raised in correspondence and feedback provided by ODASA being made, the Minister for Planning provides endorsement to proceed to public consultation.

- 11.2. Advice from Council as set out in point 7 of this report.
- 11.3. General support for the draft APLMS and progressing the document to public consultation.
- 11.4. Suggestions to enhance recognition of elements such as biodiversity, Colonel Light and the role of City Gardeners.
- 11.5. Suggestions to adjust the format and structure of the draft APLMS to improve navigation, consistency of expression and presentation of mapping, including consideration of an index and improvements to precinct level maps.
- 11.6. Minor editorial changes and typographical corrections.
- 11.7. The targeted stakeholder consultation has not resulted in changes to the priorities or goals.
- 11.8. There was support for the draft APLMS progressing to community consultation upon consideration and implementation of the consultation feedback.

Draft APLMS for public consultation

- 12. The draft APLMS, endorsed by Kadaltilla on 22 February 2024 for the purpose of targeted stakeholder consultation, has been updated to address targeted stakeholder feedback and was presented to Kadaltilla at its meeting on 23 May 2024 seeking endorsement for public consultation.
- 13. Based on advice from ODASA, the public consultation will be undertaken for a period of eight weeks commencing in June 2024.
- 14. Kadaltilla may, based on any consultation undertaken or submissions received, amend the draft APLMS. Kadaltilla will then prepare a report on the matter and provide a copy of the report to the City of Adelaide and the Minister for Planning.
- 15. The City of Adelaide and the Minister for Planning must confer on the report and may then adopt the draft APLMS with or without amendment or refer the proposal back to Kadaltilla for further consideration. The APLMS is subject to parliamentary processes and publication.

Next Steps

- 16. The next steps include:
 - 16.1. Public consultation for 8-weeks commencing on 17 June 2024, including a public meeting on the draft APLMS on 25 June 2024.
 - 16.2. Presentation of public consultation on the draft APLMS to Kadaltilla in September/October 2024 seeking approval of the Strategy.
 - 16.3. Report to the City of Adelaide and the Minister for Planning seeking adoption of the draft APLMS with or without amendment.
 - 16.4. Finalisation of the *Adelaide Park Lands Management Strategy – Towards 2036*, including approval of the Council and the Minister for Planning, parliamentary processes and publication.

DATA AND SUPPORTING INFORMATION

Link 1 – [Kadaltilla / Adelaide Park Lands Authority - Agenda - Thursday, 23 May 2024](#)

Link 2 – [Council – Minutes - Tuesday 9 April 2024](#)

Link 3 – [Kadaltilla / Adelaide Park Lands Authority - Minutes - Thursday, 22 February 2024](#)

ATTACHMENTS

Attachment A – Draft Adelaide Park Lands Management Strategy – Towards 2036 for Public Consultation

Attachment B – Targeted Stakeholder Consultation Summary Report on draft Adelaide Park Lands Management Strategy – Towards 2036

- END OF REPORT -



DRAFT

Adelaide Park Lands Management Strategy Towards 2036



Government of
South Australia



CITY OF
ADELAIDE

Kadaltilla
Adelaide Park Lands Authority

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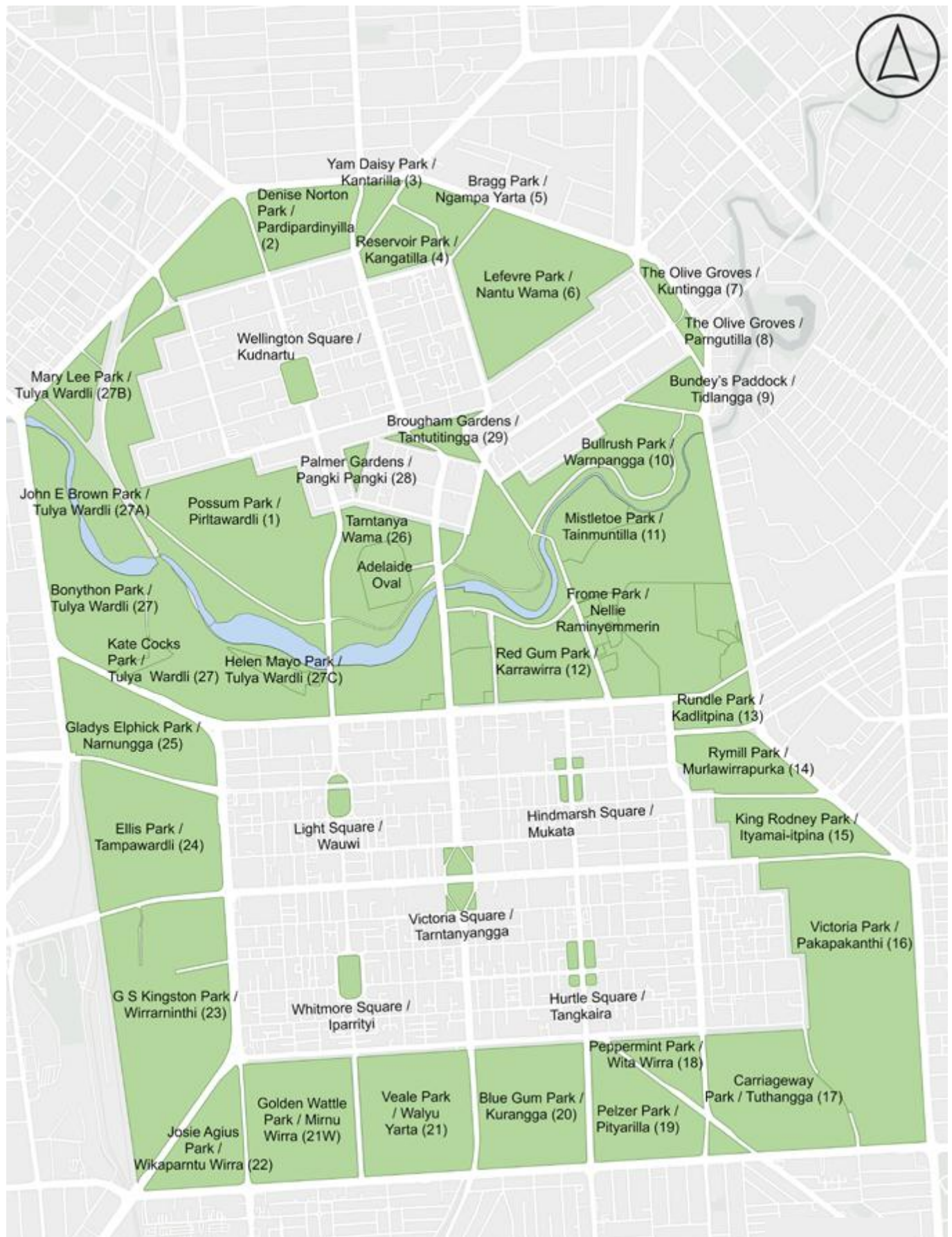
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Adelaide Park Lands



Partnering to preserve and celebrate our precious Adelaide Park Lands.

Adelaide Park Lands Management Strategy – Towards 2036 (the Strategy) has been developed by Kadaltilla/Adelaide Park Lands Authority in accordance with the requirements of the *Adelaide Park Lands Act 2005* to prepare a Management Strategy to determine the Adelaide Park Lands directions and priorities.





This guide has been prepared to assist in understanding how the *Adelaide Park Lands Management Strategy – Towards 2036* can be used and provide a general overview of the Strategy's structure and content.

Part A — Background, governance, consultation

Part A provides the context, the purpose and objectives of the Strategy.

This section outlines why the Strategy was developed, the vision and Governance for the Adelaide Park Lands, and the consultation undertaken to inform it.

This section includes

- Vision
- Executive Summary
- Governance
- Consultation

Part B — Priorities, directions, goals

Part B provides the core directions and priorities for the Adelaide Park Lands as a system of open space. It describes the guiding strategies that will inform Kadaltilla, the State Government of South Australia and the City of Adelaide's future planning of the Adelaide Park Lands under three goals.

The directions, priorities and goals inform infrastructure and strategic planning for the Adelaide Park Lands.

- Adelaide Park Lands Directions and Priorities
- Goal 1. Places and Spaces
- Goal 2: Connections and Networks
- Goal 3: Natural Systems, Cultural Landscapes and Climate Resilience
- Strategic Priorities

Part C — Implementation, partnerships, investment

Part C outlines how the Strategy will inform future implementation, partnerships, and investment in the Adelaide Park Lands.

The Precinct Plans form the basis for future detailed master planning of parks and precincts.

Part C sets out the intent for the Strategy to be implemented in partnership, including how the Adelaide Park Lands will help support the growth of the city and metropolitan Adelaide, its relationship to the metropolitan open space system, areas of the Adelaide Park Lands that could return to the care and control of the City of Adelaide and an investment framework.

This section includes

- Adelaide Park Lands Precinct Plans
- Partnerships, Planning and Investment
- Metropolitan Open Space System
- Return Areas
- Investment Framework

Appendices

The appendices provide the reader with the land tenure (ownership) and leases and licenses that exceed five years for the Adelaide Park Lands. These elements are requirements under the *Adelaide Park Lands Act 2005*.

Kaurna Peoples Native Title Determination Area



Acknowledgement of Country

The Kadaltilla/Adelaide Park Lands Authority (Kadaltilla) acknowledges the Kurna people as the traditional owners of the Adelaide Plains and pays respect to Elders past and present. Kadaltilla recognises and respects the cultural heritage, beliefs and relationship which the Kurna people have with the land and acknowledges that they are of continuing importance to the Kurna people living today.

Kadaltilla extends that respect to other Aboriginal Language Groups and other First Nations peoples.



Caring for Country

First Nations cultures are the oldest living cultures in the world, and the Adelaide Plains landscape, including the areas now defined as the Adelaide Park Lands have been cared for and managed by the Kurna people for tens of thousands of years.

Respecting Kurna people's rights as Native Title holders, and their relationships with Country, as well as taking a First Nations lens to planning and managing the Adelaide Park Lands as Country, benefits community health and wellbeing, education, cultural knowledge protection, and ecological resilience.

This means listening to Kurna people and integrating Kurna knowledge into the planning, design and management of the Adelaide Park Lands.

The Adelaide Park Lands must provide opportunities for ongoing connection to Country for Kurna and other First Nations peoples and provide places to share their rich and abiding cultures with visitors and the South Australian community.

Kurna people's rights, knowledge and living cultures are respected and valued recognising that the Adelaide Park Lands are part of Country and can be accessed and used by First Nations peoples to support their connection and reconnection with Country for cultural, social, spiritual and economic purposes.

The *Adelaide Park Lands Management Strategy – Towards 2036*, aims to promote the cultural values of the Adelaide Park Lands and respect Kurna culture, heritage and wellbeing.



What have we already learned?

For more than 60,000 years, First Nations peoples have followed cultural practices, including the use of fire to care for their Country (the term 'Country' in this context refers to the cultural connection that Aboriginal and Torres Strait Islander peoples have with the lands of their ancestors).

The forced separation of First Nations peoples from their traditional lands, as well as European colonisation has drastically altered the Australian landscape. Including:

- Significant land and vegetation clearing
- Introduction of non-native flora and fauna
- Alternate land management practices.

This Strategy recognises the important role of cultural burning in urban areas. Cultural burns not only reduce the amount of fuel which can result in devastating bushfires, but these low and controlled burns produce smoke which is important for germination of seeds and regeneration of native plants.

A Kurna cultural burn was held at Carriageway Park in Tuthangga (Park 17) of the Adelaide Park Lands on Friday 14 May 2021. The burn was a powerful example of healing together. It was the first cultural burn in an Australian capital city and the first on Kurna Yarta (Country) since European colonisation.

The *Adelaide Park Lands Management Strategy – Towards 2036* supports Kurna people Caring for Country and returning traditional practices such as cultural burning for management of the Adelaide Park Lands. These traditional practices will be guided by Kurna people with support from the City of Adelaide.

“ To be able to have fire in the City of Adelaide, what that does for me as an Aboriginal man, is it **empowers me**. It gives me strength, it lets me know that, hey we have a voice here and we’re part of some of that decision making around what happens to our country on the Adelaide Plains.





Part A

Background Governance Consultation

Adelaide Park Lands Snapshot

Situated on the Adelaide Plains between the Mount Lofty Ranges and the Gulf St Vincent, Adelaide is located on Kurna Yarta (Kurna Country) and is the capital city of South Australia.

Covering 760 hectares, the Adelaide Park Lands are a nationally and internationally recognised network of parks.

The Adelaide Park Lands, Squares and City Layout provides a tangible and direct lineage back to the earliest planning and establishment of the settlement of South Australia, a point of difference to other major Australian settlements.

The Adelaide Park Lands and City Layout is inscribed on the Australian National Heritage List as a place of outstanding national heritage significance which was founded on Edward Wakefield Gibbon's principles of Systematic Colonisation and embodies Colonel William Light's 1837 plan defined by its layout of North and South Adelaide incorporating gridded street pattern (including hierarchy of roads), six town squares separated by the River Torrens/Karrawirra Pari and encircled by the Adelaide Park Lands.

The landscaping and beautification of the Adelaide Park Lands has a long history, with significant influence of design, formal gardens, tree planting and maintenance being influenced by William O'Brien (1861–1874), William Pengilly (1867–1883), John Ednie Brown (1878–1890) and August Wilhelm Pelzer (1899–1932) who were appointed as City Gardeners. Many of these influences are still evident today.

Today the Adelaide Park Lands consist of 29 individual Parks and six City Squares all with a variety of different features and facilities that form the heart of the Metropolitan Open Space System for Greater Metropolitan Adelaide.

The City of Adelaide manages approximately 80 percent of the Adelaide Park Lands, while the remaining 20 percent, including the Adelaide Botanic Gardens and Botanic Park, are managed by the South Australian Government.

The Adelaide Park Lands form a cohesive network of open spaces that are managed at a whole of Park Lands scale, in precincts, and at individual park scale.

Data and Insights

Kurna Yarta

- Kurna Kardla Parranthi (cultural burn) held in GS Kingston Park/Wirrarininthi (Park 23)
- Annual Kids on Country event
- Created the Place of Reflection in Rymill Park/Murlawirrapurka (Park 14)

Key Biodiversity

- 13.8% of the Adelaide Park Lands are classified as Key Biodiversity Areas
- 6 key Biodiversity Areas
- 183 native plant species (2003 survey)
- 5 pre-European ecological communities
- 23 species with conservation significance

Adelaide Park Lands Trees (2022 audit)

- 37,860 trees surveyed in the Adelaide Park Lands
- 33.9% of the Adelaide Park Lands are covered by tree canopy
- Canopy cover in the Adelaide Park Lands has increased from 27.3% to 33.9% in the period 2015–2022
- 72% of the total City of Adelaide tree canopy is located in the Adelaide Park Lands

Water Use

- 185 hectares of irrigated area in the Adelaide Park Lands
- 71 points provide recycled water for irrigation, water features and buildings in the Adelaide Park Lands
- 775 megalitres of recycled wastewater used to irrigate Adelaide Park Lands open spaces in 2022
- On average 220 megalitres of water is extracted from River Torrens/Karrawirra Pari to irrigate the North Adelaide Golf Course

Vision

Located on Kurna Yarta, the Adelaide Park Lands support our environment, provide connections to nature and offer places for people to participate in events, cultural experiences and recreational activities. We will work together to enhance and protect the Adelaide Park Lands for future generations.

Aquatic Ecosystems

- 14.7% of River Torrens/Karrawirra Pari was covered in aquatic vegetation in 2019
- 6 native fish species found in River Torrens/Karrawirra Pari
- One native aquatic mammal, Rakali (water rat)
- 25 distinct vegetation associations
- 23 native plant species

Urban Stormwater

- 5,260 megalitres of urban stormwater is discharged into Adelaide Park Lands water courses every year
- 279 tonnes of gross pollutants were captured by traps before entering Adelaide Park Lands watercourses in 2021
- 143 tonnes of gross pollutants (litter, leaves and branches) were collected by traps stopping them from entering Karrawirra Pari

Adelaide Park Lands Hard Surfaces and Built Form (2023 audit)

- 11.4% of the total Adelaide Park Lands is hard surface (not including roads)
- 4.2% of the total Adelaide Park Lands is built form (including North Terrace Precincts)
- 411 buildings (includes all buildings in the registered Adelaide Park Lands Plan)

Adelaide Park Lands Lease/Licenses (2023)

- 30 Adelaide Park Lands leases which exceed five years (including rights of extension)
- 57 Lease/Licences for Adelaide Park Lands sporting facilities
- 17 Leases for community business purposes
- 9 ministerial leases/licenses
- 100+ event licenses granted annually

Adelaide Park Lands Facilities

- 28 formal gardens
- 13 playgrounds
- 2 skate parks

Sporting Facilities

- 36 general sports fields
- 35 cricket pitches
- 4 basketball facilities (5 leased courts, 3 community courts and 3 half courts)
- 5 netball facilities (32 leased courts and 2 community courts)
- 22 tennis facilities (83 leased courts and eight community courts)

Events

- 135 medium/major events held (2023)

Access and Connections

- 18km Adelaide Park Lands Trail
- 15 On-ramps connecting Metropolitan Adelaide to Adelaide Park Lands and the city
- Sealed and unsealed pathways

Adelaide Park Lands Car Parking (2022 audit)

Car parking adjacent to the Adelaide Park Lands

- 6,478 spaces of on-street parking managed by City of Adelaide
- 1,318 spaces of on-street parking (managed by adjoining councils/other authorities)

Car parking on the Adelaide Park Lands

- 2,346 spaces – designated car parks
- 4,929 spaces – temporary/event/permit parking
- 1,413 spaces – designated car parks (managed by other authorities)

City of Adelaide Operational Management of the Adelaide Park Lands

- 25,000+ rose bushes pruned each year
- 60,000 annuals grown and planted each year
- 32 annual garden beds with 4 different displays each year
- 540 ha of turf mown and over 150km of turf edged each year
- 75km of shared paths and bike tracks maintained
- 10,500 irrigation sprinklers maintained
- Over 15,600m³ of green organics recycled annually

Existing Uses of the Adelaide Park Lands





Adelaide Park Lands Definitions

The following definitions have been developed with guidance from the Statutory Principles of the Adelaide Park Lands Act 2005 and will provide consistency when referencing to the Adelaide Park Lands.

Adelaide Park Lands

In accordance with the *Adelaide Park Lands Act 2005*, Adelaide Park Lands refers to the land shown on the Adelaide Park Lands Plan (GRO) (refer to Appendix A – Adelaide Park Lands Tenure) and includes the City Squares; Brougham Gardens/Tantutitingga (Park 29) and Palmer Gardens/Pangki Pangki (Park 28); roads running through or bordering the Adelaide Park Lands; and any other land vested in or under the care, control or management of, the Crown, a state authority or a local government body.

The Adelaide Park Lands do not include:

1. Parliament House, the premises known as Old Parliament House, or the land appurtenant to Parliament House, or Old Parliament House
2. Government House or the land appurtenant to Government House
3. Any land vested in the Commonwealth, or an agency or instrumentality of the Commonwealth.

Park Land Purposes

- Adelaide Park Lands that provide for publicly accessible open space for the benefit of the people of South Australia and are generally available to them for their use and enjoyment
- Adelaide Park Lands that support a diverse range of environmental, cultural, recreational and social values and activities.

Park Lands that are associated with a 'Park Lands Purpose' should be promoted, enhanced and protected.

Non-Park Land Purposes

- Adelaide Park Lands that restrict general public access and are not held for the primary purpose of providing accessible public open space
- Adelaide Park Lands that do not align with the Statutory Principles outlined under section 4(1)(b) of the *Adelaide Park Lands Act 2005*

Non-Park Land Purposes should be limited and where appropriate returned to a Park Land Purpose.

Net loss – Publicly Accessible Adelaide Park Lands (Alienation)

A net loss of publicly accessible Adelaide Park Lands can occur when a park or part of a park within the Adelaide Park Lands changes from having a 'Park Lands Purpose' to a 'Non-Park Lands Purpose' – resulting in restricted public access.

Permanent Net loss of Adelaide Park Lands

The Adelaide Park Lands Plan is a registered plan through the General Registry Office (GRO).

A 'net loss' of the Adelaide Park Lands would occur if the boundary of this plan is amended resulting in land currently being registered within the Plan being removed from the Plan.

Return to Publicly Accessible Adelaide Park Lands

Land registered within the Adelaide Park Lands Plan that has previously been used for a 'Non-Park Lands Purpose' being permanently returned to the public for a 'Park Land Purpose'.

Building Footprint

The area of a building measured to the outside wall line, not including hardstand areas.

Hardstand

Areas of impervious surfaces.

Executive Summary

Kadaltilla/Adelaide Park Lands Authority

The Kadaltilla/Adelaide Park Lands Authority (Kadaltilla) is the principal advisor to the City of Adelaide and the Government of South Australia on the protection, management, enhancement, and promotion of the Adelaide Park Lands. Kadaltilla is established pursuant to section 5 of the *Adelaide Park Lands Act 2005 (SA)* and operates as a subsidiary of the City of Adelaide, pursuant to section 42 of the *Local Government Act 1999 (SA)*. Kadaltilla acts in accordance with its Charter and the *Adelaide Park Lands Act 2005 (SA)*.

On 11 May 2023, the Minister for Planning approved a change to Kadaltilla's Charter so that it would be branded as the 'Kadaltilla/Adelaide Park Lands Authority'(Kadaltilla).

Adelaide Park Lands Management Strategy – Update

The Adelaide Park Lands Management Strategy (the Strategy) has been developed by Kadaltilla/Adelaide Park Lands Authority and sets the strategies, projects and planning considerations that will be used by Kadaltilla/Adelaide Park Lands Authority, the City of Adelaide, the Government of South Australia, cultural institutions, and community stakeholders to guide decisions relating to the Adelaide Park Lands.

Using a spatial planning approach and focusing on key themes identified through stakeholder and community consultation, the Strategy provides a bold vision towards 2036 for the overall enhancement and protection of the Adelaide Park Lands.

The Strategy relates to all land managed by state agencies, authorities and City of Adelaide in the Adelaide Park Lands Plan and aims to:

1. Protect the integrity of the Adelaide Park Lands National Heritage Values
 2. Manage the Adelaide Park Lands in an environmentally and financially sustainable manner
 3. Increase the community's use of the Adelaide Park Lands
 4. Ensure the Adelaide Park Lands are widely accessible to the public
 5. Safeguard and celebrate the natural, cultural and recreational values of the Adelaide Park Lands
 6. Improve the quality of landscapes and facilities
 7. Improve the community's awareness of the natural and cultural heritage of the Adelaide Park Lands through interpretation.
- In planning for the future of the Adelaide Park Lands the Statutory Principles of the *Adelaide Park Lands Act 2005 (the Act)* must be observed.**
- a. The land comprising the Adelaide Park Lands should, as far as is reasonably appropriate, correspond to the general intentions of Colonel William Light in establishing the first Plan of Adelaide in 1837.
 - b. The Adelaide Park Lands should be held for the public benefit of the people of South Australia, and should be generally available to them for their use and enjoyment (recognising that certain uses of the Park Lands may restrict or prevent access to particular parts of the Park Lands).
 - c. The Adelaide Park Lands reflect and support a diverse range of environmental, cultural, recreational and social values and activities that should be protected and enhanced.
 - d. The Adelaide Park Lands provide a defining feature to the City of Adelaide and contribute to the economic and social well-being of the city in a manner that should be recognised and enhanced.
 - e. The contribution that the Adelaide Park Lands make to the natural heritage of the Adelaide Plains should be recognised, and consideration given to the extent to which initiatives involving the Park Lands can improve the biodiversity and sustainability of the Adelaide Plains.
 - f. The State Government, state agencies and authorities, and the City of Adelaide, should actively seek to co-operate and collaborate with each other in order to protect and enhance the Adelaide Park Lands.
 - g. The interests of the South Australian community in

ensuring the preservation of the Adelaide Park Lands are to be recognised, and activities that may affect the Park Lands should be consistent with maintaining or enhancing the environmental, cultural, recreational and social heritage status of the Park Lands for the benefit of the state.

The Strategy takes into account a range of trends and changes affecting the Adelaide Park Lands, including: climate, population growth in City of Adelaide and Greater Adelaide, and increasing demand for use. It also takes into account a growing demand for their protection due to public recognition of their uniqueness.

As the heart of our vibrant state, Adelaide is immersed in the Adelaide Park Lands which are a defining feature of the city and all it has to offer. Beyond the

picturesque landscapes of high biodiversity and heritage value, arts and music festivals, rich cultural heritage, major sporting and cultural events, the Adelaide Park Lands are a much-loved natural asset that must be protected for future generations.

As the venue for many of Adelaide's and South Australia's premier events and tourist attractions, the Adelaide Park Lands are critical to promoting and enhancing the social, cultural and economic life of the city.

The Strategy secures this future and responds to the critical challenges of:

- embedding Kurna culture
- respecting and acknowledging the past
- improving climate resilience
- learning from management of parks across the world.





Kadaltilla Strategic Plan

Kadaltilla’s Strategic Plan 2024–2028 includes the following guiding principles and pillars:

Guiding Principles

- Preserve and strengthen the integrity of the Adelaide Park Lands
- Promote the values of the Adelaide Park Lands – as Adelaide’s defining feature, and an internationally unique asset
- Partner with Council and the state government to advocate the benefits of the Adelaide Park Lands
- Advise government at all levels on the management and usage of the Adelaide Park Lands for the benefit of all South Australians.

Pillars



Figure 1: Kadaltilla Strategic Plan Pillars

Governance

Governance of the Adelaide Park Lands is shared between state government and the City of Adelaide. Kadaltilla/Adelaide Park Lands Authority is the principal advisor to the state government and the City

of Adelaide on the Adelaide Park Lands and is responsible for preparing the Adelaide Park Lands Management Strategy.

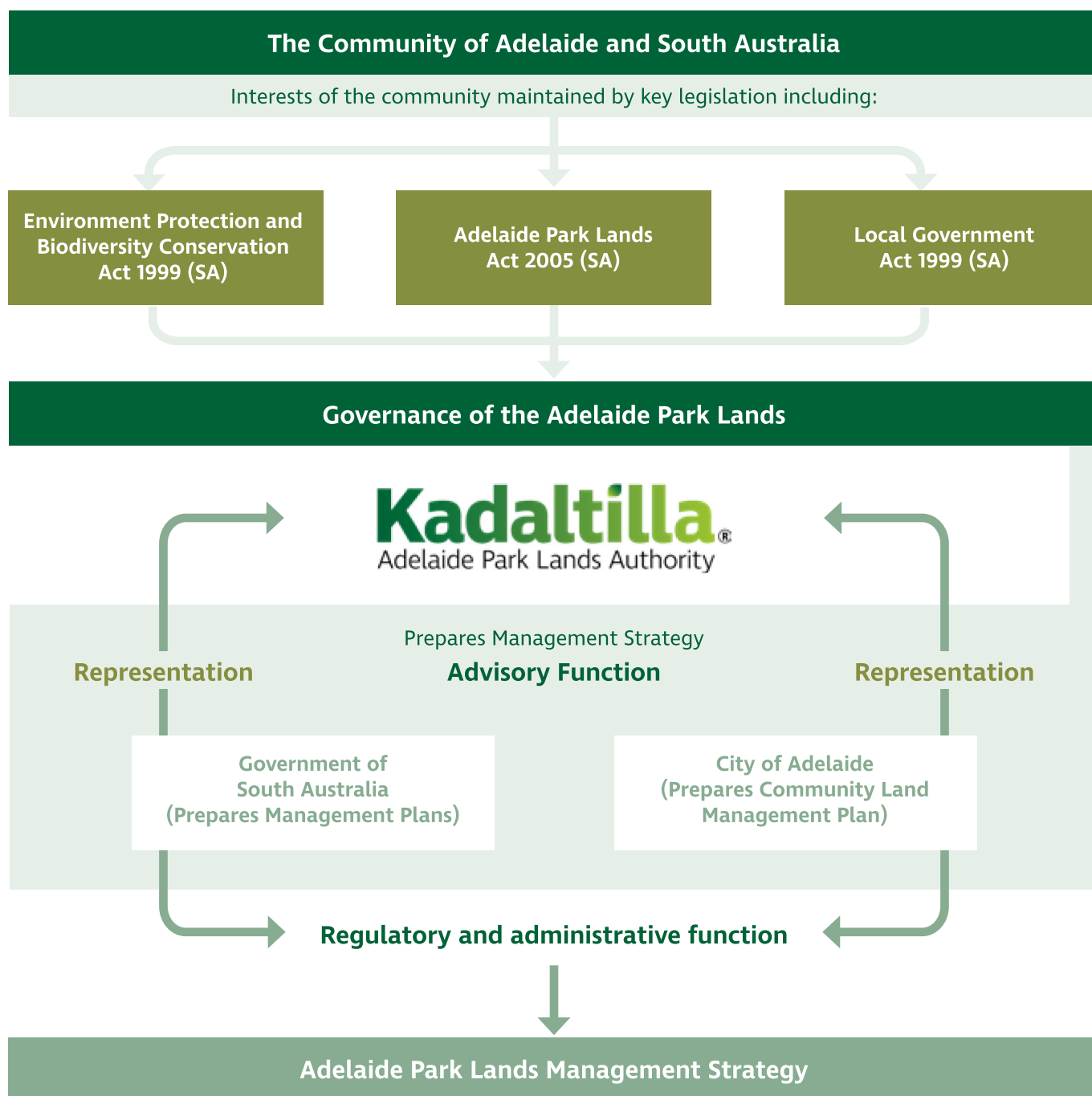


Figure 2 – Adelaide Park Lands Governance

Consultation

The Strategy has been informed by extensive community and stakeholder engagement where we gathered thousands of individual comments and ideas.

To deliver on what we heard, the Strategy retains core strategies from the Adelaide Park Lands Management Strategy 2015–2025 whilst providing additional opportunities for the enhancement and protection of the Adelaide Park Lands.

To share the Strategy as well as provide up-to-date data about the Adelaide Park Lands, at different scales, the update will include an interactive digital version will increase accessibility for the community.

Community and stakeholder engagement included

- 2 drop-in sessions
- 10 workshops
- One informal gathering
- 3 online surveys
- 4 presentations
- Monthly Steering Group meetings

We heard from

- 18 stakeholder groups
- 246 forum attendees
- 356 community submissions
- 2,500 YourSay comments

Listening to Kurna

- Ongoing meetings with Kurna Yerta Aboriginal Corporation



Adelaide Park Lands Management Strategy — Towards 2036

What we learnt from you

We heard that the Adelaide Park Lands play a vital role in creating a healthy, respectful and vibrant lifestyle for Adelaide and South Australia.

Places and Spaces

- Mental health and wellbeing
- Connection and community spaces
- Improve existing and create new facilities

Natural Systems, Cultural Landscapes and Climate Resilience

- Kurna land management and culture
- More natural spaces
- Climate resilience
- Health of Karrawirra Pari

Connections and Networks

- Safety
- Active transport
- Connections to inner metropolitan Adelaide

Partnerships, Planning and Investment


- Better governance
- Protect for future generations
- More volunteers and community involvement
- Shared investment





Part B

Priorities
Directions
Goals

An aerial photograph of the Adelaide Park Lands. The foreground and middle ground are filled with dense, mature trees in various shades of green. In the center, there is a green sports field and a basketball court. In the background, a city skyline with various high-rise buildings is visible under a clear blue sky.

This Strategy contains three goals that guide the Adelaide Park Lands directions and strategies.

Planning for the Adelaide Park Lands occurs at a Park Lands wide level as well as at a precinct level. The Park Lands wide strategies have been grouped under the following three goals.

Adelaide Park Lands Directions and Priorities

Goal 1

Places and Spaces

Places of activity, creativity and tranquillity for everyone that support our changing lifestyles, health and wellbeing; offer diverse landscapes and natural beauty and provide a range of recreational, sensory and stimulating experiences.

Goal 2

Connections and Networks

A system of connected and legible places and spaces enabling safe movement via paths and trails linking the city to the suburbs, hills and coast.

Goal 3

Natural Systems, Cultural Landscapes and Climate Resilience

Places that thrive in the face of a changing climate and celebrate Adelaide's unique natural and cultural heritage.



A photograph of a man and a woman standing in a lush garden. The man is wearing a dark jacket and a brown sweater, and the woman is wearing a dark jacket and a purple scarf. They are standing in front of a large, green, weeping willow tree. The garden is filled with various plants, including a large, rounded, green bush and a pond with lily pads. The background is a dense forest of trees. A large, semi-transparent, light brown shape is overlaid on the left side of the image, containing the text.

Goal 1

Places and Spaces

Goal 1 — Places and Spaces

Strategies

The Adelaide Park Lands are a place to meet and enjoy diverse experiences

Strategy 1.1

Create a network of activity hubs attracting visitors and tourists and supporting the recreational needs of people of all ages, abilities and cultures.

Strategy 1.2

Create places and attractions that set the Adelaide Park Lands apart.

Strategy 1.3

Promote the Adelaide Park Lands as a visitor and tourist destination.

Strategy 1.4

Support activation of the Adelaide Park Lands by upgrading and enhancing buildings and structures responsive to their park setting.

The Adelaide Park Lands will host diverse events, from small to large, in more places more often

Strategy 1.5

Create spaces to accommodate cultural, sporting, artistic and recreational events of varying types and sizes.

Strategy 1.6

Provide both permanent and temporary infrastructure to attract and service world class events in the Park Lands.

The Adelaide Park Lands are Adelaide's hub for sport and recreation

Strategy 1.7

Strengthen the role of the Adelaide Park Lands as a regional destination for competitive sport and a variety of active and passive forms of recreation.

Strategy 1.8

Optimise the community use of sport and recreation areas outside formal game and training times.

Design Quality

Design quality not only relates to the 'look and feel' of buildings and places, but also to how successfully they meet the needs of the people who use and experience them. High-quality design helps to improve our quality of life, attract investment and reduce our impact on the environment.

Within the Adelaide Park Lands, the designs for new buildings and upgrades to existing buildings must respond to their site and context to enable the development to sit comfortably within and enhance the broader experience of its park setting.

The following design principles should be considered for development within the Adelaide Park Lands to enrich the human experience, enhance environmental quality and reinforce local character.

ODASA Principles of Good Design

These Principles help us recognise, discuss and support the role that design plays in making our buildings and places better for people, the environment and economy.

Context

Good design is contextual because it responds to the surrounding environment, and contributes to the existing quality and future character of a place.

Inclusive

Good design is inclusive and universal because it creates places for everyone to use and enjoy, by optimising social opportunity and equitable access.

Durable

Good design is durable because it creates buildings and places that are fit-for-purpose, adaptable and long-lasting.

Value

Good design adds value by creating desirable places that promote community and local investment, as well as enhancing social and cultural value.

Performance

Good design performs well because it realises the project potential for the benefit of all users and the broader community.

Sustainable

Good design is sustainable because it is environmentally responsible and supports long-term economic productivity, health and wellbeing.

Crime Prevention Through Environmental Design (CPTED)

The Adelaide Park Lands will be designed taking the principles of Crime Prevention Through Environmental Design into consideration, whereby sight lines are supported through vegetation placement and management.

Universal Design

Universal design principles ensure that as many people as possible can use a space. For Adelaide Park Lands it means planning and design is inclusive, healthy and safe for everyone to use them as part of their everyday life.

Community Buildings

Community buildings in the Adelaide Park Lands consist predominantly of sport and recreation, public amenity buildings and small-scale structures. These facilities are extensively utilised by community sport and recreation groups, schools, and the public.

As community buildings reach the end of their useful life and no longer respond to community needs, consideration of the future of these buildings and how the redevelopment or refurbishment of these buildings can best serve user groups and the public will be imperative.

Sharing resources, services and facilities through collaboration will help create more sustainable and efficient community buildings, as well as provide opportunities to increase diversity of activity and maximise investment in the Adelaide Park Lands

Community buildings will support a range of community organisations including sport and recreation clubs, community education and community service providers. This will ensure that buildings are activated throughout the day and evening, providing spaces for people to play, learn and interact with the Adelaide Park Lands.

Redevelopment of public amenities (toilets) should where possible, provide for an even distribution of facilities throughout the Adelaide Park Lands and areas of high use. Amenities should integrate and complement their Adelaide Park Lands setting and where appropriate be incorporated into Community Buildings.

Hubs

Places and spaces within the Adelaide Park Lands will respond to the needs of growing and changing communities in the city and neighbouring suburbs to create great destinations for all South Australians to enjoy. A hierarchy of hubs is defined to identify appropriate levels of amenity to be provided and a forecast of major projects is explored to guide staged investment.

Hubs refer to centres of activity that may be permanent or temporary, large or small. They represent the variety of attractions and amenity available in the Adelaide Park Lands. The Adelaide Park Lands are home to hubs of varying sizes and intensity. They provide diverse offerings throughout the Adelaide Park Lands. Hub types do not preclude large events of a temporary nature (eg music festivals) occurring across the range of landscape types.

Access to hubs is crucial and providing safe and legible connections into and through the Adelaide Park Lands is critical to their activation, allowing users to access the diversity of activities and attractions that are on offer.

Small

Small hubs provide basic amenities and are typically located along paths, at path intersections, or adjacent open space where informal recreation may occur.

A small hub may include:

- Play opportunities
- Shade from tree planting
- Picnic setting
- A shelter
- Rubbish bin
- A barbecue
- Interpretive signage
- Wayfinding
- Public art
- Bicycle parking
- Drinking fountain.

Medium

Medium hubs provide amenities and facilities to cater for large gatherings and are typically located for ease of access and are destinations within the Adelaide Park Lands in their own right.

Medium hubs may include larger structures and small multi-purpose buildings.

A medium hub may include small hub aspects plus:

- Lighting
- Accessible water and power sources
- Public toilets
- Landscaped setting
- Open space/irrigated grass
- Pop-up vendors
- Concessions eg small kiosk
- Community courts
- Programmed use/club sport
- Clubroom/multi-use facility
- Bicycle share facility.

Large

Large hubs are significant destinations within the Adelaide Park Lands intended to attract large numbers of people and generate high levels of activity.

Large hubs are likely to have associated built form facilities and be of high aesthetic quality and finish and serviced by public transport.

A large hub may include small and medium hub aspects plus:

- Suite of City of Adelaide urban elements
- Pavilions or other multi-use built form to service sporting clubrooms, community groups and commercial operations (café)
- Temporary or permanent stage/bandstand/amphitheatre
- Kaurua cultural places
- Access to public transport.

Formal Park

Formal Parks offer high levels of amenity to attract users and encourage them to stay, providing places for respite with comfort and facilities, and areas for activity, play and amusement. They are well connected to the surrounding suburbs and the city and generally include sustainably irrigated open space for activity and play opportunities.

Formal Parks often provide services and facilities to attract, and in turn, cater for high levels of visitation. Formal Parks complement the existing cultural landscapes within the Adelaide Park Lands and create new landscapes that reflect our diverse cultural identity, offer beauty and delight, and provide opportunities for active and non-active recreation. Formal Parks provide opportunities for socialisation and the development and strengthening of communities and our collective identity.

Formal Parks include ornamental garden areas containing both native and exotic plant species and may include paved plazas and opportunities for events of various sizes.

Sport and Recreation

The Adelaide Park Lands is the home of metropolitan sport and caters for the needs of organised competitive sport, as well as more casual sporting pursuits and informal recreation opportunities.

Sporting areas in the Adelaide Park Lands typically consist of large areas of irrigated open space for ovals and pitches, hard surface and courts, and are partially bounded by trees providing a visual backdrop and shade for spectators.

Recreation areas include riparian corridors, walking and cycling trails, formal and informal open spaces.

| Indicator | Target | Baseline |
|-------------------------|--|----------------------------------|
| Community Access | Return Helen Helen Mayo Park/Tulya Wardli (Park 27C) to Park Lands purpose | Limited community access and use |
| Landscape Types | Clearly identified landscape types appropriate to location | Five pre-European typologies |

Figure 4 – Places and Spaces – Targets

The Adelaide Park Lands will continue to provide for sport and recreation opportunities and prioritise open accessible spaces for the public to enjoy outside of programmed sport and recreation times.

Identified through master planning, increasing the offering of active recreation facilities will provide residents and visitors access to infrastructure such as running loops, urban nature trails and equipment-based exercise. These offerings will be in close proximity to community buildings, Adelaide Park Lands Trail and public transport networks.

Acknowledging that certain uses may temporarily restrict access to particular parts of the Adelaide Park Lands ensures that uses such as organised sport can occur.

Playspaces

The Adelaide Park Lands are home to a number of highly valued playspaces which are used by city residents and visitors to the Adelaide Park Lands.

Planning for the renewal of play spaces will be identified through master planning of parks and precincts and provide the opportunity for innovation and contemporary design considerations to achieve interesting and dynamic outdoor playspaces.

Playspaces in the Adelaide Park Lands will be designed to:

- Consider Kaurna culture and heritage
- Be equitable, inclusive, accessible and promote

flexible use and incorporate elements that allow for challenge and risk, augmented, intergenerational and nature play

- Provide diversity in learning and play experiences and minimise duplication of play experiences with adjoining councils
- Where appropriate, use the natural landscape features as the basis for play, including creeks and water bodies and other natural systems and minimise the use of non-natural materials, elements and impervious surfaces
- Where appropriate, playspaces will be linked to the Adelaide Park Lands Trail, within close proximity to active transport or co-located with other facilities, such as community buildings.

Events

With a dynamic cultural life, Adelaide has an enviable reputation as one of the world's most liveable cities. It hosts a year-round calendar of events and activities that delight, inspire and engage local, national and international audiences.

The Adelaide Park Lands offers a wonderful backdrop for a huge variety of events. Its diverse range of beautiful open spaces host major events through to small-scale community events and weddings.

Acknowledging that certain uses may temporarily restrict or prevent access to particular parts of the Adelaide Park Lands ensures that uses such as ticketed events can occur.

Priorities

The following new moves are identified to guide improvements towards 2036:

Helen Mayo Park/Tulya Wardli (Park 27C)

Deliver a master plan and commence return of Helen Mayo Park/Tulya Wardli (Park 27C) to an Adelaide Park Lands destination connecting the North Terrace Health and Education Precinct and Karrawirra Pari to the city.

New Women's and Children's Hospital Linkage

The site will be developed over the next 10 to 15 years and requires integration and connectivity within the wider Bonython Park and Riverbank Precincts.

Community Buildings

Upgrade prioritised buildings within the Adelaide Park Lands to offer purpose-designed, safe and accessible facilities, whilst also providing multi-function spaces for flexible community use.

Adelaide Aquatic Centre Integration

A new Adelaide Aquatic Centre will be built immediately south of the existing facility at Denise Norton Park/Pardipardinyilla (Park 2) in the northern Adelaide Park Lands as an all electric, sustainable and contemporary aquatic facility. The intergeneration and connectivity of the new facility with the wider Adelaide Park Lands will be a key priority and deliverable of master planning for the Northern Park Lands.

Light Square/Wauwi Master Plan

Deliver a master plan for Light Square/Wauwi that explores connection and care for country, improved tree canopy, succession planting, heritage values, transport, walking and cycling connectivity, events, adjacent uplift and future uplift potential, climate change mitigation, artwork and cultural celebrations, smart technology and increased residential population and changing demographics.



Northern Park Lands Master Planning

Undertake master planning for the Northern Park Lands (Parks 2, 3, 4, 5, 6) that provides for consideration of Kurna culture, intergeneration of the Adelaide Aquatic Centre, consideration of the closure of Lefevre Road, improved connections to surrounding suburbs and delivers a high quality natural asset for the community.

Bonython Park/Tulya Wardli (Park 27) Master Plan

Deliver a master plan for Bonython Park/Tulya Wardli (Park 27) that provides improvements to the broader Precinct including Kurna culture, greening, playspaces, connectivity and integration with the New Women's and Children's Hospital.

Master Plans for the Squares

Prepare master plans for Hurtle Square/Tangkairra, Hindmarsh Square/Mukata and Wellington Square/Kudnartu to respond to growth in the city and changing community needs.

Whitmore Square/Iparrityi Stage 2 Implementation

Deliver the Whitmore Square/Iparrityi Master Plan through asset renewal and succession planting, to build upon improvements already delivered through lighting and path upgrades.

Victoria Park/Pakapakanthi (Park 16) Implementation


Commence the staged implementation of recommendations within the Victoria Park/Pakapakanthi (Park 16) Master Plan in collaboration with the local community, stakeholders and land managers to improve accessibility and amenity throughout Victoria Park/Pakapakanthi (Park 16).

Reimagining Rymill Park/Murlawirrapurka (Park 14)

Continue improvements aligned to the Rymill Park/Murlawirrapurka (Park 14) Master Plan including new landscaping and tree planting and creation of promenades. Enhance the kiosk to improve the quality of experience for users and restore the ornamental lake with sustainable water sources.







Goal 2

Connections and Networks

Goal 2 — Connections and Networks

Strategies

The Adelaide Park Lands are a network of connected parks

Strategy 2.1

Improve the Adelaide Park Lands Trail linking all parks and providing a pleasant and convenient cycling and walking route.

The Adelaide Park Lands connect the city to the inner suburbs

Strategy 2.2

Connect the Adelaide Park Lands with the hills, coast and metropolitan open space network.

Strategy 2.3

Improve public and active transport connections with Adelaide Park Lands.

Strategy 2.4

Improve safety, universal design and connectivity within and to the Adelaide Park Lands.

The Adelaide Park Lands are easily identifiable

Strategy 2.5

Develop an identifiable landscape character for Adelaide Park Lands edges (urban address).

Strategy 2.6

Create a strong, cohesive overall Adelaide Park Lands identity.

The Adelaide Park Lands invite exploration and are safe and easy to access and move around in, day and night

Strategy 2.7

Install wayfinding signage enhancing the legibility of paths and connections across the Adelaide Park Lands.

Strategy 2.8

Develop a network of bicycle parking and bicycle hire

facilities across the Adelaide Park Lands.

Strategy 2.9

Establish shared walking and cycling paths throughout the Parks that include safe connections and crossing points.

Strategy 2.10

Create a path network within each park that complements the landscape character and desired use of the park.

Strategy 2.11

Provide car parking on and adjacent to the Adelaide Park Lands only where need has been demonstrated and no reasonable alternative exists.

Strategy 2.12

Incorporate smart technology in priority locations across the Adelaide Park Lands including technologies such as pedestrian counters.

Strategy 2.13

Strengthen the urban address of the Adelaide Park Lands through large tree species and native plantings.

Strategy 2.14

Enhance the Adelaide Park Lands Trail.

Strategy 2.15

Provide lighting to support safe movement throughout the Adelaide Park Lands balanced with preservation of environmental values and biodiversity.

Movement Types

The spatial planning approach for movement explains the variety of ways in which safe and legible connections into and through the Adelaide Park Lands are provided, allowing users to access the diversity of activities and attractions that are on offer.

Promenades

Promenades provide key pedestrian and cycle connections into significant activity centres within the Adelaide Park Lands, linking to both the surrounding

suburbs and the city, tying in with major metropolitan pedestrian routes and bikeways and cross-city links. Promenades provide important connections through the Adelaide Park Lands connecting the city to Greater Adelaide and beyond.

With a high level of finish and amenity and a minimum width of 5m, promenades are typically tree-lined with ornamental planting, lighting, seating, wayfinding and interpretive signage. They are destinations in their own right, and serve as major movement corridors.

Urban Address

The urban address provides a structured, designed perimeter to the Adelaide Park Lands with a level of amenity to attract and welcome people. It is a transitional space designed to encourage and entice exploration deeper into the Adelaide Park Lands. More legible entries and open views (where appropriate) visually and physically connect people to the opportunities within. It provides comfort and amenity for use as a place in its own right.

The urban address plays an important wayfinding role, paying particular attention to major pedestrian and cycle links connecting the city to Greater Adelaide.

It responds to anticipated growth to inner-rim suburbs surrounding the Adelaide Park Lands and to outer edges of the city. The urban address reverses the focus from the city providing an interface that looks outward to the inner suburbs.

Adelaide Park Lands Trail

The Adelaide Park Lands Trail provides an iconic recreational circuit linking Adelaide Park Lands Precincts and offering varying levels of amenity. In some locations, the Trail provides connectivity to the Greater Adelaide strategic walking and cycling network.

Typically it includes a 3m sealed surface, tree-lined edges and a consistent character at path intersections, road crossings and rest points. Lighting is strategically provided to key sections of the Trail based on levels of night-time use.

Where the Park Lands Trail location coincides with another movement type, the Trail will take precedence, except where the other movement type is of a higher quality or amenity, for example a promenade.

Edge Paths

Edge paths provide routes along the Adelaide Park Lands where they interface with roads, providing pedestrian and cycle links associated with the road network.

Edge paths provide connections along the Adelaide Park Lands perimeter creating a variety of informal recreational circuits and providing transition between built form, transport infrastructure and park.

Walking and Running Trails

Walking and running trails within the Adelaide Park Lands are developed to provide a variety of experiences across a range of park types.

Typically these trails provide connections within a park or informal planting area and connect more broadly via other path networks.

Walking trails and running tracks include wayfinding and interpretive signage that may range from information regarding biodiversity in the Adelaide Park Lands, to distance markers for runners and walkers.

Shared Paths

Shared paths provide the balance of connections in the Adelaide Park Lands. They provide a base level of connection for walking and cycling, offering varying levels of amenity depending on location.

Typically they include a sealed surface with a consistent width to enable shared use. Shared paths often connect to active transport routes linking active cross-city links through to greater Adelaide and beyond. These may be lit depending on location and frequency of night-time use.

Access Roads and Car Parking

Access roads and car parks will allow for restricted vehicular access into the Adelaide Park Lands with car parking accommodated in some locations. Car parking and access roads will be integrated into the landscape with sensitivity, incorporating trees and other plantings, as well as Water Sensitive Urban Design techniques. The design of access roads and car parking should complement their Adelaide Park Lands setting, using permeable surfaces rather than black asphalt and avoiding traditional kerbing. Car parks will be designed to be flexible encouraging multiple uses, such as market stalls, events, street court sports and recreation.

Fencing

The design of access roads and car parking should complement their Adelaide Park Lands setting, using permeable surfaces rather than black asphalt and avoiding traditional kerbing. Car parks will be designed to be flexible encouraging multiple uses, such as market stalls, events, street court sports and recreation. Consideration should be given to low scale, open and discrete fencing options.

Where possible, fencing for temporary activation of a park should be temporary in order to maximise community access to the Adelaide Park Lands. Heritage fencing may be maintained to preserve heritage connections.

Smart Technology

The incorporation of smart technology will be considered to assist in the planning and management of the Adelaide Park Lands, including sensors to capture visitor numbers, path usage, dwell time and micro-climate data.

Priorities

The following priorities will enhance and protect the Adelaide Park Lands.

Greenhill Road Corridor

Provide improvements to the Greenhill Road Corridor including an expanded east-west walking and cycling connection, wayfinding and storytelling, safer road crossings, shade and amenities

Great Connections

Improve pedestrian and cycling networks with regular and safe crossing points, amenity along the route and path lighting.

The Urban Address

Provide an increased level of amenity and attraction along Adelaide Park Lands frontages to both the city and inner-rim suburbs with a focus on park entries to encourage and entice further exploration deeper into the parks.

Amazing Art

Consider permanent and temporary displays of art including art trails and interactive artworks across the Adelaide Park Lands.

Lights, Lights, Lights

Provide wildlife appropriate lighting along key paths, at recreation hubs, sporting ovals and the urban address to support increased night-time use and improve safety.

Shade Avenues

Reinstate heritage planting avenues and review opportunities for new avenue planting to provide shade for users.

Wayfinding and Interpretation

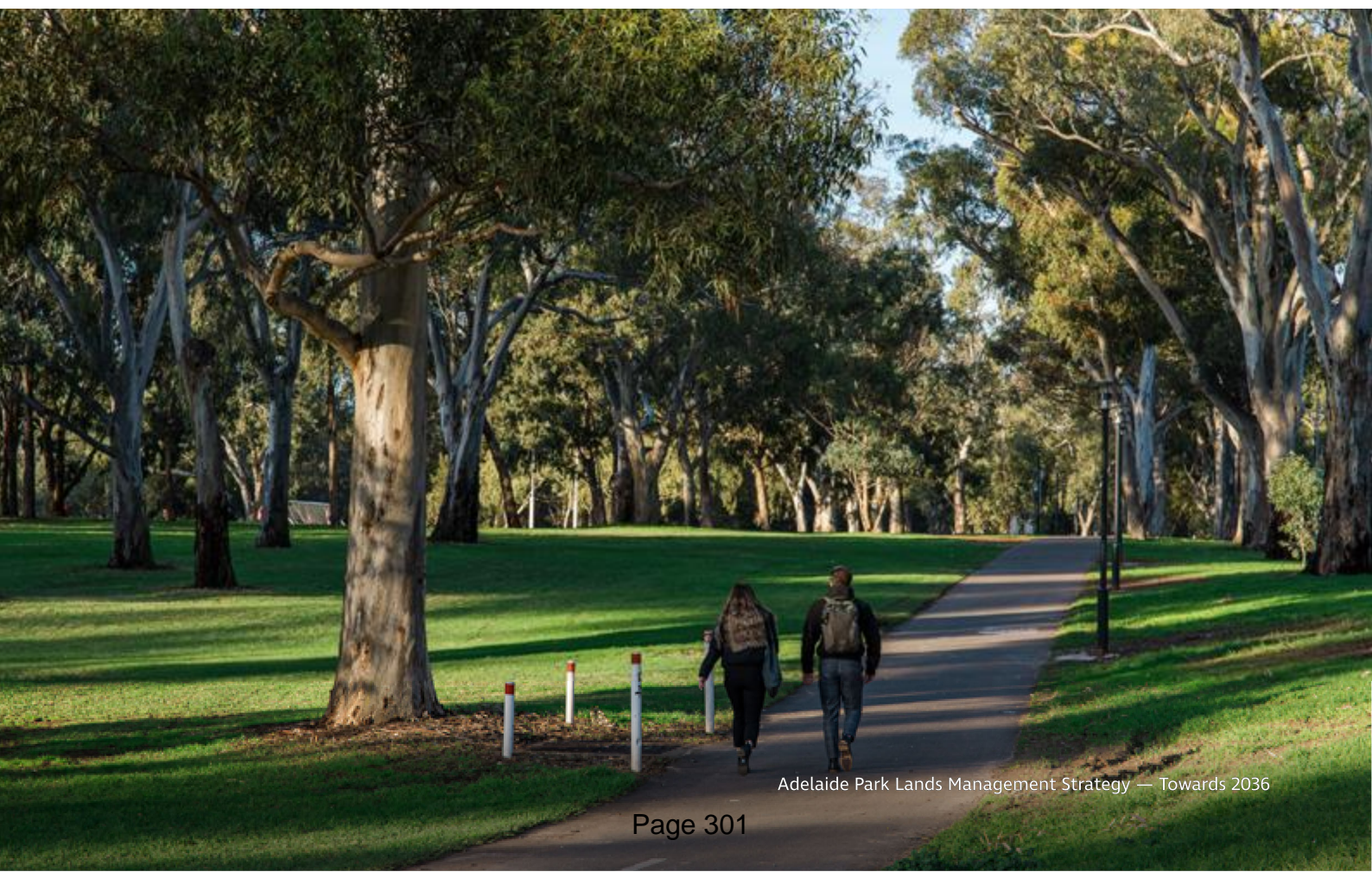
Continue to install wayfinding and interpretive signage across all parks as necessary, particularly when associated with other park upgrades, including opportunities for the expression of Kaurna culture.

Adelaide Park Lands Trail


Enhance the Adelaide Park Lands Trail through wayfinding, safer road crossings, shade for users and incorporate storytelling and amenities along the way.

| Indicator | Target | Baseline |
|--|---|---|
| Clear path hierarchy across Adelaide Park Lands | Provide clear path hierarchy for all new projects from 2024. | Adopt an Adelaide Park Lands path and trail asset hierarchy. |
| Safe road and path crossing points | Undertake safety upgrades to all road crossings by 2036. | Prioritise crossings with the highest traffic volumes over 20,000 vehicles per day. |
| Active transport users | Increase number of active transport users by improving Adelaide Park Lands pathways, lighting and signage. | 1,342 movements (2022 Super Tuesday counts) |
| Car parking | Reduce existing car parking on council managed land based on precincts usage and asset renewals each year. Investigate long stay Adelaide Park Lands parking and define reduction targets to 2036. | 2,346 car parking spaces (2022 Audit) |
| Connectivity with surrounding bicycle networks | Ensure connections are maintained and where possible improved with all surrounding bicycle networks with a preference for off-road connections. | River Torrens Linear Path Marino Rocks Greenway/ Mike Turtur Bikeway Rugby/Porter Bikeway Outer Harbor Greenway |

Figure 5 – Connections and Networks – Targets





The background image is a composite of three aerial photographs. The top half shows a dense urban skyline with various high-rise buildings and construction cranes. Below the skyline is a large, vibrant green park with scattered trees and a winding path. The bottom section of the image shows a body of water, possibly a river or lake, with a concrete embankment and some vegetation. A large, semi-circular brown overlay is positioned on the left side of the image, containing the text for Goal 3.

Goal 3

Natural Systems, Cultural Landscapes and Climate Resilience

Goal 3 — Natural Systems, Cultural Landscapes and Climate Resilience

Strategies

The Adelaide Park Lands are a place of natural beauty and Kaurna cultural significance

Strategy 3.1

Recognise, promote and protect sites of Kaurna cultural heritage and significance and work with Kaurna people to provide education to the community about these sites.

Strategy 3.2

Provide a positive visitor experience of sites of cultural significance.

Strategy 3.3

Establish a range of natural, ornamental and cultural landscapes celebrating the diversity of the Adelaide Park Lands.

The Adelaide Park Lands celebrate biodiversity

Strategy 3.4

Through Biodiversity Sensitive Urban Design enhance biodiversity in the Adelaide Park Lands and provide food resources and habitat for targets species.

Strategy 3.5

Continue to protect and seek to expand Key Biodiversity Areas.

Strategy 3.6

Seek opportunities to improve the condition of remnant vegetation.

Strategy 3.7

Participate and lead in global urban biodiversity initiatives and research.

The Adelaide Park Lands are water sensitive, with healthy watercourses

Strategy 3.8

Enhance the ecological health of Adelaide Park Lands watercourses, including water quality improvement.

Strategy 3.9

Ensure sustainable water use across the Adelaide Park Lands.

The Adelaide Park Lands are climate resilient

Strategy 3.10

Strengthen the Adelaide Park Lands' role in developing a climate resilient city.

Strategy 3.11

Design and manage the Adelaide Park Lands to be resilient to increased use due to population growth.

Strategy 3.12

Retain and strengthen distinctive mature tree species through succession planting.

Strategy 3.13

Seek opportunities to increase greening and tree canopy, including through community participation.

Strategy as 3.14

Understand the risks for tree species and biodiversity from pests, diseases and climate change and develop adaptation responses.

The Adelaide Park Lands are valued as a National Heritage site worthy of World Heritage Listing

Strategy 3.15

Ensure the values of the National Heritage Listing are protected and promoted.

Strategy 3.16

Progress World Heritage Listing of the Adelaide Park Lands and City Layout.

Strategy 3.17

Demonstrate best practice in managing heritage assets.

Strategy 3.18

Retain existing spatial layouts and pathway alignments which are part of the National Heritage Values of the Adelaide Park Lands.

Strategy 3.19

Maintain and enhance views and vistas to the skyline and Adelaide Hills through carefully planned tree planting and spatial arrangements to reinforce the open and expansive character of the Adelaide Park Lands.

The Adelaide Park Lands are a place of shared appreciation and knowledge

Strategy 3.2

Share knowledge, provide education and promote Adelaide Park Lands values to ensure the Adelaide Park Lands are appreciated and recognised as a unique asset for South Australia.

Biodiversity

The natural heritage and biodiversity within the Adelaide Park Lands is one of its most valuable components. We are fortunate to have pockets of vegetation that have lineage back to pre-European times when Kaurua Miyurna were primary custodians of the Adelaide Plains.

These vegetation pockets, along with soil indicators, provide important clues to how we can manage the land and encourage and support more native species and biodiversity to return to the city.

Planting of diverse native species will be according to the five pre-European planting associations occurring in the Adelaide Park Lands to enhance and expand Key Biodiversity Areas.

Key Biodiversity Areas

A Key Biodiversity Area is a management boundary that prioritises high value native biodiversity. At least one Key Biodiversity Area is in each of the five recognised pre-European vegetation communities across the Adelaide Park Lands.

Key Biodiversity Area groups are of medium and high-quality biodiversity with remnant vegetation or

native revegetation. This improves ecological connectivity and facilitates movement of animals and plant material (eg seed) across and between Key Biodiversity Areas. Creating space for plants and wildlife to move makes our Park Lands more resilient to threats presented as climate change, disease, pests and more.

Plant species that have adapted, been selected, or survived the local conditions of soil, temperature and rainfall are most likely to survive with little additional intervention. These plants also attract and support the native fauna species that assist with pollination, relying on them for food and shelter.

Key Biodiversity Areas embrace the open woodland and grassland aesthetic of the original Adelaide Plains. They enhance and protect areas of significant biodiversity and remnant vegetation while providing a recreation opportunity to escape from the city and suburbs into a natural landscape experience for walking and discovery, picnicking and playing, roaming and relaxing.

Woodland and grasslands seek to re imagine and provide access and engagement with the landscape through opportunities for interpretation to gain a deeper understanding of Adelaide's pre-European vegetation and ecosystems.

Tree canopy and greening

The Adelaide Park Lands has varied levels of tree canopy cover. The aim is to provide an overall increase in canopy cover that is balanced with the open space and recreational requirements of the community.

This will include succession planting in existing areas as well as new climate resilient canopy trees. Natural shade will be provided adjacent trails and paths to improve amenity and cooling.

Riparian

Riparian landscapes in the Adelaide Park Lands include creeks, rivers, wetlands, lakes, stormwater detention

basins and swales. Typically they traverse other landscape types and respond to their context in terms of character, amenity and use.

Riparian landscapes seek to improve and enhance water courses and bodies to rehabilitate aquatic habitats that support ecosystem services and biodiversity. They provide opportunities to engage with water and create more accessible banks, boardwalks and bridges. Where possible this also includes water related recreational activities, such as kayaking and bird-watching. Improvements to water quality are also achieved through appropriate riparian planting, stormwater management and Water Sensitive Urban Design (WSUD) techniques.

Brown Hill Keswick Creek Catchment

The southern area of Adelaide is a catchment of the Brown Hill Keswick Creek system where Gleeson Creek and other waterways west of Mount Osmond enter the City of Adelaide in Victoria Park/Pakapakanthi (Park 16) and flow along the southern Park Lands westward to Blue Gum Park/Kurangga (Park 20) to join Glen Osmond Creek as part of the urban drainage network within the City of Unley.

In the western Park Lands, the city also contributes stormwater runoff to Keswick Creek from as far as the Central Markets, via GS Kingston Park/Wirrarninthe (Parks 23), Ellis Park/Tampawardli (Park 24) and Gladys Elphick Park/Narnungga (Park 25) drainage networks.

River Torrens/Karrawirri Pari Catchment

The River Torrens/Karrawirra Pari catchment flows from the upper catchment in the Torrens Valley from the north, east and also via smaller creeks on the south eastern side of the city ultimately draining through the centre of Adelaide, filling the Torrens Lake and discharging downstream beyond Bonython Park/Tulya Wardli (Park 27) to the coast via the City of West Torrens.

Botanic Creek, along the city's east side, is the only tributary in the City of Adelaide which flows into the River Torrens/Karrawirra Pari.

Stormwater

Throughout the Adelaide Park Lands, stormwater discharge points direct runoff from city streets towards the main water courses.

Primary water systems include:

- River Torrens/Karrawirri Pari
- Park Lands Creek
- Botanic Creek
- Wirrarninthe Wetlands
- Pakapakanthi Wetlands

Stormwater systems will be designed to minimise urban stormwater contaminants from polluting waterways.

Water Features

Constructed water features are located throughout the Adelaide Park Lands for amenity purposes and stormwater detention. Key water features include:

- Rymill Lake and fountain
- Bonython Park/Tulya Wardli (Park 27) Boat Pond
- Veale Gardens creek
- Himeji Gardens
- Victoria Square/Tarntanyangga fountain.

Water Use

Water used in the Adelaide Park Lands includes potable mains, groundwater, recycled wastewater and surface water from the River Torrens/Karrawirra Pari. The City of Adelaide is the major user of the Glenelg to Adelaide Park Lands recycled water network using 90% of non-potable water for irrigation. Expanding the use of sustainable water networks to support Adelaide Park Lands amenity and recreational spaces for a greener and cooler Adelaide Park Lands in the face of a changing climate is our preferred strategy.

Heritage

Heritage includes natural assets and built form together with cultural associations and practices. Enhancing heritage provides the opportunity to increase awareness and protection of the Adelaide Park Lands to ensure values are retained into the future.

The cultural significance of a place is defined as the aesthetic, historic, scientific, social, or spiritual value for past, present, or future generations. It is embodied in the place itself, in its fabric, its setting, its contents, in the associated documents, in its use, and in people's memories and association with the place.

World Heritage

The City of Adelaide, in partnership with Adelaide Hills Council (representing councils across the Mount Lofty Ranges) is working on a joint bid for World Heritage Status for the Adelaide Park Lands and City Layout, along with the rural settlement landscapes of the Mount Lofty Ranges. The support received from state government will allow the councils to work together with confidence to produce the official document to be submitted to the World Heritage Centre.

National Heritage

The Adelaide Park Lands and City Layout was included on the National Heritage List by the Minister for Environment, Heritage and the Arts on 7 November 2008.

The following National Heritage conservation principles apply to the Adelaide Park Lands:

- The National Heritage values are the basis for the future conservation and management of the Adelaide Park Lands and City Layout.
- Conserve the Adelaide Park Lands and City Layout in accordance with the principles and practices of the Australia ICOMOS Charter of Places of Cultural Significance (the Burra Charter) and its future revisions.
- Retain, conserve, and restore the identified

heritage attributes of the Park Lands and City Layout, including their form, spatial arrangements and fabric.

- Retain the Park Lands and City Squares as public land for the use and enjoyment of all South Australians.
- Promote and allow ongoing use, change, development and maintenance of the Park Lands and City Squares whilst retaining their cultural heritage significance.
- Fulfil the objectives and statutory principles of the *Adelaide Park Lands Act 2005*.
- Observe and comply with the legislative requirements arising from the EPBC Act 1999, Heritage Places Act 1993 and Planning, Development and Infrastructure Act 2016.
- Promote the National Heritage Values of the Adelaide Park Lands and City Layout through education and interpretation programs to enhance appreciation of their significance to all Australians.
- Record changes to the Adelaide Park Lands and City Layout which affect their National Heritage value.
- Regularly monitor the condition and integrity of the National Heritage Values.

State Heritage

The South Australian Heritage Council has recommended the Adelaide Park Lands, Squares and City Layout be recommended to the Minister for Planning for State Heritage Area consideration.

State and Local heritage items are found throughout the Adelaide Park Lands.

Cultural Heritage

The Adelaide Park Lands are located on Kurna Yarta (Country). The land that forms the Adelaide Park Lands and the River Torrens/Karrawirra Pari have significant cultural and spiritual value for the Kurna People. Information regarding the Kurna heritage of the Adelaide Park Lands is included in the Precinct Plans section of this Strategy.

Priorities

The following priorities will enhance and protect the Adelaide Park Lands:

Kaurna Country Charter

Co-develop a Kaurna Country Charter with input from Kaurna People, City of Adelaide and Government of South Australia to inform decision making for the Adelaide Park Lands that provides guidance to support the implementation of a Connecting with Country Framework.

Restore Riparian Corridors

Realign and naturalise creek networks to improve water quality, biodiversity movement and fauna habitat. Incorporate opportunities for informal recreation and nature play, boardwalks and walking trails, and wayfinding and interpretive signage.

Strategic Water Resources

Improve the sustainable sourcing and use of water throughout the Adelaide Park Lands for sport, recreation, planting, amenity and cooling.

Greening and Canopy Cover

Increase tree canopy cover, reduce hard surfaces in the Adelaide Park Lands, prioritising areas that are the most vulnerable to heat and where tree canopy is at risk from climate change.

UNESCO World Heritage Bid

Recognised as one of the most complete examples of nineteenth-century colonial planning, achieving UNESCO World Heritage status for the Adelaide Park Lands and City Layout would bring international recognition and attention to our region, be a source of local, state and national pride, and boost optimism and investment.

| Indicator | Target | Baseline |
|---|---|---|
| Kaurna Knowledge and Capacity Building | Aboriginal people employed to work in the Adelaide Park Lands. | Aboriginal rangers engaged |
| New Key Biodiversity Area in Park 23 | Improve the revegetation and habitat qualities of GS Kingston Park/Wirrarninthe (Park 23) to support reclassification as a Key Biodiversity Area (KBA) by 2025. | Six existing KBAs |
| Water Quality | Across the three receiving water bodies in the City of Adelaide: 80% reduction in suspended solids 90% reduction in gross pollutants 60% reduction in phosphorus 45% reduction in nitrogen. | 1,122,282 kg/yr 307,939 kg/yr 2,391 kg/yr 13,068 kg/yr |
| River Health | Reduce Torrens Lake carp density to 50 kg/ha by 2026 and maintain the density below this threshold to 2030. | 65 kg/ha |

Figure 6 – Natural Systems, Cultural Landscapes and Climate Resilience – Targets



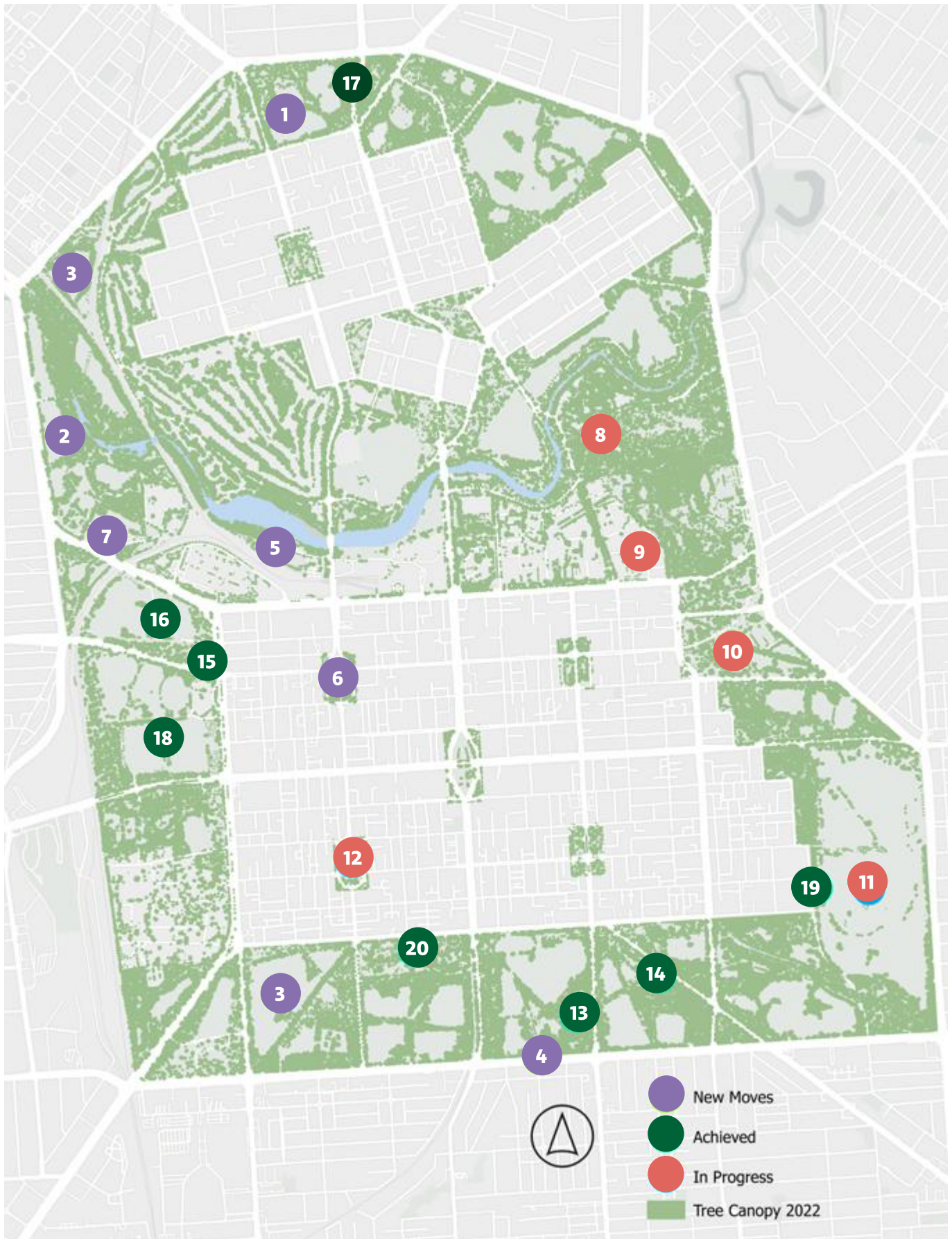
The following Strategic Priorities have been identified through the development of this Strategy. The priorities have been identified through community and stakeholder consultation and through the Government of South Australia and City of Adelaide priorities.

Also highlighted are Strategic Priorities which are currently In Progress or have been Achieved that were identified through the Adelaide Park Lands Management Strategy (2015–2025) or through state government priorities.

Projects without numbers are not location specific, they are Adelaide Park Lands-wide priorities.



Strategic Priorities



New moves



1 Adelaide Aquatic Centre Development



2 Bonython Park/
Tulya Wardli (Park 27)
Master Plan



3 Community Buildings



4 Greenhill Road Corridor



5 Helen Mayo Park/Tulya Wardli (Park 27C)



Kaurna Country Charter



6 Light Square/
Wauwi Master Plan



7 New Women's and
Children's Hospital Linkage



Strategic Water Resources

In progress



Adelaide Park Lands Trail



8 Adelaide Zoo and Botanic Gardens Master Plan Implementation



Amazing Art



Great Connections



Greening and Canopy Cover



Lights Lights Lights



9 Lot Fourteen Implementation



Master Plans for the Squares



10 Reimagining Rymill Park/ Murlawirrapurka (Park 14)



Restore Riparian Corridors



Shade Avenues



The Urban Address



UNESCO World Heritage Bid



11 Victoria Park/Pakapakanthi (Park 16) Implementation



Wayfinding and Interpretation



12 Whitmore Square/Iparrityi Stage 2

Achieved



13 BMX and Youth Activity Hub

An expanded BMX track including multiple skill level training tracks creating a significant destination in Blue Gum Park/Kurangga (Park 20) with associated attractions including nature and adventure play complemented by the adjacent Tree Climb course and kiosk.



14 Central Park in the South

Nestled under the protective boughs of an expansive Moreton Bay fig, the much loved Pelzer Park/Pityarilla (Park 19) play space has undergone a major refurbishment. Interactive water play elements allow children to weave a flow of water through rock and sand paths. Traditional play equipment sits alongside cubby house structures inspired by Aboriginal Wurlies.

The creek bed weaves through the centre of the hub home to thousands of new plants.



15 City Skate Plaza

Located next to West Terrace and nestled in the Adelaide Park Lands, City Skate is a facility built for skating, BMX and other wheeled sports from levels beginner to advanced skill levels.

City Skate is the largest skate park in South Australia and attracts local, national and international events



16 Newmarket Urban Park

Gladys Elphick Park/Narnungga (Park 25) now provides a wide range of user experiences serviced by high quality infrastructure including the sports hub and new skate facility.

The park has been transformed with high quality irrigated lawn areas together with natural settings providing a range of passive and recreational pursuits. The urban address has been enhanced attracting people and providing a transition between the Park Lands and the north-west sector of the city.



17 Northern Activity Hub

The Northern Activity Hub includes upgraded tennis courts, new fencing, basketball rings and tennis nets.

A community hub provides a small plaza, seating, BBQs, and outdoor exercise facility

Newly planted trees, entry statement plantings and landscape treatments create a shaded setting with improved shared paths and pedestrian lighting increasing accessibility for the community.



18 People's Park of the West

Ellis Park/Tampawardli (Park 24) continues to be used for a wide range of sporting and cultural uses. With a large amount of open space the plateau continues to provide an ideal location for large events and concerts.

Improvements to user experience included consolidation of buildings, upgrades to vehicular and pedestrian access and safety to the Adelaide High School and new community sports building.



19 Victoria Park/Pakapakanthi (Park 16) Master Plan

The Victoria Park/Pakapakanthi (Park 16) Master Plan sets a vision for Victoria Park to:

- Be greener, cooler and more climate resilient
- Celebrate cultural and social values
- Provide space for community use and connection to
- Be biodiverse and improve Adelaide's open grassy woodland landscape character
- Provide quality community sports and recreation
- Attract and support diverse events and activities.



20 Vibrant Veale

Veale Gardens, located within Veale Park/Walyu Yarta (Park 21), continues to be a popular place for wedding ceremonies as well as informal recreation.

Accessibility has been improved with replacement footbridges, and improvements to the creek were made to prevent water overflow and soil erosion, ensuring users can continue to enjoy the gardens.



Part C

Implementation
Partnerships
Investment

Adelaide Park Lands Precinct Plans

Individual parks within the Adelaide Park Lands have been grouped into precincts which are unique to the Adelaide Park Lands Management Strategy and allow for planning considerations to be provided at the Precinct level.

The boundaries of the 11 Precincts, Squares and Gardens were determined using the following factors:

- Existing and proposed landscape character
- Communities of interest in the city and inner suburbs
- Adjacent council boundaries
- Major infrastructure and transport corridors
- Management arrangements including third party responsibilities.

All Precincts are informed with reference to existing state and local government strategies and plans.

Each Precinct Plan provides a high level overview of site context, heritage and natural systems and identifies future drivers for change.

Master planning will generally be the next stage of planning for the Precincts. The Precinct Considerations identified in the Precinct Plans will assist in site analysis and identifying future opportunities. Once a master plan is approved by the relevant landowner for a Park or Precinct, this information will take precedence.

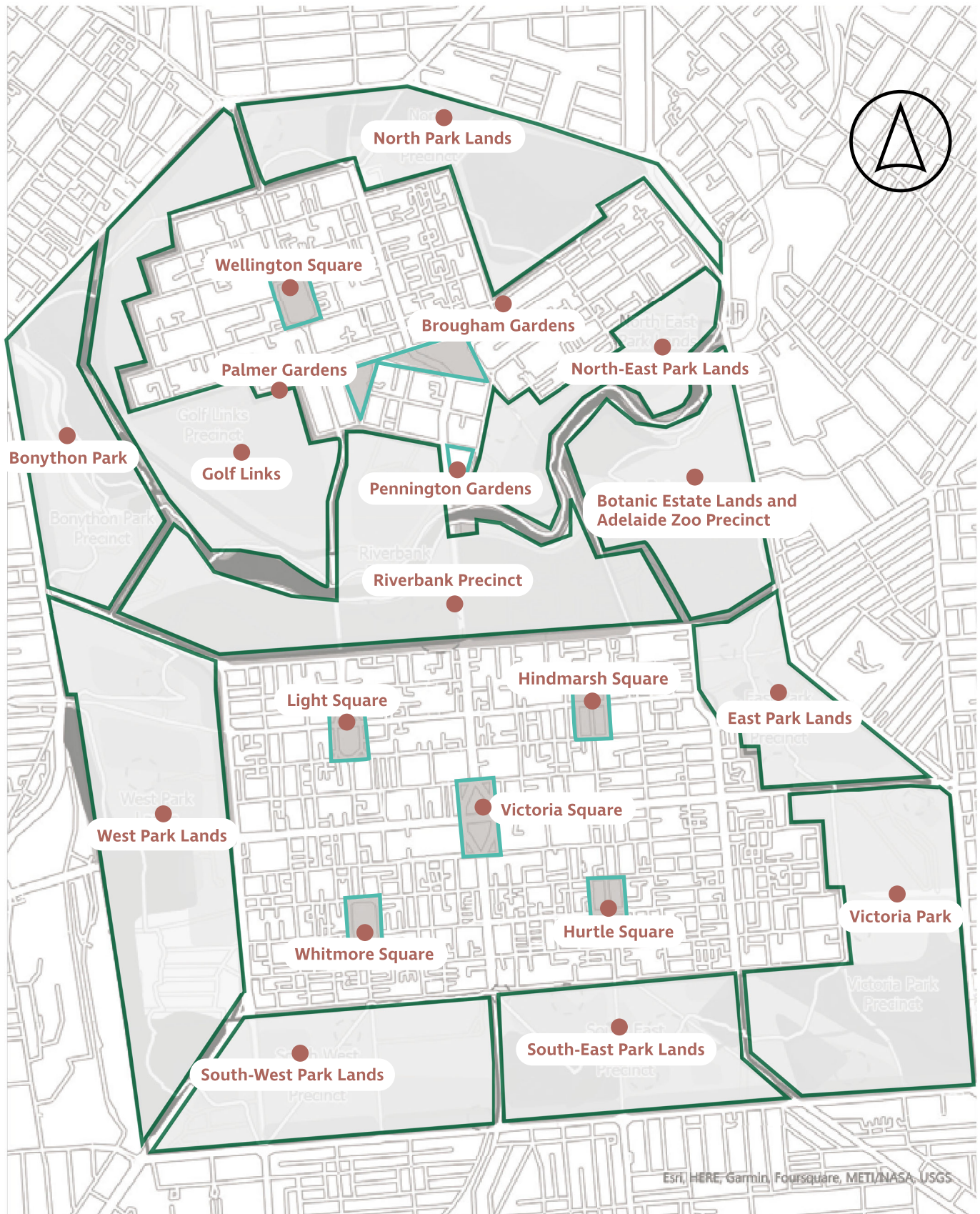
Descriptions of Kaurua and European cultural heritage draws on the work of:

- National Heritage Management Plan for the Adelaide Park Lands and City Layout
- Community Land Management Plan for the Adelaide Park Lands
- Adelaide Park Lands and Squares Aboriginal Heritage (Australian Cultural Heritage Management, 2005)
- Adelaide Park Lands and Squares Cultural Landscape Assessment Study (David Jones 2007) which highlights the works of landscape designers and gardeners John Ednie Brown, August Pelzer and William Pengilly.

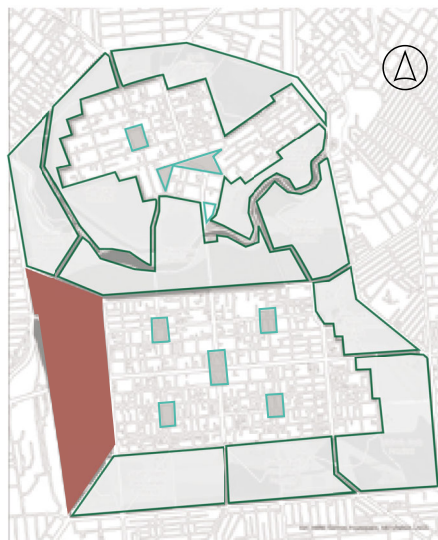
The Precincts are:

- West Park Lands Precinct
- South-West Park Lands Precinct
- South-East Park Lands Precinct
- Victoria Park Precinct
- East Park Lands Precinct
- North Park Lands Precinct
- Golf Links Precinct
- Bonython Park Lands Precinct
- River Bank Precinct
- Botanic Estate Lands and Adelaide Zoo Precinct
- North-East Park Lands Precinct
- Squares and Gardens

Adelaide Park Lands Precincts, Squares and Gardens



West Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- G S Kingston Park/Wirrarininthi (Park 23)
- Ellis Park/Tampawardli (Park 24)
- Gladys Elphick Park/Narnungga (Park 25)

Size of Precinct

121 hectares or 13% of the total area of the Adelaide Park Lands

Tree Count and Canopy

22.5% canopy cover provided by 6,846 trees

Key Precinct Uses / Features

- G S Kingston Park/Wirrarininthi (Park 23)
- West Terrace Playground
- Ellis Park/Tampawardli (Park 24), City Skate
- Narnungga Urban Forest
- Karen Rolton Oval
- Wirrarininthi Wetland and Education Trail
- West Terrace Cemetery
- Adelaide High School

Context

The West Park Lands Precinct is bordered by rail lines to the west, West Terrace to the east and several arterial roads dissecting the Precinct. Despite containing a diverse range of places and landscapes, including two State Heritage Places (Adelaide High School and West Terrace Cemetery), four city gateways, a large dedicated events space, over 18 hectares of playing fields, three important biodiversity sites and around 48 hectares of open woodland, the West Park Lands Precinct has one of the lowest levels of visitation of all the Adelaide Park Lands Precincts.

Kaurna

There are general references to regular use of this area as a camping venue by Aboriginal peoples pre-contact and post-contact and there is also a record of a stone flake artefact found on these grounds. In 1844 Ellis Park/Tampawardli (Park 24) was the site of a planned fight between Kaurna people and Ngarrindjeri people which was prevented by police.

Aboriginal people are buried in West Terrace Cemetery and the playground in G S Kingston Park/Wirrarininthi (Park 23) was frequented by Aboriginal children living in the West End of Adelaide during the 1930s to 1950s.

European

G S Kingston Park/Wirrarininthi (Park 23) retains its general shape and form as planned by Colonel William Light, and has substantial early tree planting including perimeter plantations. The park is dominated by the highly significant West Terrace Cemetery, a State Heritage Place which contains remnant exotic and indigenous vegetation as well as built features.

Ellis Park/Tampawardli (Park 24) and Gladys Elphick Park/Narnungga (Park 25) retain their original shape and form as devised by Colonel William Light. They reflect the philosophies, spatial and planting design intent, including species plantings and pathway alignments, of early landscape designers, Brown and Pelzer.

Ellis Park/Tampawardli (Park 24) and Gladys Elphick Park/Narnungga (Park 25) were originally used for soil and stone extraction, agistment, temporary

encampment and council works before being used for recreational purposes and more organised sporting grounds in the 1920s and beyond. A tree planting program intermittently occurred.

Landscape

A number of specimen trees are scattered throughout the Precinct. The designed Kingston Gardens with its bandstand and remnant exotic tree plantings, is a significant cultural heritage feature in G S Kingston Park/Wirrarininthi (Park 23). The West Terrace Playground was designed by Pelzer in 1915.

Current access into the parks and movement through, particularly north-south, is limited.

Karen Rolton Oval and the City Skate Park provide key activity hubs. Amenity and activity are spread throughout the Precinct with a diversity of offerings

Drivers for Change

Situated between a growing city and rapidly growing resident and worker populations in West Torrens, the opportunity to create attractive places and spaces that draw people to and activate the West Park Lands

has never been greater. The development of the new Royal Adelaide Hospital and bio medical precinct, revitalisation of the western end of Hindley Street and the University of South Australia's City West campus will see a substantial increase in the number of people accessing the north-west corner of the city, while the resident population in the west and south-west sectors of the Central Business District is forecast to grow more than any other area in the city over the next twenty years.

Creating new attractions and facilities to meet the needs of this increased population and improving connections to, between and within each park presents both challenges and opportunities to transform the appearance and increase activation of the West Park Lands Precinct.

There is opportunity to investigate a shared use bridge over the train lines to connect the South Australian Sports Institute with Adelaide Park Lands Trail. This opportunity links key state government investment to the Adelaide Park Lands whilst also providing the missing link to the western suburbs for commuter cyclists and pedestrians.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Wirrarninthe wetlands
- 2 Desert Ash plantings
- 3 Grove of Moreton Bay Figs
- 4 Row of Desert Ash
- 5 Canary Island Palms
- 6 Row of Desert Ash
- 7 Hill's Fig
- 8 Row of Morton Bay Figs
- 9 Row of Pepper Trees
- 10 Former tram lines
- 11 Enhance landscaping of Sir Donald Bradman Drive and Glover Avenue with planting of large eucalyptus
- 12 Improve access and amenity to the revegetation area to encourage visitation and manage as a Key Biodiversity Area into the future

Consider Local Heritage Listing of

- 13 Kingston Gardens and bandstand
- 14 Emigration Square/Bureau of Meteorology Memorial interpretive site
- 15 Adelaide High School

Connections and Networks

- 16 Manage car parking availability in Wylde Road to ensure use for park users
- 17 Enhance the Wirrarninthe Interpretive Trail
- 18 Investigate opportunity to connect Adelaide Park Lands Trail to South Australian Sports Institute via shared use bridge
- 19 Create an urban address as a response to a growing population in the city's west
- 20 Improve connectivity across Sir Donald Bradman Drive via land bridges/wildlife bridges
- 21 Link the Adelaide Park Lands to the Squares
- 22 Investigate opportunities to construct a footbridge over Glover Terrace

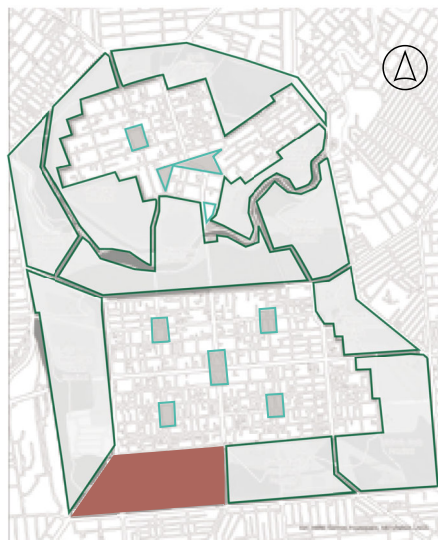
Places and Spaces

- 23 Review community benefit of West Terrace Playground
- 24 Manage City Skate Park as a regional/state level facility
- 25 Consider future requirements for the Cemetery through master planning
- 26 Continue to enhance the Narnungga Urban Forest. Explore additional uses of this space, especially regarding its potential biodiversity values
- 27 Investigate removal of hardstand areas in Edwards Park/Wirrarninthe (Park 23 South)

West Park Lands Precinct



South-West Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- Edwards Park/Wirrarninthe (Park 23 South)
- Josie Agius Park/Wikaparntu Wirra (Park 22)
- Golden Wattle Park/Mirnu Wirra (Park 21 West)
- Veale Park/Walyu Yarta (Park 21)

Size of Precinct

88 hectares or 11.5% of the total area of the Adelaide Park Lands

Tree Count and Canopy

32% canopy cover provided by 7,222 trees

Key Precinct Uses/Features

- Veale Gardens
- Conservatory
- Princess Elizabeth Playspace
- Regional Netball Facility
- Key Biodiversity Area
- Lundie Gardens
- Adelaide Pavillion
- Walyu Yarta Community Garden

Context

The South-West Park Lands Precinct is bordered by South Terrace, Anzac Highway, Greenhill Road and Peacock Road. The land-use is relatively balanced between high to medium quality remnant native grassland and woodland and a mixture of dedicated sports (netball, soccer, tennis and multi-use fields). The northern section has high-quality play spaces and formal gardens while the facilities and some landscape values in southern section are in need of revitalisation.

Kaurna

The Precinct was regularly used as a camping venue, a source of food and site for burials. Traditional camping stopped in this area in the 1860s when Aboriginal peoples were forced from the south Park Lands.

Some Kaurna people associate areas in Golden Wattle Park/Mirnu Wirra (Park 21 West) with spiritual danger and believe this park has historical links to suspected colonial violence in the dispossession of their ancestors

European

Golden Wattle Park/Mirnu Wirra (Park 21 West) and Veale Park/Walyu Yarta (Park 21) were once considered a single park, however upon the introduction of Sir Lewis Cohen Avenue (1902–1903) the two parks were separated. The area is bound by Peacock Road, Greenhill Road, South Terrace and Sir Lewis Cohen Avenue.

The remainder of the Precinct retains its original shape and form as devised by Colonel William Light.

Substantial tree planting that accords with the design and species intent of Brown and Pelzer, such as species plantings and pathway alignments are intact today.

Landscape

Featuring large areas of open woodland, smaller dispersed areas of remnant native vegetation and playing fields, the South-West Precinct accommodates a mix of dedicated sport facilities for netball, soccer and tennis with less emphasis on multi-use playing fields.

Veale Gardens boasts highly refined landscaping features, including creeks, fountains and exotic vegetation. There are several contemporary structures within the gardens, including the Walyu Yarta Community Garden, and the Adelaide Pavilion.

The Conservatory and, further to the west, the redeveloped Princess Elizabeth Playspace experience higher visitation rates than areas further south, although the facilities in these spaces need to be modernised to improve their functionality and better meet the open space and recreation needs of a growing adjacent city community.

North-south and east-west routes are limited and do not connect well to the city or the suburbs.

Activation, other than that provided by sporting uses, Veale Gardens, and Princess Elizabeth Playspaces limited.

The management of Key Biodiversity Areas will be primarily focused on their conservation and sustainable expansion rather than activation.

The Precinct will continue to support environmental education and provide a space for the engagement of community volunteers and education groups.

Drivers for Change

Nestled between a strong and growing south-west city community to the north and an increasingly intensive corridor of mixed-use development along Greenhill Road in the south, the South-West Precinct is well positioned to attract city and suburban residents and workers from Keswick, Wayville and Unley into the Adelaide Park Lands for a variety of recreational and sports activities. The community's positive response to the redevelopment of the Princess Elizabeth Playspace attests to the potential benefits to be realised from improving the appearance and functionality of areas fronting South Terrace.

Ensuring that the urban address provides an attractive frontage to the Adelaide Park Lands' northern and southern edges will be critical in enticing more people into the Precinct, especially in the south as these sections of the Adelaide Park Lands are currently under-utilised with low visitation rates.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors, remnant plant species and associated biodiversity from the Mallee Box Woodland and Grey Box/SA Blue Gum Woodland that was managed by Kaurua Miyurna.

- 1 Pine trees south of the Princess Elizabeth Playground
- 2 The Sugar Gum avenue
- 3 Remnant wattle and white cypress pines grove plantings
- 4 Lundie Garden
- 5 Perimeter woodland planting
- 6 Veale Gardens
- 7 Moreton Bay Fig Avenue
- 8 Nurses Memorial Garden

Consider Local Heritage Listing of

- 9 Princess Elizabeth Playspace, including sign, original trees and shelter shed

Connections and Networks

- 10 Manage car parking for the Royal Adelaide Show according to the Deed of Agreement with the Royal Agricultural and Horticultural Society of SA

- 11 Investigate the removal of access road and return to a Park Lands Purpose
- 12 Create an urban address
- 13 Align shared-use path with lighting that is appropriate/sensitive to biodiversity
- 14 Link the Adelaide Park Lands to the city and suburbs by developing strong 'green street' connections

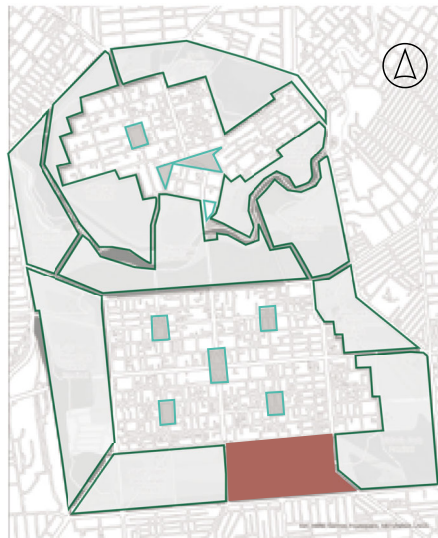
Places and Spaces

- 15 Manage Key Biodiversity Areas towards their corresponding pre-European vegetation communities (composition and structure)
- 16 Manage the Princess Elizabeth Playspace, adjoining petanque and BBQ facilities as a regional activity hub for informal recreation
- 17 Manage Veale Gardens and continue operations at Adelaide Pavilion as significant public attractions in the Precinct
- 18 Continue to support the Community Garden
- 19 Investigate the removal of tennis courts and building and return to Park Lands Purpose
- 20 Redevelop built form and associated facilities to service both sporting and community needs that are contemporary and fit for purpose
- 21 Create a medium hub that provides facilities and amenities for a new Formal Park, building on the Princess Elizabeth Playspace and improved access to the south
- 22 Provide a fenced, off-leash dog park that is able to utilise facilities and car parking associated with the adjacent netball hub
- 23 Create a medium hub to service adjacent sporting and recreational facilities
- 24 Continue to manage as an informal recreation area

South-West Park Lands Precinct



South-East Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- Part of Carriageway Park/Tuthangga (Park 17)
- Peppermint Park/Wita Wirra (Park 18)
- Pelzer Park/Pityarilla (Park 19)
- Blue Gum Park/Kurangga (Park 20)

Size of Precinct

57 hectares or 5.5% of the total area of the Adelaide Park Lands

Tree Count and Canopy

39% canopy cover provided by 4,002 trees

Key Precinct Uses/Features

- Sporting fields and courts
- Petanque piste
- Glover Playground
- Marshmallow Park and Oxbow playspace
- City Dirt – BMX Park
- Fenced dog park
- TreeClimb Adelaide
- Himeji Gardens
- Osmond Gardens
- South Park Lands Creek
- Contributory historic features such as memorials, exotic species, avenues and corridor

Context

The South-East Park Lands occupy the area between Peacock Road and Hutt Street. These parks primarily accommodate sporting fields which are used by schools and clubs for hockey, soccer, tennis, Australian Rules Football, basketball, cricket, athletics, softball and petanque. In order to support these activities, the usability of sports fields and playing courts across the Precinct needs to be improved with their associated buildings revitalised. Areas of open woodland surrounding the sports fields and courts are prominent landscape features with many large, beautiful trees fronting Park Land edges.

Kaurna

The Precinct was regularly used as a camping venue, a source of food and site for burials. Traditional camping stopped in this area in the 1860s when Aboriginal peoples were forced from the south Park Lands.

European

The Precinct maintains the shape designed by Colonel William Light and substantial tree planting, incorporating perimeter pathways and sweeping paths, including a large mass planting in the southern corner.

The introduction of Osmond Gardens in 1907, provided a formal gardenesque landscape and considerably change the landscape.

The Himeji Garden, opened in 1985, represents Japanese garden design principles. The grounds are frequently used for formal events and weddings.

There is evidence of Brown and Pelzer's design intent throughout the Precinct.

Landscape

The Precinct is characterised by a combination of open woodlands and sports fields. The landscape is characterised by large open grassed spaces semi-enclosed by predominantly native groves of trees, with open spaces generally used for sporting activities.

The area is renowned for its significant vegetation elements, particularly avenues such as Kurrajong Avenue, Sellar Avenue of White Cedars, Lombardy Poplar Avenue, and White Poplar Avenue.

Significant changes have been made to the creek system in an attempt to naturalise it and encourage public visitation. This includes bank lay-backs and native revegetation to increase biodiversity, facilitate wildlife movement, and improve water quality.

Drivers for Change

Growing resident and worker populations in the south of the city and the north of Unley, Parkside and Eastwood provide the impetus for a reimagined Adelaide Park Lands environment that will enable more people to participate in a variety of recreational and sports activities.

The urban address plays an important role in drawing people into the Precinct while access to the various amenities supporting recreation and sport will be enhanced to activate the parks, facilitate higher levels of social interaction and provide for casual surveillance.

As a pre-eminent sport and recreation precinct in the Adelaide Park Lands, improvements to playing fields, courts and sports infrastructure will fuel the community's capacity to participate in a wide range of physical activities with positive health and wellbeing outcomes.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors.

- 1 Sugar Gum Avenue – Ponder Avenue
- 2 English Elms and Desert Ash in playground
- 3 Stone Pines
- 4 Kurrajong Avenue
- 5 Sellar Avenue (White Cedar)
- 6 Manage Osmond Gardens and Himeji Gardens as significant public attractions
- 7 Explore opportunities to naturalise the drainage line along Glen Osmond Road whilst retaining important historic features
- 8 Improve the long-term management of creek and drainage lines by removing weeds and continuing to pare back creek banks and reintroduce native vegetation
- 9 Continue stormwater management and flood mitigation

Consider Local Heritage Listing of

- 10 Osmond Gardens
- 11 Himeji Gardens
- 12 Glover Playground

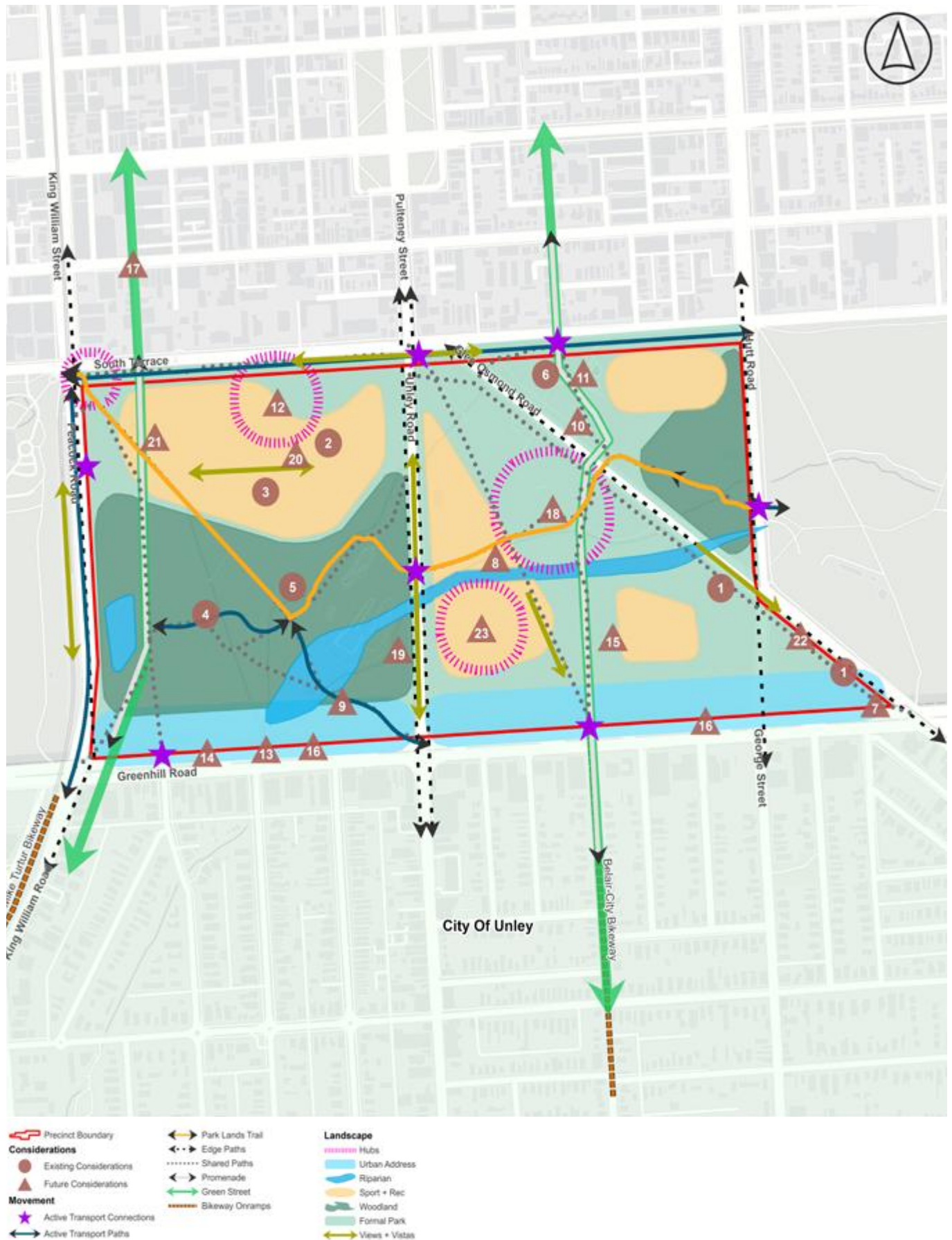
Connections and Networks

- 13 Pursue convenient and safe access across adjoining main roads (Greenhill Road)
- 14 Manage car parking availability for Precinct visitors
- 15 Create a promenade
- 16 Create an urban address
- 17 Link the Adelaide Park Lands to the city and suburbs by developing strong 'green street' connections

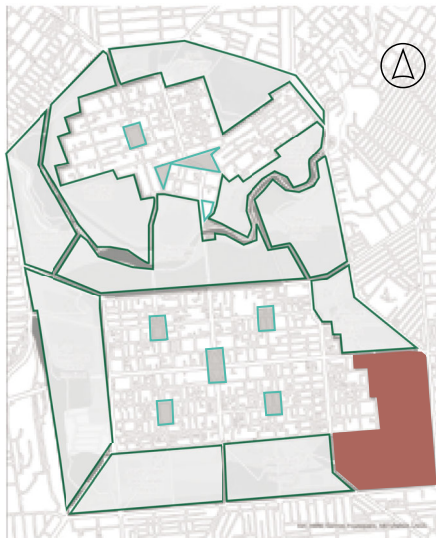
Places and Spaces

- 18 Manage Marshmallow Park as a major regional activity hub for informal recreation
- 19 Manage the BMX track as a regional youth activity hub and seek opportunities to expand including increased amenities
- 20 Integrate community courts further into the Precinct and promote community use of courts
- 21 Create a medium hub that delivers an urban gateway plaza to the city
- 22 Transform this area into a Formal Park with a number of prominent sculptures
- 23 Enhance built form and associated facilities to service both sporting and community needs

South-East Park Lands Precinct



Victoria Park Precinct



Precinct Snapshot

Parks included in Precinct

- Victoria Park/Pakapakanthi (Park 16)
- Carriageway Park/Tuthangga (Park 17)

Size of Precinct

42 hectares or 5.5% of the total area of the Adelaide Park Lands

Tree Count and Canopy

26% canopy cover provided by 4,045 trees

Key Precinct Uses/Features

- Major event space for motor racing and Adelaide Equestrian Festival
- Criterium cycling track
- Botanic and Park Lands Creek
- Pakapakanthi Wetlands
- Sporting fields
- Walking and running loops
- Victoria Park Precinct – heritage listed grandstand and surrounding buildings
- Historic Elm Carriageway
- Historic Glenelg Service Water Reservoir
- Contributory historic features such as memorials, exotic species, avenues and corridor

Context

The Victoria Park Precinct occupies the area between Hutt Street, Greenhill Road, Fullarton Road and Wakefield Road.

The Precinct provides for a diverse range of formal and informal activities, with Victoria Park/Pakapakanthi (Park 16) providing an important regional open space.

The Precinct plays an important role in affording uninterrupted views from the city to the Adelaide Hills – one of the key National Heritage Values.

Previously home to horse racing, the Precinct hosts motor sport events and the cycling criterium track, both unique assets of regional importance.

Kaurna

History held by members of the Kaurna community indicates that the area was used for camping and corroborees.

In 1980, members of the Pitjantjatjara, Yankunytjatjara, and other Aboriginal Elders from the north-west of the state converged here to protest for Aboriginal Land Rights. This stand ultimately led to the passage of the *SA Pitjantjatjara Land Rights Act, 1981* and the establishment of the freehold Aboriginal Lands in the north-west of the state.

On 14 May 2021, the Kaurna community and the City of Adelaide collaboratively delivered the first Kaurna Kardla Parranthi Cultural Burn Project in Carriageway Park/Tuthangga (Park 17).

European

The Precinct retains its original shape and design from Colonel William Light's Plan.

The area south of Botanic Creek holds state and national significance, hosting the inaugural Arbor Day Plantings in 1889 and reviving them in the late 1980s. The 1880s Grandstand, Victoria Park Racecourse is registered as a State Heritage Listed Place.

Landscape

The Precinct comprises of open woodlands and sports with a riparian corridor. There are two watercourses

through the Precinct including the Park Lands Creek and Botanic Creek.

It is characterised by large open grassed spaces, generally used for sporting activities, that are semi-enclosed by predominantly native groves of trees.

Victoria Park/Pakapakanthi (Park 16) contains a Key Biodiversity Area with remnant and rare vegetation including important grasslands. Expansion of the Key Biodiversity Area aims to restore the site to a Grey Box Grassy Woodland.

There will be an ongoing commitment to the management of the conservation values for the remnant vegetation site and the protection of the Chequered Copper Butterfly (*Lucia limbaria*) habitat in the park.

Carriageway Park/Tuthangga (Park 17) contains significant areas of remnant native vegetation currently managed by community volunteers, an avenue of mature Elm trees and the upper reaches of the Park Lands Creek network. The Precinct also accommodates playing fields, courts and spaces for active and passive activities.

The 3.2 hectare Pakapakanthi Wetlands is a key feature of the Precinct and provides water quality improvements, fauna habitat, flood risk mitigation and a high-quality natural asset for outdoor recreation and fauna habitat.

A network of pathways provide access to and through the Precinct including primary commuter routes from the eastern suburbs.

Activity occurs throughout the Precinct with high demand during events and festivals.

Amenity and activities will be introduced more broadly across the Precinct in accordance with the 2023 Master Plan for Victoria Park/Pakapakanthi (Park 16) which prioritises the following principles:

- Be greener, cooler and more climate resilient
- Celebrate cultural and social values
- Continue to provide space for unprogrammed community use and connection to nature
- Be biodiverse and improve Adelaide's open grassy woodland landscape character
- Provide consistent quality community sports and recreation
- Be a park that attracts and supports a diverse range of events and activities.

Drivers for Change

Located opposite an increasingly diverse south-east community and expanding health and medical precinct in the city, and increasing inner-suburban resident and worker populations in Unley, Eastwood and Dulwich to the south and east, the Victoria Park Precinct will continue to attract users for a diverse range of sport and recreation pursuits



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors with significant native revegetation.

- 1 Major stands of River Red Gums
- 2 Sugar Gum Avenue – Ponder Avenue
- 3 Olive Grove with heritage value
- 4 Arbor Day Tree Planting
- 5 Reveal existing stormwater drains and increase opportunities for interaction with the existing Botanic and Park Lands Creek to the south
- 6 Continue to manage Pakapakanthi Wetlands and seek further opportunities for community lead tree planting and greening
- 7 Reinforce the district landscape of Victoria Park/ Pakapakanthi (Park 16) through additional tree planting to pathways and biodiversity planting along western edge
- 8 Capitalise on Elm Avenue
- 9 Maintain the woodland and continue to support community initiatives

Consider Local Heritage Listing of

- 10 Turnstile Building and Grandstand Entrance Gates
- 11 Heritage Grandstand
- 12 Former offices of the Adelaide Racing Club

- 13 Kiosk and café
- 14 The white concrete planter bowl (horse racing history)
- 15 Former Glenelg Reservoir and fencing
- 16 Tuthangga Survey Benchmark
- 17 Provide additional cultural history signage and interpretive material
- 18 Enhance Kurna Kardla Parranthi – cultural burn site
- 19 Butterfly conservation zone
- 20 High quality Grey-box Woodland remnant vegetation

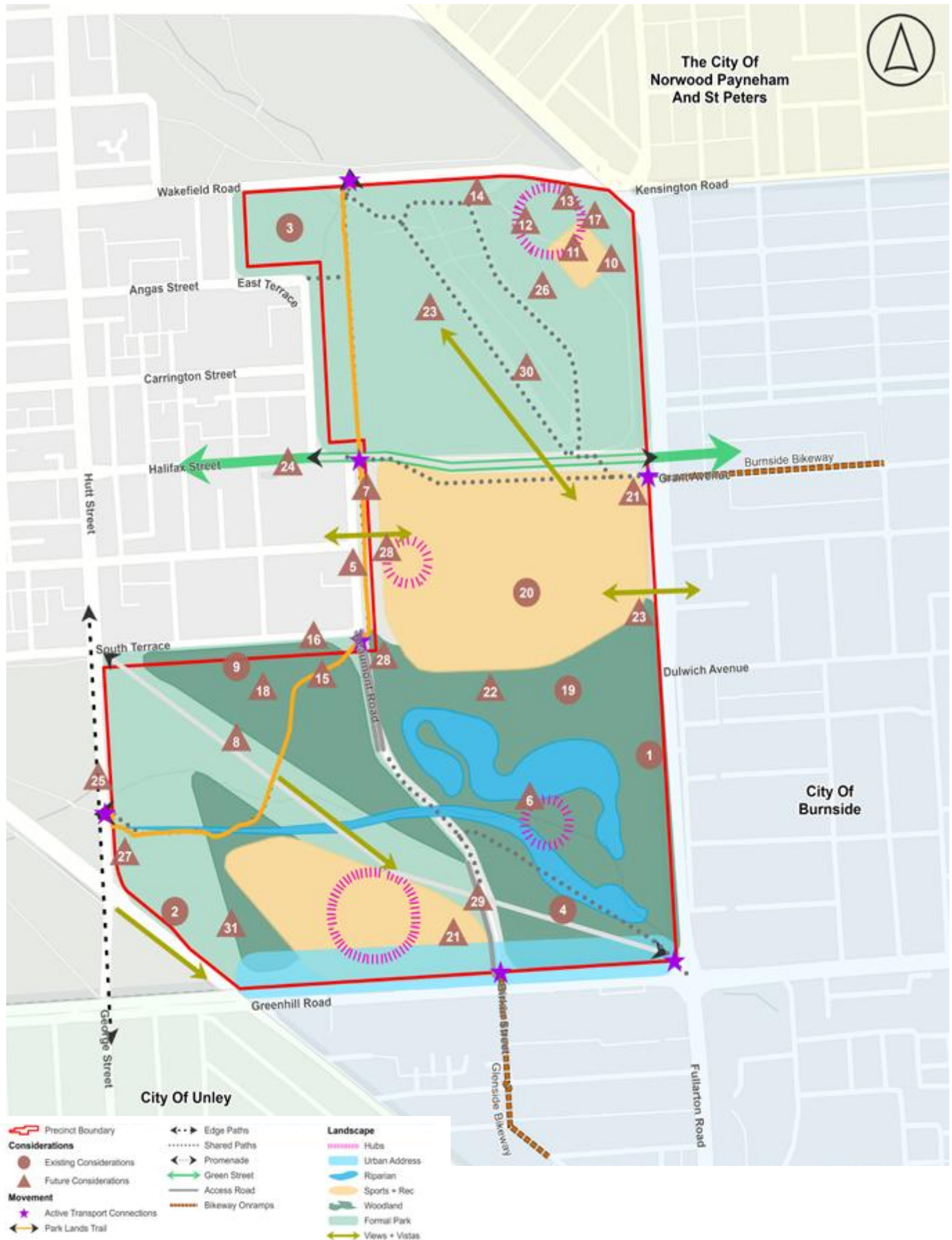
Connections and Networks

- 22 Improve the path network to reduce conflicts between pedestrians, cyclists and joggers through new and improved pathways
- 23 Create new and enhance the existing nodes along key pedestrian access points and strengthen connectivity into the city from neighbouring suburbs
- 24 Create strong 'green street' connections linking with key walking and cycling networks
- 25 Install signalised crossing to enhance safety of Adelaide Park Lands Trail

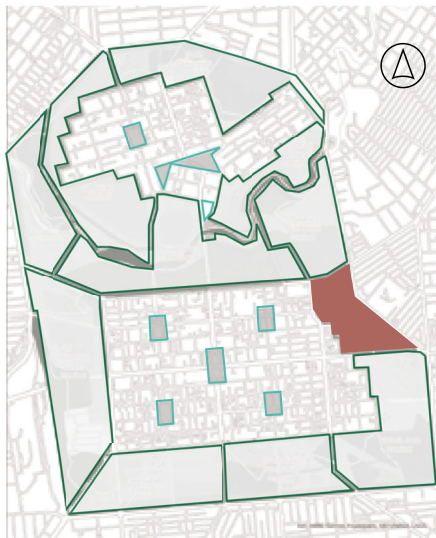
Places and Spaces

- 26 Create a strong physical and visual connection between the Grandstand and the adjacent Adelaide Park Lands spaces by creating a new community hub
- 27 Create a Formal Park to frame Glen Osmond Road and Hutt Street gateways
- 28 Create a nature play Hub that engages with a restored creek line
- 29 Implement smart technologies and environmental monitoring
- 30 Continue to work with SA Motor Sport Board to minimise disruption to community access including pre and post events and minimise environmental impact
- 31 Relocate an amenities block closer to the Pakapakanthi Wetland

Victoria Park Precinct



East Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- Rundle Park/Kadlitpina (Park 13)
- Rymill Park/Murlawirrapurka (Park 14)
- King Rodney Park/Ityamai-itpina (Park 15)

Size of Precinct

42 hectares or 5.5% of the total area of the Adelaide Park Lands

Tree Count and Canopy

37% canopy cover provided by 2,036 trees

Key Precinct Uses/Features

- Major event spaces
- Botanic Creek
- Rymill Lake
- Quentin Kenihan Inclusive Playspace
- Petanque piste
- Peace and Friendship Garden
- Adelaide Bowling Club
- Sporting fields
- Glover East Playground
- O-Bahn busway tunnel entrance/exit
- Basketball courts and skate park
- Contributory historic features such as memorials, exotic species, avenues and corridors

Context

One of the most visited Precincts of the Adelaide Park Lands, the East Park Lands hosts a diverse range of events including the Adelaide Fringe Festival, motor racing, the Australian International Three Day (Equestrian) Event and various food and community festivals.

These events attract large numbers of local, national and international visitors to its gardenesque and attractive semi-natural landscapes.

The Precinct provides a key gateway into the city from eastern Adelaide.

Kaurna

The Precinct was a major camping area (1840s–1900) for Kaurna People and would have been an area of swamp leading into the waterhole in the Botanic Gardens providing a wealth of food and resources.

The 'Place of Reflection' in Rymill Park/Murlawirrapurka (Park 14) is a dedicated space for members of the Stolen Generations, and their family, friends and wider community to meet and support each other. The space is designed to highlight the important links between the natural world and cultural lives of Aboriginal and Torres Strait Islander peoples.

European

Overall Rundle Park/Kadlitpina (Park 13), Rymill Park/Murlawirrapurka (Park 14) and King Rodney Park/Ityamai-itpina (Park 15) retain their original shape and form as devised by Colonel William Light. There is evidence of substantial tree planting that accords with the general spatial and species intent of Brown, Pelzer and Pengilly, including pathway alignments and species plantings that reinforce a semi-formal Victorian style.

A cross-axial pathway lined with white cedars dissects Rundle Park/Kadlitpina (Park 13) and has been evident since the 1870s.

Two cross-axial pathways, evident since the 1870s, and lined with Oriental Planes and White Cedars, dissect Rymill Park/Murlawirrapurka (Park 14). Both pathways constitute important Precinct aesthetic and design elements.

In the 1950–1960s, Rymill Park/Murlawirrapurka (Park 14) was transformed to accommodate a lake, picnic and recreation grounds, as well as a large formal rose garden planting layouts.

The Precinct contains Local Heritage Places of significance. The War Horse Memorial Trough and Obelisk are located near Wakefield Road. The Valve House, which was moved and rebuilt in the eastern end of Rundle Park/Kadlitpina (Park 13), is the last remaining structure from the Kent Town Waterworks, demolished in the 1980s.

The Alice in Wonderland Statue and the Picanniny Statue in Rymill Park/Murlawirrapurka (Park 14) are considered to be of cultural and historic importance and are potential Local Heritage Places.

The Rymill Park/Murlawirrapurka (Park 14) 1961 design features including the lake, footbridges, sign, rose gardens and sundial, are also considered to be of cultural and historic importance.

Landscape

Rundle Park/Kadlitpina (Park 13) and Rymill Park/Murlawirrapurka (Park 14) are structured and highly utilised parks.

King Rodney Park/Ityamai-itpina (Park 15) is characterised by large open grassed spaces semi-enclosed by predominantly native groves of trees. Open spaces are generally used for sporting activities. Significant areas of native vegetation and revegetation exist in this Park including native grasses.

The southern section of Rundle Park/Kadlitpina (Park 13) functions as an open public garden, containing the well-maintained Rymill Park Rose Garden and picnic facilities.

Enhancement of Adelaide Park Lands Trail and key promenades will further reinforce primary north-south and east-west connections. This will occur within a defined path hierarchy.

Activated temporarily by key Adelaide events, the Precinct has temporary hubs as well as defined sporting hubs.

The Rymill Lake renewal project, reopening of the Rymill Park Kiosk and Botanic Creek rehabilitation will further activate an already well loved Precinct.

Drivers for Change

Population growth in the city's east and in Kent Town and Norwood provide a strong impetus for reimagining the future of the East Park Lands and building on its proximity to a number of key state government investment sites.

The O-Bahn busway extension running underneath and through Rymill Park/Murlawirrapurka (Park 14) will continue to have a significant impact on how the Precinct will develop in the future, while Lot Fourteen will shape many of the activities occurring in Rundle Park/Kadlitpina (Park 13).



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors with significant native revegetation.

- 1 Aleppo Pine stand
- 2 White Cedar avenues
- 3 Camphor Laurel circle
- 4 Northern Rose Garden
- 5 Southern Rose Garden
- 6 London Plane Tree avenue
- 7 Olive grove
- 8 SA Blue Gum avenue
- 9 Pepper Tree avenue
- 10 Complete the Rymill Lake renewal project
- 11 Reveal existing stormwater drains and increase opportunities for interaction with the existing Botanic and Park Lands Creek to the south

Consider Local Heritage Listing of

- 12 Valve house
- 13 Alice in Wonderland statue
- 14 The 1961 landscape design of Rymill Park/ Murlawirrapurka (Park 14) including the lake, footbridges, sign, rose gardens and sundial
- 15 Glover Playground including shelter shed, sign and original trees
- 16 Manage the war memorial horse trough and obelisk

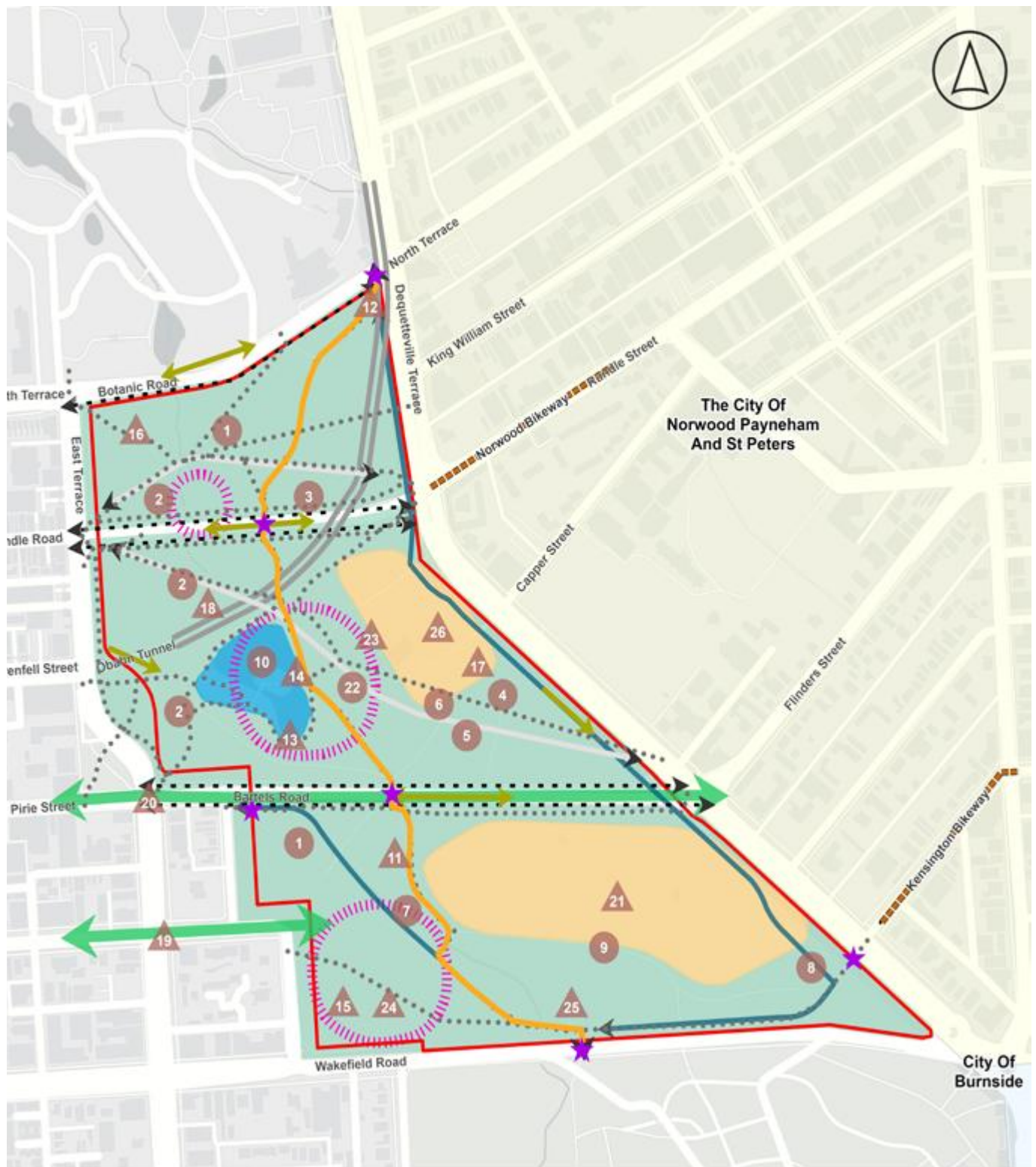
Connections and Networks

- 17 Manage car parking availability to ensure use by patrons visiting the Precinct including the public car park adjacent the Adelaide Bowling Club
- 18 Create a promenade which strengthens the east-west links
- 19 Create strong 'green street' connections
- 20 Link the Adelaide Park Lands to the city

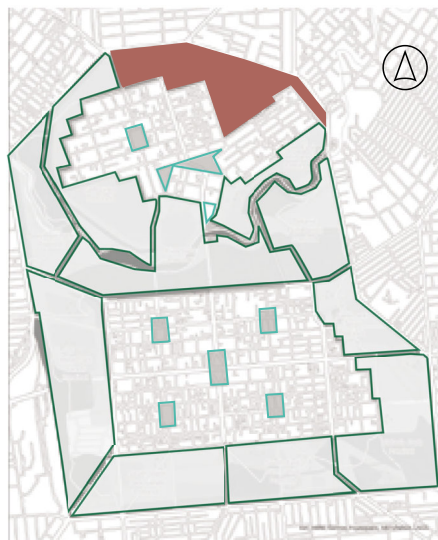
Places and Spaces

- 21 Foster community access and enhance existing sporting clubrooms
- 22 Support the re-opening of the Rymill Park Kiosk
- 23 Retain community access to Quentin Kenihan Inclusive Playspace for daylight hours during event times
- 24 Manage the Glover East Playgrounds recognising its heritage value embodied in remnant plantings and the shelter shed
- 25 Investigate opportunity to reimagine the skate park in King Rodney Park/Ityamai-itpina (Park 15)
- 26 Open up the bowling club to engage with its Adelaide Park Lands surroundings

East Park Lands Precinct



North Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- Denise Norton Park/Pardipardinyilla (Park 2)
- Yam Daisy Park/Kantarilla (Park 3)
- Reservoir Park/Kangatilla (Park 4)
- Bragg Park/Ngampa Yarta (Park 5)
- Lefevre Park/Nantu Wama (Park 6)
- The Olive Groves/Kuntingga (Park 7)
- The Olive Groves/Parngutilla (Park 8)

Size of Precinct

84 hectares or 11% of the total area of the Adelaide Park Lands

Tree Count and Canopy

33% canopy cover provided by 5,303 trees

Key Precinct Uses/Features

- Bush Magic Playground
- Glover Playground
- Adelaide Aquatic Centre
- North Adelaide Dog Park
- Sport and recreation playing fields
- Horse depasturing
- Key Biodiversity Areas
- Biodiverse Carbon Offset Planting
- Contributory historic features such as exotic species, avenues and corridors

Context

The North Park Lands encompass the area between Jeffcott Street in the west to the intersection of MacKinnon Parade with Hackney Road in the east. The precinct accommodates a diverse range of facilities and activities for public use. These include the increasingly popular North Adelaide Dog Park, the large horse paddocks and the State heritage listed Olive Groves off Mann Terrace and the redevelopment of the Adelaide Aquatic Centre.

High quality recreation spaces exist within the Precinct to serve North Adelaide and the open space needs of adjoining communities.

Kaurna

There is general reference that points to the regular use of the Adelaide Park Lands as a camping area and there probably would have been camp sites in the Precinct. It has been noted that it is likely that Aboriginal trade routes passed through Denise Norton Park/Pardipardinyilla (Park 2), Yam Daisy Park/Kantarilla (Park 3), Reservoir Park/Kangatilla (Park 4) and Bragg Park/Ngampa Yarta (Park 5) and that they would have been traditional hunting country. Some sites in the Precinct may contain Aboriginal burials.

European

The Precinct does not contain any State or Local Heritage Places, however Kangatilla contains the SA Water Reservoir site which was nominated as a State Heritage Place by the City of Adelaide.

Overall the Precinct retains the original shape and form as devised by Colonel William Light. The only variation is the realignment of Lefevre Road to intersect with Main North Road, but its original alignment is still evident by the retention of some of the original street tree plantings.

There is evidence of underlying planting structures by Brown and Pelzer throughout the Precinct which contains a variety of vegetation and natural elements of heritage value.

Landscape

The Precinct is characterised by large open grassed spaces semi-enclosed by predominantly native groves of trees, with open spaces generally used for sporting activities.

Significant areas of native vegetation and revegetation exist. There are two Key Biodiversity Areas within the Precinct which will continue to be enhanced and protected.

Nineteenth-century perimeter planting contains some of the largest and most significant trees in the Precinct.

Densely planted pines, Red Gums and Sugar Gums stand in excellent condition along the north and east perimeter of the Precinct.

The Glover Playground is situated central to the western perimeter, established in 1920 with a donation from the then Lord Mayor Charles Glover.

Enhancements to the Adelaide Park Lands Trail and alignment with the new Adelaide Aquatic Centre provide the main pedestrian and cycling access to the Precinct.

There is some distance between the few points of activity that are predominantly focused around playspaces, the North Adelaide Dog Park and the

Adelaide Aquatic Centre. Works along Prospect Road have improved access to the playing courts.

The redevelopment of the Adelaide Aquatic Centre, renewal of the Bush Magic Playground and the Adelaide Park Lands interface will provide for a large hub within the Precinct.

Drivers for Change

The Adelaide Aquatic Centre in Denise Norton Park/Pardipardinyilla (Park 2) is currently under redevelopment by the state government. The new facility will ensure this park remains a key destination in the North Park Lands Precinct and will provide state of the art aquatic facilities at a regional scale.

Denise Norton Park/Pardipardinyilla (Park 2) also contains a range of recreational and sporting landscapes for formal and informal facilities for cricket, tennis and family picnics. The Bush Magic Playground, which is due for renewal, will form part of a wider urban design upgrade to Denise Norton Park/Pardipardinyilla (Park 2) as part of the Adelaide Aquatic Centre redevelopment.

Growing resident and worker populations in Fitzroy, Prospect, Medindie, Gilberton and North Adelaide provide a significant opportunity to increase activation of the Precinct by adding value to existing facilities and creating new attractions.

The redevelopment of the Adelaide Aquatic Centre is likely to draw people into the Precinct from across the metropolitan area. The potential development of a light rail connection through North Adelaide extending north along Prospect Road, together with planned improvements to greenways and bikeways connecting the city with the northern and western suburbs, will result in greater numbers of people moving through the Precinct.

The renewal of the Bush Magic Playground with contemporary design and the inclusion of outdoor learning opportunities will provide further activation of the Precinct.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 River Red Gums and SA Blue Gums
- 2 Norfolk Island Pines
- 3 Canary Island Date Palms
- 4 Aleppo Pines
- 5 Port Jackson Fig
- 6 Tree species along Jeffcott Road
- 7 Horse depasturing and paddock configuration
- 8 Pedestrian pathways
- 9 Remnant native vegetation
- 10 Kingston Terrace woodland
- 11 Sugar Gum plantation
- 12 Aleppo Pine plantation
- 13 Maintain stormwater detention basin adjacent Robe Terrace
- 14 Support planting of additional screening vegetation around SA Water and SAPN facilities
- 15 Olive groves in Park 7 and 8

Consider Local Heritage Listing of

- 16 SA Water reservoir
- 17 Glover Playground

- 18 Manage Key Biodiversity Areas as Mallee Box Woodland
- 19 Habitat of rare Chequered Copper Butterfly (*Lucia limbaria*)
- 20 Biodiverse Carbon Offset Planting Demonstration Site
- 21 Key Biodiversity Area #3 and #4
- 22 Protected Conservation Zone – Remnant Mallee Box Woodland

Connections and Networks

- 23 Investigate the closure of Lefevre Road and return to a Park Lands Purpose
- 24 Undertake enhancement and required realignment to the Adelaide Park Lands Trail to support movement across and in the Precinct

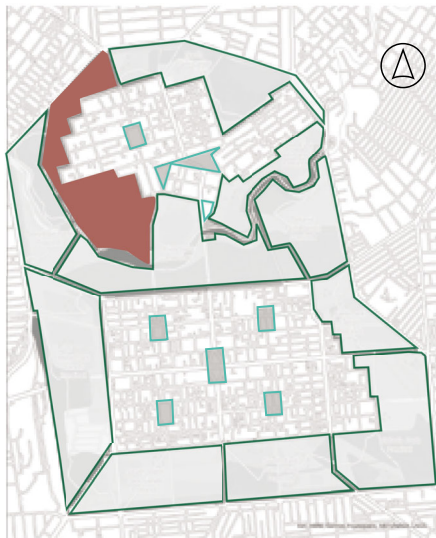
Places and Spaces

- 25 Manage Glover Playground as a regional activity hub for informal recreation
- 26 Relocation and development of a new aquatic facility (incorporating upgraded landscaping and other works to surrounding areas) within Denise Norton Park/Pardipardinyilla (Park 2)
- 27 Return former Adelaide Aquatic Centre to a Park Lands Purpose
- 28 Renew the Bush Magic Playground through contemporary design and the inclusion of outdoor learning opportunities
- 29 Support enhancement of the former sports field in Reservoir Park/Kangatilla (Park 4) into a biodiversity-focus recreation hub that prioritises community use
- 30 Investigate the removal of under-utilised tennis courts and return to a Park Lands Purpose

The map illustrates the proposed 30-site development in the City of Prospect and The Corporation of The Town of Walkerville. The development is bounded by Barton Terrace East to the west, Levee Terrace to the south, and Northcote Terrace to the east. The map shows various roads including Prospect Biveway, Barton Terrace East, Levee Terrace, Kingston Terrace, Melbourne Road, Northcote Terrace, Park Road, and Main Road. The development is divided into several colored zones: green (likely parks or open spaces), yellow (likely residential or commercial zones), and blue (likely water bodies or wetlands). Numbered sites (1-30) are marked throughout the development. A green arrow points to the City of Prospect, and a north arrow is located in the top right corner.



Golf Links Precinct



Precinct Snapshot

Parks included in Precinct

- Possum Park/Pirltawardli (Park 1)

Size of Precinct

72.4 hectares or 9.7% of the total area of the Adelaide Park Lands

Tree Count and Canopy

34.4% canopy cover provided by 3,289 trees

Key Precinct Uses/Features

- Two full-size, 18-hole golf courses (referred to as 'North Course' and 'South Course')
- Par 3 golf course
- North Adelaide Golf Clubhouse
- Mills Terrace community tennis courts
- Historic Strangways Terrace fence posts
- Contributory historic features such as exotic species, avenues and corridors
- Remnant vegetation
- Views and vistas

Context

The Golf Links Precinct occupies the area bordered by War Memorial Drive, Park Terrace, Jeffcott Road, Barton Terrace, Mills Terrace, Strangways Terrace, Railway lines and Montefiore Road.

Accommodating mostly golfing activities associated with the City of Adelaide Golf Links, Possum Park/Pirltawardli (Park 1) is characterised by wide open spaces surrounded by magnificent boulevards of large trees.

Kaurna

As part of the Red Kangaroo Dreaming this area is significant to Kaurna people and plays a central role in our shared history.

A portion of Pirltawardli or 'Native Location' was located in this park and has importance to the Kaurna community. Subsurface archaeological deposits may exist.

History held by members of the Kaurna community indicates that this was a site for boxing tournaments up until the 1960s. North of the weir is where Aboriginal people used to gather and were not allowed to cross to the south side of the river in the early 1900s.

It was the place of the first Colonial Iron Store, Tinninyawodli and later became a place of hangings for Aboriginal and European people.

Prior to European settlement, the landscape of the area would have been characterised by River Red Gum and SA Blue Gum Woodland in the southern section of the Park and Mallee Box Woodland in the northern section of the Park.

European

North Adelaide Golf Course developed early in the twentieth century, expanded in the 1920s, and further extended northwards in the 1940s. A smaller Par 3 course to the south was added in the 1960s.

The planting implemented to service the golf course was introduced by August Pelzer, following from Brown's species selection proposal, but adapted to suit the golf course design.

The area is highly significant to the early history of Adelaide's establishment, being located on one of the main transport routes from Port Adelaide.

Landscape

The landscape is predominantly irrigated golf fairways and greens set amongst an open woodland.

Greater variety is proposed through the introduction of Formal Parks and an urban address to the edges of the Precinct.

There is currently very little access around or through the golf links.

A number of key connections are proposed providing links to North Adelaide, Bonython Park/Tulya Wardli (Park 27) and Bowden. Formalised edge paths are provided for improved pedestrian amenity.

The focus will be on improved existing hubs such as the North Adelaide Golf Course Club House to increase amenity within the Precinct.

Drivers for Change

Expanding resident and worker populations in Bowden and Brompton, and a maturing population in North Adelaide will fuel the demand for a broader range of recreational and sporting activities, particularly in the northern sections of the Precinct. The Bowden Urban Village development, extension of the Adelaide Aquatic Centre and revitalisation of the Riverbank is likely to attract more people (local residents and visitors) into the Precinct. Establishing better facilities and connections will be an important way of encouraging people to stay longer and explore the diverse cultural and natural landscapes that characterise Possum Park/Pirltawardli (Park 1).



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Moreton Bay Fig avenues
- 2 Oriental Plane avenue north-east of the golf course clubhouse
- 3 Italian Poplar avenues
- 4 Strangways Terrace olive grove dating from 1870s
- 5 Lemon-Scented Gum grove
- 6 North Course Ironbarks
- 7 Golf course use and layout
- 8 Undertake succession planting between the golf course fairways to strengthen ecosystem processes, improve biodiversity values, and increase visual amenity
- 9 Explore opportunities to naturalise the drainage line along Park Terrace to increase wildlife movement, and improve safety and appearance
- 10 North Course Ironbarks
- 11 Site of Colonial Iron Store

Connections and Networks

- 12 Manage car parking availability for park visitors including users of golf courses and tennis facilities
- 13 Provide a promenade between Montefiore Hill and Hill Street linking to the North Adelaide Golf Course clubrooms
- 14 Strengthen connection from Ward Street across the Golf Course connecting to Bonython Park/Tulya Wardli (Park 27) via a proposed land bridge
- 15 Connect Childers Street to the North Adelaide Railway Station, café and beyond to the community facilities in Bonython Park/Tulya Wardli (Park 27) and Bowden

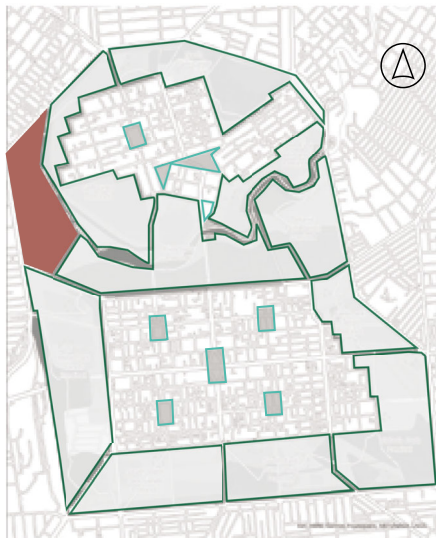
Places and Spaces

- 16 Improve access and amenity to the community courts adjacent Mills Terrace
- 17 Support enhancement and increased usage of the North Adelaide Golf Links golf courses, clubhouse and supporting facilities to broaden opportunities for social activity and other sporting activities
- 18 Investigate opportunities for alternative future uses of all, or part of the North Course
- 19 Assess known areas of remnant vegetation for potential enhanced management

Golf Links Precinct



Bonython Park Precinct



Precinct Snapshot

Parks included in Precinct

- Bonython Park/Tulya Wardli (Park 27)

Size of Precinct

59 hectares or 7.7% of the total area of Adelaide the Park Lands

Tree Count and Canopy

37.4% canopy cover provided by 2,395 trees

Key Precinct Uses/Features

- River Torrens (Karrawirra Pari), Torrens Lake, Torrens Weir
- Large open woodland areas and stands of trees of historic, botanical and aesthetic merit
- Event space for large music festivals, visiting circuses and many smaller community events
- Model boat pond, playspaces, picnic grounds, kiosk
- Learn to ride facility
- Contributory historic features such as exotic species, avenues and corridors
- Remnant vegetation
- Police Barracks
- Old Adelaide Gaol

Context

The Precinct occupies the area bordered by Park Terrace, Port Road, the Royal Adelaide Hospital Precinct, Montefiore Road, War Memorial Drive, Mildred Road and Barton Road.

Traditionally serving as a recreational space for both the wider metropolitan community and locals from the Cities of West Torrens and Charles Sturt, the Precinct boasts prominent natural features.

The surrounding road and rail infrastructure, as well as the River Torrens/Karrawirra Pari itself, pose accessibility challenges for many of the park's attractions, particularly for nearby communities in North Adelaide, Thebarton, Hindmarsh, Brompton, and Bowden. This issue is particularly significant considering the limited availability of quality open spaces for these communities.

The Precinct serves the leisure and recreation needs of the community through the provision of facilities including three soccer pitches, two playgrounds, boating lake, Skate Park, the Adelaide Park Lands Trail and the River Torrens Linear Park path. It hosts a number of licence holders and is major and unique location for a range of community events.

Kaurna

The Park is known as Bonython Park/Tulya Wardli (Park 27), the Kaurna component of which loosely translates as 'blue gum place'. Tulya Wardli has significance as one of the many parks which comprise the Adelaide Park Lands as a place where the Kaurna people lived.

Along the Karrawirra Pari at a location called Pilta Wodli, the first then-named 'Native Location' or 'Aboriginal Location' was formally established and intended by colonial governments to concentrate local Aboriginal people in one place and provide education. Given the restriction to their way of life, Kaurna and Ngarrindjeri people did not cooperate. At this location, in 1845, children were separated from their parents and relocated, creating the first of the Stolen Generations. This location has strong cultural values to the Kaurna and South Australian Aboriginal communities.

The Precinct is culturally significant to Kaurna people, incorporating several elements that are relevant to heritage management planning, including:

- The physical status of the river, banks and environs including native vegetation, associated physical evidence (such as traditional burials and archaeological sites)
- Historic associations of the area as an important place of pre-colonial habitation, ceremony and hunting.

These factors make the Park equally important for the future as an ongoing part of Kurna cultural life and relationship to their cultural landscape, and should be considered in management of the Park and project planning.

European

Bonython Park/Tulya Wardli (Park 27) consists of a highly modified landscape that experienced complete clearing during the initial years of colonial settlement. While the Park possesses general spatial integrity of the form devised by Colonel William Light in his Adelaide Park Lands and City Layout has been slowly reduced over time.

The olive plantation, Adelaide Gaol, Railway lines and marshalling yards reflect government infrastructure history that underpinned the development of the state.

Bonython Park/Tulya Wardli (Park 27) has historic significance and was the venue for cattle and sheep to be agisted, watered and grazed awaiting sale or slaughtering in the Slaughter House. Olives were also extensively planted, maintained and harvested by Adelaide Gaol prisoners.

The Olive Plantations are a significant manifestation of the horticultural advancement and vision of the emerging colony.

The Precinct contains State Heritage Places and important Kurna and European archaeological features.

Landscape

Bonython Park Precinct is currently segregated into large areas of open space used for events, the playspace and surrounds, Old Adelaide Gaol and the river corridor.

The Precinct is currently segregated into large areas of open space used for events, the playspace and surrounds, the Old Adelaide Gaol and the river corridor.

Greater integration of spaces is achieved through formal parks, with increased activation to the north and connection with the Old Adelaide Gaol to the south.

Current movement is not well defined and access to some areas is problematic. Key connections can be investigated linking Karrawirra Pari to Port Road.

Improving the movement network and connections linking Thebarton to North Adelaide will be an ongoing priority.

Hubs are currently focused to the northern and southern portions of the Precinct with minimal hubs in the centre.

Providing a greater number of flexible hubs, specifically rest nodes, will be an ongoing priority to serve the expanding City of West Torrens, City of Charles Sturt and Bowden Urban Village communities and activate the river edge and centre of the Precinct

Drivers for Change

The Bonython Park Precinct will continue to see significant change driven by the state government's New Women's and Children's Hospital on the former Police Barracks site.

While expanding resident and worker populations in the inner western suburbs and North Adelaide provide a solid platform for reimagining the future of Bonython Park/Tulya Wardli (Park 27), it is the nature and scale of the development occurring in close proximity to the park that will play a major role in its ongoing activation.

The development of the new Women's and Children's Hospital, Bowden Urban Village, and the urban corridor along Port Road including the former West End Brewery site, will lead to a substantial increase in the number of people accessing areas adjacent to Bonython Park/Tulya Wardli (Park 27).

Creating appealing attractions and facilities that through collaboration between City of Adelaide, adjoining councils and the state government will be critical in facilitating greater use of the Precinct and providing valuable open spaces to these communities.

Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Sugar Gum plantation
- 2 Moreton Bay Fig, Hackberry and Lemon-Scented Gums
- 3 Olive Plantation A
- 4 Olive Plantation C
- 5 Olive Plantation Hedge
- 6 River Red Gum Grove
- 7 Sheoak grove
- 8 Ash plantation
- 9 Pre-European vegetation in biodiversity conservation area
- 10 Continue to support the restoration and rehabilitation of the River Torrens/Karrawirra Pari
- 11 Encourage innovative water management practices and effective stormwater management including connections with City of West Torrens
- 12 Investigate the removal of the former netball courts and return to a Park Lands Purpose

The Precinct includes locations of cultural and historic importance including

- 13 Slaughterhouse
- 14 Cattle Market
- 15 Slaughterhouse Manager's residence
- 16 Kaurna location (Bromley's Camp)

- 17 Buffalo Row
- 18 Coromandel Row
- 19 Railway bridge
- 20 Former powder magazine and Powder Keeper's cottage
- 21 Continue succession planting with River Red Gum and SA Blue Gum to replace willows and poplars
- 22 Bunyip Trail and woodland revegetation site
- 23 Create a native grass meadow with selected local native species for biodiversity and seed production
- 24 Manage Key Biodiversity Area #6 as a River Red Gum Woodland

Connections and Networks

- 25 Work with adjoining councils to provide effective walking and cycling connections through the Adelaide Park Lands
- 26 Reimagine the existing road access providing improved access and the potential for car parking to service activities and events within the park
- 27 Provide walking trails and boardwalks along and over the river within a regenerated riparian environment
- 28 Provide pedestrian and bicycle priority at vehicle entry points into the park through improved signage and intersection design

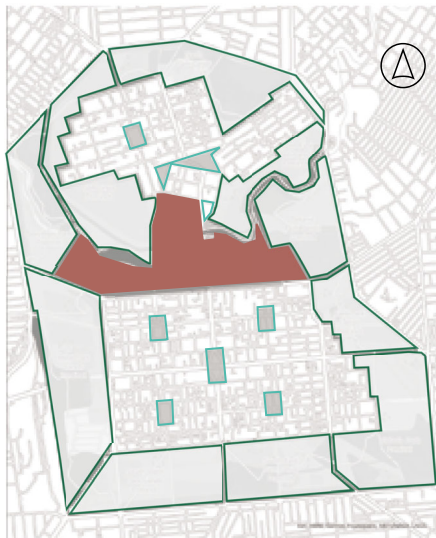
Places and Spaces

- 29 Work with adjoining councils to plan and deliver Precinct enhancements to respond to the population growth along Port Road
- 30 New contemporary play settings around the New Women's and Children's Hospital
- 31 Upgrade and enhance Community buildings
- 32 Create a medium hub addressing both sides of the river incorporating a new bridge crossing and convergence of pathways, including a new shared path connecting to North Adelaide
- 33 Support the development of the new Women's and Children's Hospital

Bonython Park Precinct



Riverbank Precinct



Precinct Snapshot

Parks included in Precinct

- Part of Red Gum Park/Karrawirra (Park 12)
- Tarntanya Wama (Park 26)
- Part of Bonython Park/Tulya Wardli (Park 27)
- Frome Park/Nellie Raminyemmerin Park

Size of Precinct

132 hectares or 17% of the total area of Adelaide Park Lands

Tree Count and Canopy

19% tree canopy cover provided by 3,703 trees

Key Precinct Uses/Features

- South Australian Parliament
- Adelaide Festival Centre
- Adelaide Railway Station
- Adelaide Convention Centre
- Elder Park
- Adelaide Oval
- Memorial Drive Tennis Centre
- South Australian Museum
- Migration Museum of South Australia
- Art Gallery of South Australia
- State Library of South Australia
- Health and medical research and services
- Adelaide Botanic High School
- Lot Fourteen
- Old Adelaide Gaol/Police Barracks
- The University of Adelaide
- University of South Australia

Context

Occupying the area between Port Road in the west and Hackney Road in the east, The Riverbank Precinct is a strategically important part of the Adelaide Park Lands. Its location between the Central Business District and North Adelaide, and its accommodation of the River Torrens, Festival Centre and Parliament House, make it an important part of the lives of all South Australians.

The Riverbank Precinct is the subject of a major state government revitalisation initiative, which seeks to transform the Precinct into a mixed-use Precinct accommodating a host of health, research, cultural, entertainment, government, commercial, tourism, educational, recreational and sporting activities designed to activate the area and showcase its natural attributes.

Within the Riverbank Precinct the South Australian Government has identified four distinct subzones, including:

- Health Subzone centred on the Royal Adelaide Hospital, South Australian Medical Research Institute (SAHMRI) and two world-class medical research centres developed by the University of Adelaide and University of South Australia.
- Entertainment Subzone features a redeveloped plaza area, with restaurants, cafés, water features, public artwork, seating, shelters and improved lighting, linking Elder Park and the Riverbank Footbridge to the Adelaide Railway Station and North Terrace.
- Cultural Institutions Subzone accommodates universities, Art Gallery of South Australia, South Australian Museum, Migration Museum and State Library.
- Innovation Subzone contains Lot Fourteen, Adelaide Botanic High School, and Frome Park Nellie Raminyemmerin Park.

For the purposes of this Strategy, the Riverbank Precinct occupies the area bordered by Montefiore Road, Pennington Terrace, King William Road and North Terrace. It includes most of the Health Subzone, the Entertainment Subzone, Cultural Institutions Subzone and Innovation Subzone. The central feature of the Precinct is the River Torrens/Karrawirra Pari, of significant cultural heritage value to Kaurna people and long recognised as a major focal point of the city's historical development.

Drivers for Change

The Riverbank Precinct is at the centre of a major state government initiative to revitalise the area including the development of the new Women's and Children's Hospital, continued development of Lot Fourteen and the revitalisation of Festival Plaza.

These developments, as well as those envisaged in the future, will see a substantial increase in the number of people (locals and visitors) accessing and using the Riverbank Precinct for a diverse range of social, recreational, sporting, entertainment, commercial and government activities. Ensuring that people can safely and conveniently access and enjoy the various attractions on offer, while showcasing the environmental importance of the river's natural attributes, will be critical in facilitating the sustainable use of the Precinct.

Tarntanya Wama (Park 26)

A reimagined river frontage, incorporating a series of activity hubs on its northern and southern banks, will enable people to interact with the river and engage in many different on and off water activities.

Opportunities to develop wetlands to improve water quality and increase people's engagement with and understanding of the importance of the river ecosystem will also be explored. The hubs will offer a range of facilities and attractions for local people and visitors to the Precinct, including play opportunities, interpretive trails, boardwalks and well-provisioned viewing areas, encouraging longer stays during the day and night.

A new, centrally located shared-use path extending from the Botanic Garden in the east through to Bonython Park/Tulya Wardli (Park 27) in the west will seamlessly connect these activity hubs and provide additional links to shaded paths running north-south between North Adelaide and North Terrace.

To the north, an enhanced interface along Pennington Terrace will draw people into a large hub established around Adelaide Oval. Improved access between Pennington Terrace and the Adelaide Oval will also be created to improve accessibility to the Adelaide Oval hub and to encourage greater use of its northern park setting.

To the south, an extended frontage along North Terrace between the new Royal Adelaide Hospital and Kintore Avenue in the east will activate the southern edge of the Precinct by providing safe and convenient crossings to a re-designed Festival Plaza, supported by a host of restaurants/café and retail outlets. The frontage to North Terrace will also allow for the development of transitional spaces into the Central Business District, highlighting the connectivity between the Riverbank with the business and tourist districts of the city centre.

East-west connections from the Precinct into Tulya Wardli, the new Royal Adelaide Hospital and the Old Adelaide Gaol will be upgraded and will include lighting to illuminate the bridge structures and other prominent features of the built environment as well as increase the safety of the path connections. The River Torrens Linear Path will also be improved to link the hubs along the riverfront with areas further east and west. Identifying ways to improve connection between the new Royal Adelaide Hospital and the River will be investigated.

Lot Fourteen

Lot Fourteen is a growing innovation district which targets sectors with an emphasis on technology-enabling and creative industries.

The opportunity exists to create a new and exciting environment at Lot Fourteen including contributing public space to the Adelaide Park Lands and transforming adjacent areas. New development within the Precinct should be integrated into the Adelaide Botanic Gardens, Adelaide Riverbank and the Adelaide Park Lands more broadly.

The Lot Fourteen site should be planned and managed to optimise the open space, community and cultural benefits generated by the diverse community and cultural attractions and events across the broader North Terrace and East End precincts. Identifying opportunities to celebrate First Nations culture will contribute to sharing this area with a range of audiences. Overall, plans for the site should maximise the land returned to flexible community open space.

Innovative adaptive reuse of heritage buildings will maximise their contribution to the economic viability of the site and the East End as a whole.

Frome Park/Nellie Raminjemmerin Park, located north of Lot Fourteen, provides opportunities for general and informal recreation and landscaping should continue to complement that of the Botanic Gardens and Botanic Park. The significant sight line from the Barr Smith Library of the University of Adelaide through this park to the Botanic Gardens should be maintained.

Kaurna



There were traditional camps and burial grounds along both banks of the River Torrens/Karrawirra Pari and there is a high potential for burials or archaeological sites to be disturbed by landscaping and earthworks along both sides of the river. These traditional Kaurna camping and ceremonial areas, also used for firewood and construction timber, were heavily impacted by the growth of Adelaide. Red gum forests were rapidly transformed into bare grasslands.

Pingku (Pinky Flat) was an important traditional camp site with strong associations to the cultural power and significance of the River Torrens/Karrawirra Pari. It was a traditional ceremonial and corroboree grounds, before and after the establishment of the City of Adelaide.

There are highly significant cultural sites and associations in parts of the Precinct that are complex and confidential and cannot be reported or included in Park interpretation and signage or material.

Strategic Priorities

Master plans have been developed for much of the Precinct and strategic moves include to

















-  1 Deliver the Riverbank Master Plan
-  2 Deliver the Lot Fourteen Master Plan

Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors

-  3 War Memorial Oak
-  4 Remnant White Cedar pathway
-  5 Moreton Bay Figs
-  6 River Red Gums
-  7 Pennington Gardens West
-  8 Creswell Gardens
-  9 Stella Bowen Park
-  10 Elder Park and Elder Park Rotunda
-  11 Deliver a Master Plan for Helen Mayo Park/Tulya Wardli (Park 27C)
-  12 Investigate potential return of the state government car park in Helen Mayo Park/Tulya Wardli (Park 27C) to Park Land
-  13 Light's Vision
-  14 Statue of Hercules
-  15 Memorial to Captain Ross Smith
-  16 Create open woodland north of Oval No. 2
-  17 Improve water quality and biodiversity of the River Torrens/Karrawirra Pari and incorporate opportunities to engage with the river
-  18 Consider the impact of any re-landscaping or earthworks on any culturally significant site

- 19 Cultural sites in the Precinct are protected under the *Aboriginal Heritage Act 1988*
- 20 Due to cultural associations, interpretation of Red Kangaroo Rock site should not be included in Park signage or material
- 21 Reinforce perimeter planting along War Memorial Drive, Pennington Terrace and Montefiore Road
- 22 Maintain sight line from Frome Park/Nellie Raminjemmerin Park

Connections and Networks

- 23 Enhance interface along Pennington Terrace to draw people into Tarntanya Wama (Park 26)
- 24 Restrict the existing roadway to its current width and alignment and exclude any new buildings from Oval No. 2
- 25 Riverbank Precinct Footbridge
- 26 Barr Smith Walk
- 27 Improve connectivity and accessibility to other Precincts and Central Business District

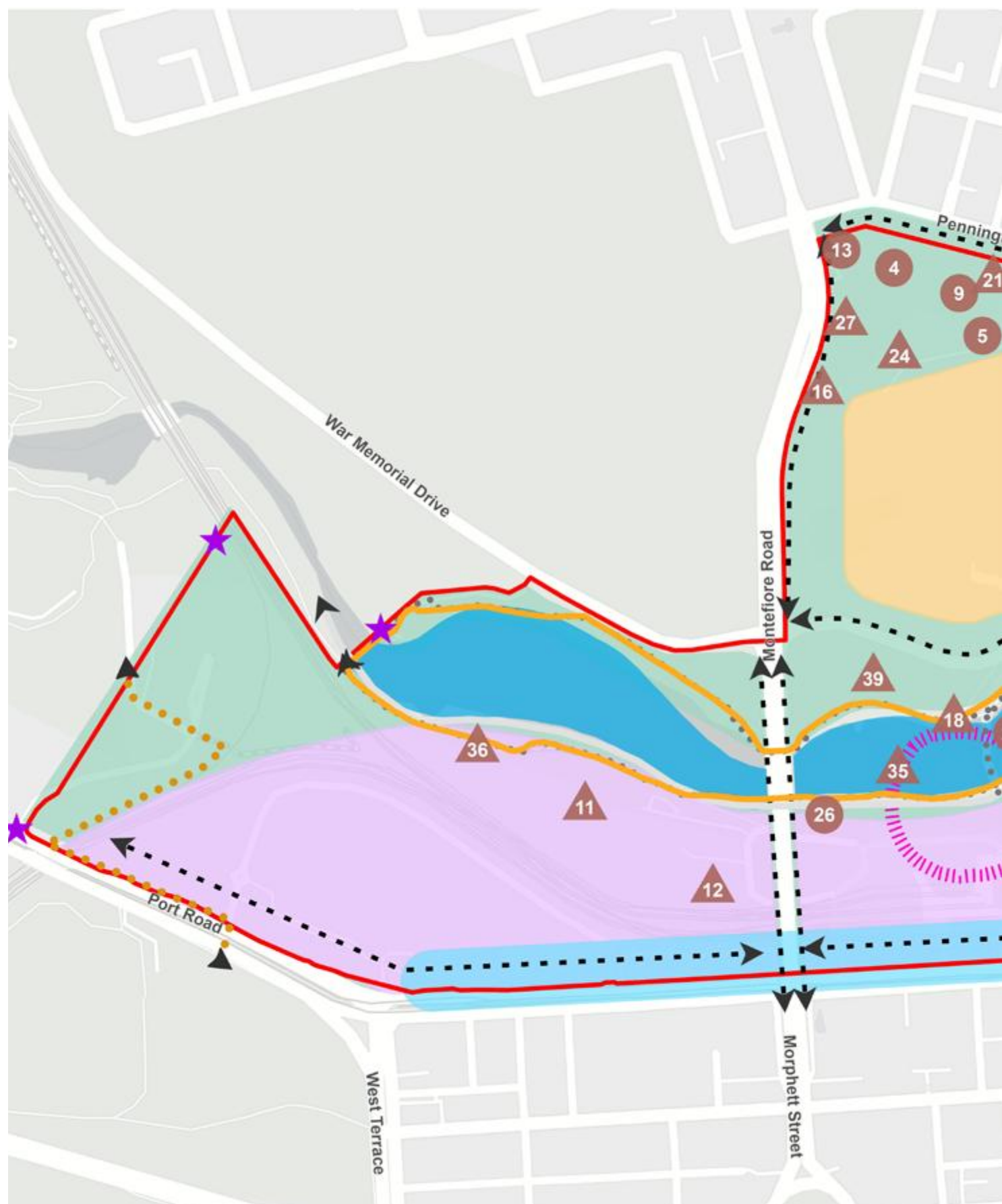
Places and Spaces

- 28 Fireman Gardener's Memorial Fountain
- 29 Pennington Gardens Fountain
- 30 Reedman Memorial Drinking Fountain
- 31 Creswell Garden Sign
- 32 Sir Donald Bradman statue
- 33 Talking our Way Home artwork by Shaun Kirby
 - Kurna Elder Doris May Graham Memorial by Annabelle Collett
 - You are Standing on Kurna Land mural
 - Tribute sculpture by Bert Flugelman

- 34 Reimage the river frontage to enable greater interaction with the river and encourage diverse activities and tourism
- 35 Retain a mix of formal and informal recreational use of the River Torrens Karrawirra Pari and provide related infrastructure
- 36 Provide for informal recreation, including the River Torrens Linear Trail
- 37 Provide public facilities, furniture and amenities to support activities and events held in Tarntanya Wama (Park 26)
- 38 Retain Elder Park as a major event venue for temporary community cultural and sporting events
- 39 Provide shade tree plantings to define the Pingku (Pinky Flat) space
- 40 Aboriginal and Torres Strait Islander Memorial
- 41 Vietnam War Memorial
- 42 Pioneer Women's Memorial Garden
- 43 Investigate opportunities to return part of the Torrens Parade Ground to the care and control of the City of Adelaide

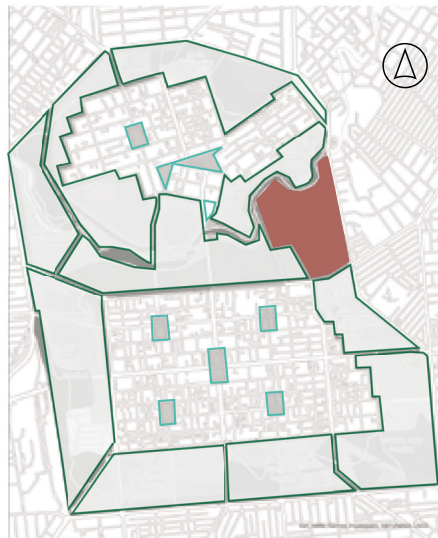


Riverbank Precinct





Botanic Estate Lands and Adelaide Zoo Precinct



Precinct Snapshot

Size of Precinct

71.8 hectares or 10% of the total area of Adelaide the Park Lands

Tree Count and Canopy

45.9% canopy cover provided by 5,900 trees

Key Precinct Uses/Features

- Adelaide Zoo
- Adelaide Botanic Garden
- Botanic Park
- National Wine Centre

Context

Comprised of several state government managed areas, the Botanic Estate Lands and Adelaide Zoo Precinct includes the Adelaide Zoo, Adelaide Botanic Garden, Botanic Park and National Wine Centre.

As a major drawcard for tourists and visitors to Adelaide, the Precinct experiences the highest rates of visitation of all the Adelaide Park Lands with the Adelaide Zoo, Adelaide Botanic Garden and National Wine Centre scoring highly on overall levels of satisfaction amongst visitors. While it is important to sustain and build on the quality of experiences available, it is equally important to apply a 'light touch' to any future development within the Precinct to maintain and ensure its ongoing popularity as a special place within the Adelaide Park Lands.

Kaurna

The Botanic Creek waterway and particularly the waterhole that is now the Main Lake Adelaide Botanic Garden/Kainka Wirra were important for Kaurna people. Kainka Wirra was the main waterhole of Parnataty 'King Rodney,' one of the leading Kaurna men of the Adelaide Plains, as told by his daughter Iparrityi.

The areas within the Adelaide Zoo, Adelaide Botanic Garden, Botanic Park and surrounds were culturally significant to Kaurna people and were used for burials, camping, ceremonies and other activities.

Drivers for Change

The delivery of the Adelaide Botanic Garden Master Plan, Botanic Park Management Plan and Zoos Master Plan are key initiatives generating change in the Precinct.

Adelaide Botanic Garden

The Adelaide Botanic Garden Masterplan 2021 was developed with a deep understanding of the role of botanic gardens in contemporary society and the sites natural topography, its structure and heritage and its management by the Board of the Botanic Gardens and State Herbarium under the *Botanic Gardens and State Herbarium Act (2024)* and Regulations (2021).

Key initiatives in the Masterplan include:

- The Main Lake/Simpson Kiosk precinct upgrade
- North Lodge and East Lodge heritage restoration and activation projects
- Classgrounds and Simpson Shade House upgraded
- Bicentennial Conservatory restored and renovated
- International Rose Garden upgrade to World Federation of Rose Societies Garden of Excellence status
- Managed aquifer storage and recovery system enhancements
- Continued improvements to the new Eastern Entrance through the Outback Garden
- Kitchen Garden extended
- Niobe Hill precinct upgrades
- New themed and interpreted rare and endangered seed production garden
- North Terrace entrance entry and precinct
- Francis Arbor building upgrade providing new entrance to the site
- Sustainable long term waterways management
- Visitor experience and facilities infrastructure upgraded
- Key living collections expanded and enhanced including local provenance species.

The details of the 110 priority actions arising from the Adelaide Botanic Garden Masterplan 2021 can be read at Adelaide Botanic Garden Masterplan.

Botanic Park

Botanic Park was gazetted as a botanic estate under the care and control of the state in 1855 and is one of four botanic estates managed by the Board of the Botanic Gardens and State Herbarium under the *Botanic Gardens and State Herbarium Act (2024)* and Regulations (2021). Aspects of future priorities for Botanic Park are included in the Adelaide Botanic Garden Masterplan 2021, a Botanic Park Management Plan (2002) and Botanic Park Event Vegetation Management Plan (2002).

Botanic Park contains a state significant living tree collection, displayed in an arboretum landscape. It also has a River Torrens/Karrawirra Pari frontage which is the focus of an ongoing project to revegetate with local provenance species. The park is a popular recreation facility for family gatherings and the venue for significant major outdoor events, such as WOMADelaide, which now utilise all areas of the park. The site is an integral part of the operations of the Adelaide Botanic Garden. Botanic Park is more recently the location of the grey-headed flying-fox colony in Adelaide, and future activation concepts under consideration include the creation of 'Botanic Loop', a high treetop level walk to enable visitors to learn about the importance of the work of the Botanic Garden and the threatened flying-fox.



Adelaide Zoo Precinct

Adelaide Zoo opened to the public on 23 May 1883, making it the second oldest zoo in Australia. Since that time, many generations of South Australians have passed through its gates. Adelaide Zoo has retained many original and significant architectural, heritage and botanical features, giving it a style and character of its own. This city-based zoo occupies eight hectares of Park Lands and is home to more than 250 species of exotic and native animals. In 2015, a 20-year master plan was developed for Adelaide Zoo (Zoos SA Master Plan 2015–2035), with a mid-term review and addendum developed in 2023 (Adelaide Zoo Master Plan Addendum 2023). The master plan is focused on developments reflective of a vibrant city oasis showcasing life's diversity, and offering visitors an accessible, intimate and rich experience that complement the offerings of the adjacent Riverbank Precinct.

Strategic Priorities

Master Plans have been developed for much of the Precinct and strategic moves include to

- 1 Deliver the Zoos South Australia Master Plan
- 2 Deliver the Adelaide Botanic Gardens Master Plan
- 3 Deliver the Botanic Park Management Plan

Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Connections and Networks

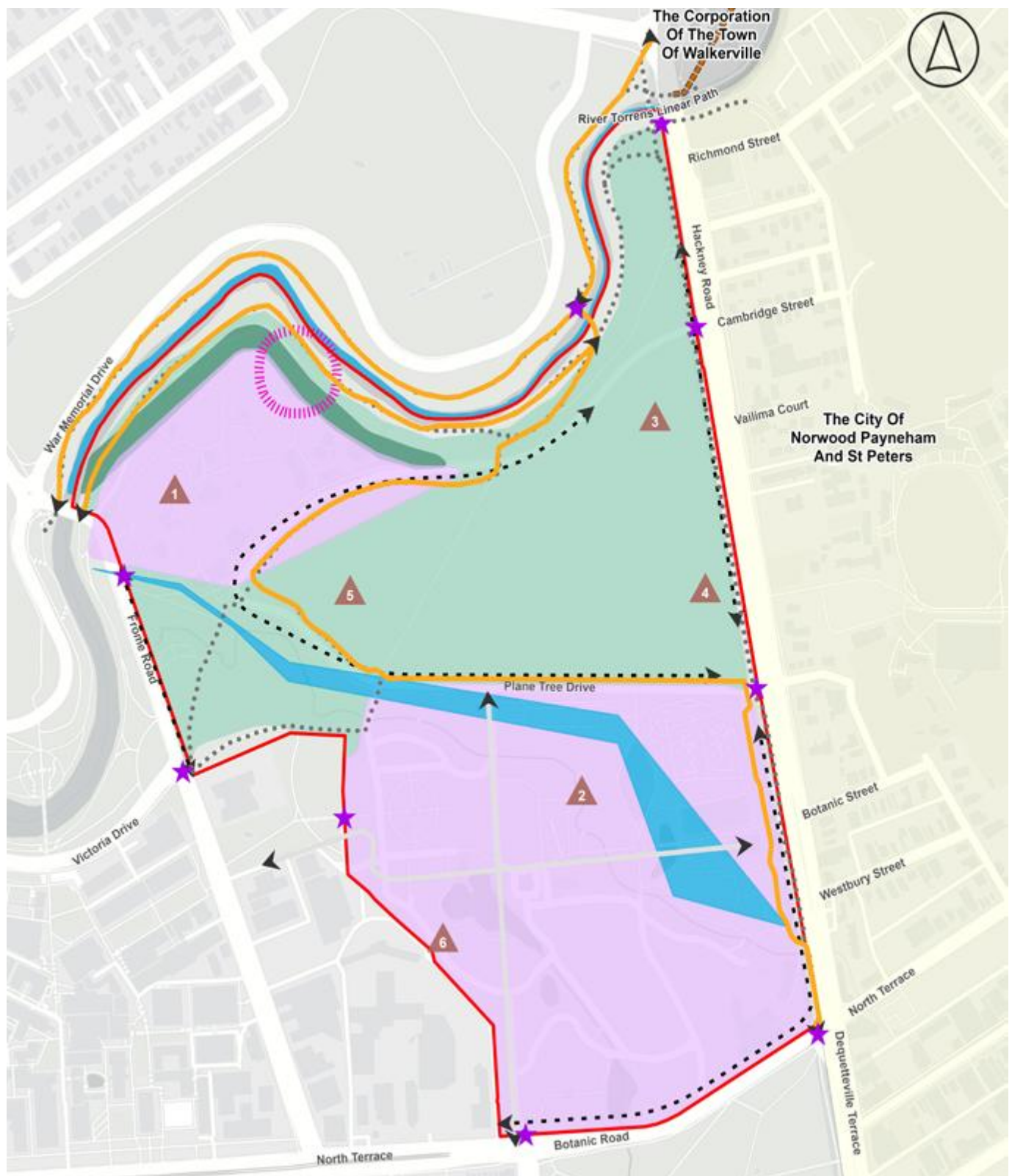
- 4 Assess options to increase safe crossing across Hackney Road to the Botanic Gardens and Botanic Park for walkers, cyclists and users of mobility aid

Places and Spaces

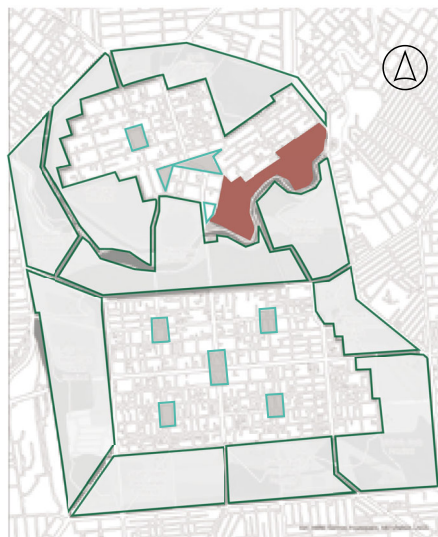
- 4 Investigate opportunity to transfer part of Botanic Park to the care, control and management of City of Adelaide
- 5 Deliver the proposed Adelaide Botanic Gardens and Lot Fourteen interface projects to enhance and add value to the eastern end of the North Terrace cultural boulevard



Botanic Estate Lands and Adelaide Zoo Precinct



North-East Park Lands Precinct



Precinct Snapshot

Parks included in Precinct

- Bunday's Paddock/Tidlangga (Park 9)
- Bullrush Park/Warnpangga (Park 10)
- Mistletoe Park/Tainmuntilla (Park 11)
- Red Gum Park/Karrawirra (Park 12)

Size of Precinct

36 hectares or 4.7% of the total area of the Adelaide Park Lands

Tree Count and Canopy

23% canopy cover provided by 1,149 trees

Key Precinct Uses/Features

- Significant sports ovals used by licensees
- Lower North Adelaide Playground
- Petanque piste
- Archery field
- Grass tennis courts
- City of Adelaide Nursery
- Key Biodiversity Area
- Contributory historic features such as exotic species, avenues and corridors
- Remnant vegetation

Context

The North-East Park Lands occupy the area between King William Road and Sir Edwin Smith Avenue to the west, Finnis Street and MacKinnon Parade to the north, Mann and Hackney Roads to the east and the River Torrens/Karrawirra Pari to the south. This Precinct contains sporting grounds held under license by the University of Adelaide and a number of popular recreational facilities, including the Lower North Adelaide Playground, Peace Park, a semi-ornamental areas, petanque piste and archery field.

Kaurna

River Torrens/Karrawirra Pari flows through the Precinct which provided an important source of food, and a place to meet and camp. Red Gum Park/Karrawirra (Park 12) has been a significant meeting site for Aboriginal peoples including, in recent times, meetings related to Reconciliation and Native Title.

European

Overall, the Precinct retains the original shape and form of the Parks as devised by Colonel William Light.

From the 1850s to the late 1870s areas of the Precinct were used for grazing, fire wood collection, and agistment.

Tree planting that aligns with the general spatial and species intent of Brown's treatise on South Australian tree culture (1880) including pathway alignments are still evident through the Precinct.

Landscape

While Bunday's Paddock/Tidlangga (Park 9), Bullrush Park/Warnpangga (Park 10) and Red Gum Park/Karrawirra (Park 12) have a predominantly structured recreational and sporting character, Mistletoe Park/Tainmuntilla (Park 11) is characterised by a semi-natural landscape containing important areas of remnant vegetation and sites of significant restoration and revegetation.

Bunday's Paddock/Tidlangga (Park 9) and Bullrush Park/Warnpangga (Park 10) are characterised as structured and maintained sports grounds.

Mistletoe Park/Tainmuntilla (Park 11) contains an identified Key Biodiversity Area.

Minor connections and edge paths are already well established within the Precinct.

A defined river pathway connection along the river front would provide an improved connection to the River Torrens/Karrawirra Pari.

Hubs are already well defined in the Precinct, particularly sports facilities and rest spots along the river edge.

Drivers for Change

As sporting activities continue to expand in the Precinct there is likely to be further demands for facilities such as clubrooms to support these uses.

Care will be needed to ensure facilities do not adversely affect residential areas in North Adelaide and that they are available for broader community use outside formal sporting times.

While adjacent residential areas in North Adelaide house a relatively stable population, an intensification of development in Town of Walkerville will see more people accessing the Precinct from the east to participate in the variety of recreational and sporting activities.

Lot Fourteen and Adelaide Botanic High School are likely to attract more people into the North-East Park Lands. Ensuring that there are safe connections through to this Precinct from these developments will be a key driver.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Precinct contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors

- 1 Aleppo Pine and River Red Gum grove of trees
- 2 English Elm plantation
- 3 Group plantation of Sugar Gum, Moort, Melaleuca spp., Weeping Bottlebrush, and She Oak
- 4 English Elm Grove
- 5 River Red Gum plantation
- 6 Key Biodiversity Area
- 7 Sculptures and picnic area within River Torrens/Karrawirra Pari banks
- 8 Drainage swale north of Adelaide University Oval
- 9 River Torrens/Karrawirra Pari Watercourse and lake
- 10 Aleppo Pine row located on the southern flank of MacKinnon Parade
- 11 Moreton Bay Fig grove located on side of Sir Edwin Smith Avenue
- 12 Kei Apple hedge behind the University of Adelaide 'pavilion'
- 13 Remnant McEwin Arboretum trees

The Precinct includes locations of cultural and historic importance including

- 14 Two gate posts and series of eight fence posts on MacKinnon Parade
- 15 Lower North Adelaide War Memorial
- 16 Former Teachers Training College Grandstand
- 17 Adelaide Bridge over the River Torrens/Karrawirra Pari
- 18 Albert Bridge over the River Torrens/Karrawirra Pari
- 19 The University of Adelaide Footbridge
- 20 University of Adelaide Grandstand, War Memorial Drive, North Adelaide
- 21 Memorial to G.F. Angas and J.H. Angas
- 22 Manage Key Biodiversity Area #5 as a River Red Gum Woodland
- 23 Stormwater detention basin and urban address

Connections and Networks

- 24 Manage car parking availability in MacKinnon Parade to ensure availability for users of park facilities
- 25 Maintain running and fitness loops and associated facilities

Places and Spaces

- 26 Create a medium hub
- 27 Manage courts for community use and further enhance the regional activity hub
- 28 Investigate opportunities for the enhancement of community buildings
- 29 Work with license holders to master plan precinct to address future sport and recreation needs

North-East Park Lands Precinct



Squares and Gardens

The city's Squares and Gardens are a highly valued element of the city's fabric and its distinctive heritage-listed layout. In order to optimise their value to the South Australian and local resident community, it is important that the Squares and Gardens are enhanced in ways that better serve a growing and increasingly diverse city community.

To that end, the following sections put forward a series of planning considerations for the Squares and Gardens that are designed to enhance their attractiveness to a wide cross-section of the resident, worker and visitor populations and, as a result, to increase their use.

In time, the Squares and Gardens will be master planned to determine the appropriate level of infrastructure and enable an integrated and coordinated approach to their future enhancement.

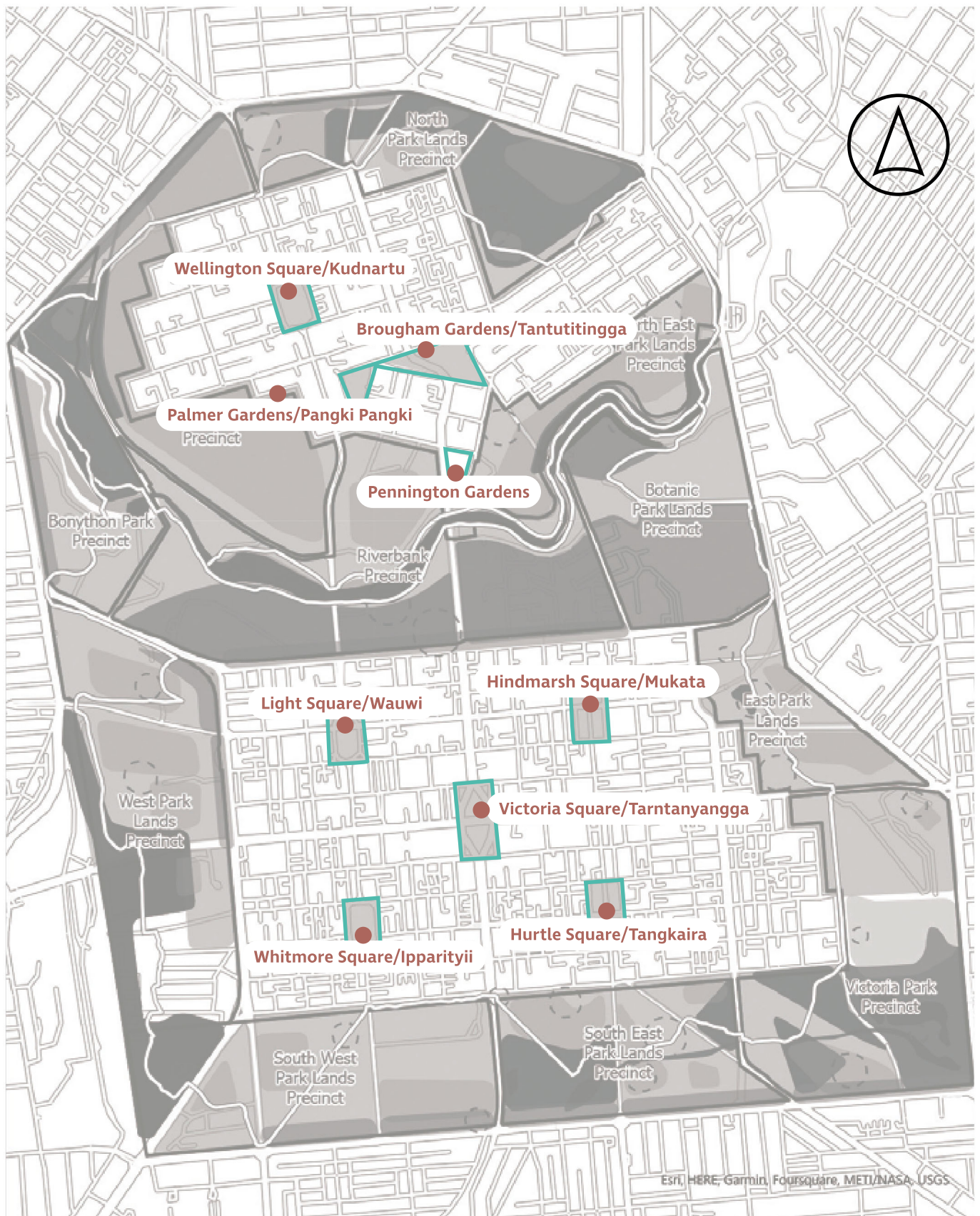
Movement within each Square and Garden is generally well defined via pathways. Vehicle movements are generally to the perimeter of Squares with some roads bisecting the squares into segments.

Where practical, return of road to Squares to align with the National Heritage Values is desirable.

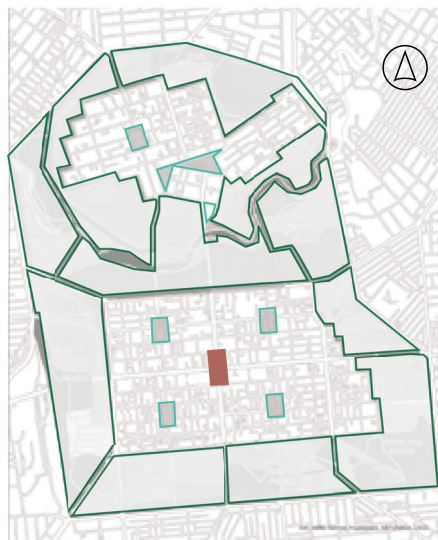
Each Square and Garden is considered a hub due to their attraction for residents and visitors as green open space within the city.



Adelaide Squares and Gardens



Victoria Square/Tarntanyangga



Precinct Snapshot

Size

2.94 hectares

Tree Count

18% tree canopy cover provided by 174 trees

Key Precinct Uses/Features

- Major event spaces
- John Dowie's 'Three Rivers' fountain
- Australian Aboriginal Flag
- Australian National Flag
- Queen Victoria Statue
- John McDouall Stuart Statue
- Captain Charles Sturt Statue
- Charles Cameron Kingston Statue
- Public toilet
- Desert Ash Corridor
- Ngaru mularta/Chalk Sticks
- Victoria Square/Tarntanyangga Fountain

Context

Victoria Square/Tarntanyangga is the geographic and civic centre of the city and regarded as one of its great public places.

The first stage of the Victoria Square/Tarntanyangga Master Plan has reinforced its status as Adelaide's premier gathering place and venue for a diverse range of local, national and international events.

The second stage of the Master Plan will enhance connections between the Square and Central Market, activate its western and eastern edges and provide for a more appealing and versatile public space.

Kaurna

Victoria Square/Tarntanyangga is of high cultural, spiritual and physical significance to the Kaurna people and to the wider Aboriginal community.

Victoria Square/Tarntanyangga has special associations as the central camp and traditional meeting place of the Tarntanyangga Clan of Kaurna community and for Aboriginal visitors.

The Square is linked to Tarnda Kanya, the Red Kangaroo rock site on the south side of the River Torrens/Karrawirra Pari, a highly significant cultural heritage site concerned with this Creation Ancestor. From the 1960s Victoria Square/Tarntanyangga became a focus for Aboriginal activities. These activities included its role as a central meeting place for Aboriginal people from all over Australia, becoming a social and gathering point outside the central Police Station (now the Commonwealth Law Courts building) and Court House.

Victoria Square/Tarntanyangga is where the National Aboriginal Flag (the red, black and yellow Aboriginal flag) designed by Harold Thomas, was flown for the first time anywhere on National Aboriginal and Islander Day on 9 July 1971. It now flies permanently alongside the Australian flag on one of the two tall flagpoles in the centre of the Square.

European

Victoria Square/Tarntanyangga was created in Colonel William Light's Adelaide Park Lands and City Layout of 1836 resulting in an area of approximately now six hectares, including a park and roadway, comprising the Square. The design incorporated a central square to function as Adelaide's focal point and provide open space for recreational activities. On his first map, Light called the Precinct 'The Great Square'. It was eventually named in honour of Princess Victoria before her accession in 1837.

Light surveyed the Square as a rectangle on a north-south axis and sketched an approximate internal spatial configuration of two rectangular park areas with a rectangular encircling an east-west movement system. This spatial configuration remained from 1864 until 1883 when King William Street was constructed north-south through the Square, with the Queen Victoria statue being unveiled in its present location in 1894.

The Square was a dusty, treeless paddock until 1854, when the City of Adelaide embarked on a planting program, constructed four broad diagonal pedestrian paths and erected a wooden fence. Other work on the Square included construction of an east-west roadway that created two garden areas. A fountain was also considered, but it took 100 years for this idea to come to fruition.

By 1883, plans were underway to extend King William Street directly through Victoria Square/Tarntanyangga, dividing it into four garden areas. The original wooden fence was replaced by ornate iron railings which were relocated to the University of Adelaide. A statue of Queen Victoria, who had ascended to the throne in June 1837, was erected in the centre of the Square in 1894. The layout remained unchanged until 1967 when the Square assumed its present diamond form. Landscape design remodelling works again transpired in 1945–46 and 1966.

Landscape

Victoria Square/Tarntanyangga reflects the staged implementation of the Victoria Square/Tarntanyangga Master Plan. Open turf spaces are regularly renewed following impacts from major events and festivals.

Drivers for Change

Master Plan recommendations are the primary drivers of change although the steady diversification of uses surrounding the Square, including more residential development and the establishment of local and international education providers, is seeing its increased use. Probably of greater significance is the Square's proximity to the Central Market, one of the city's most treasured facilities. This creates opportunities for Victoria Square/Tarntanyangga to host a program of events and activities that will attract people to the locality with benefits to local retailers and businesses.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 John Dowie's 'Three Rivers' fountain
- 2 Australian Aboriginal Flag
- 3 Australian National Flag
- 4 Queen Victoria Statue
- 5 John McDouall Stuart Statue
- 6 Captain Charles Sturt Statue
- 7 Charles Cameron Kingston Statue
- 8 Public toilet
- 9 Desert Ash Corridor
- 10 Ngaru mularta|Chalk Sticks
- 11 Victoria Square/Tarntanyangga Fountain

Connections and Networks

- 12 Improve connections to the Central Market Precinct and facilitate opportunities for Central Market events to occur in the Square
- 13 Establish two new promenades in the south of the Square to connect with the central plaza existing northern promenades
- 14 Realign the surrounding roads to create a consolidated Square
- 15 Create an active interface to the eastern edge

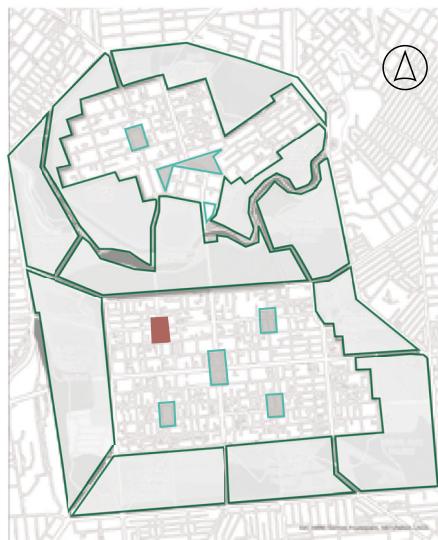
Places and Spaces

- 16 Provide opportunities for events in the south of the Square including celebrations of Kaurna culture

Victoria Square/Tarntanyangga



Light Square/Wauwi



Precinct Snapshot

Size

1.56 hectares

Tree Count

27% tree canopy cover provided by 191 trees

Key Precinct Uses/Features

- Colonel Light Monument and Grave
- Artworks
- 'The Eternal Question' Richard Tipping
- 'Knot' Bert Flugelman
- 'Catherine Helen Spence' – Ieva Pocuis
- Rainbow Walk

Context

Despite having some 55,000 vehicles travelling through and around the Square each day, Light Square/Wauwi provides high quality open spaces catering for major events through to small community gatherings. Featuring a range of distinctive mature tree species, important public art installations and the heritage listed Colonel William Light Statue and Fountain, Light Square/Wauwi is well used by surrounding residents and workers providing well-defined pathway alignments which allow people easy access to adjacent areas.

Kaurna

The Square served as the main community meeting place for First Nations peoples, including local Kaurna People and neighbouring Narungga and Ngarrindjeri Peoples from the 1900s where people socialised, shared stories and organised rallies and protests. Wauwi was named to commemorate the wife of Kadlitpina. Wauwi is the Kaurna name for female Kangaroo.

European

Light Square/Wauwi was named after Colonel William Light, the first surveyor-General of Adelaide, responsible for its planning and layout. When he died in 1839, he was buried in the Square. Over his grave there now stands a memorial in the form of a marble column surmounted by the representation of a surveyor's theodolite.

Landscape

The original layout was compromised in 1910 when Currie Street was cut through the Square. The Square is now split into two parts and consists of a large southern rectangle and a small northern semi-circle.

In 1983 council embarked on an improvement program of Light Square/Wauwi and a redesign plan was developed and later implemented. The program included the undergrounding of power lines, the widening of footpaths around the perimeter, planting of extra street trees, and elms around the perimeter, work on the memorial, construction and landscaping

of the southern median strips and the northern quadrant, incorporation of the Catherine Helen Spence Statue and the resurfacing of all internal footpaths.

Improving walking and cycling connections to, through and from the Square will encourage local residents and workers to adopt more active travel options, while increasing the safety of crossings to the northern section of the Square from the adjacent Arts SA and TAFE sites is a priority.

Drivers for Change

There has been a substantial increase in the number and diversity of residents living in and around Light Square in recent years, providing a strong platform for revitalising those elements that will entice people into the Square for longer periods. Already a popular venue for individual and group-based fitness activities, the capacity for Light Square/Wauwi to meet the diverse needs of nearby residents will become increasingly important. A master plan is being developed to guide investment and renewal.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors.

- 1 Indian Coral Tree
- 2 Carob
- 3 Swamp Sheoak
- 4 Morton Bay Fig
- 5 Hills Weeping Fig
- 6 Italian Poplar Avenue
- 7 Irish Strawberry
- 8 Chinese Elm Avenue
- 9 Golden Ash
- 10 Colonel William Light Grave and Monument
- 11 The Eternal Question sculpture by Richard Tipping
- 12 Knot sculpture by Bert Flugelman
- 13 Catherine Helen Spence sculpture by Ieva Pocuis
- 14 Rainbow Walk

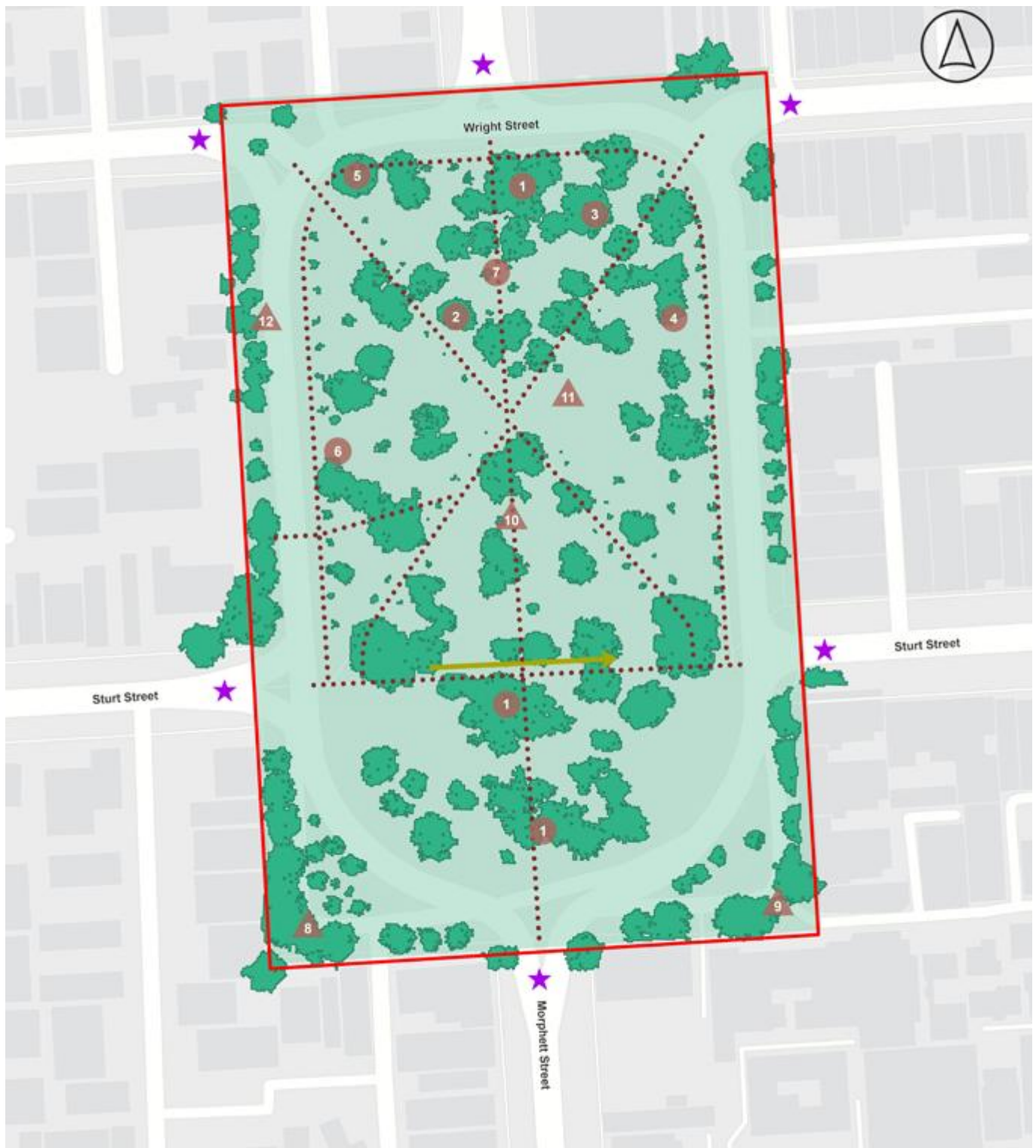
Connections and Networks

- 15 Support opportunities to improve the connection of the Square with the Adelaide Park Lands
- 16 Minimise parking around the Square
- 17 Through master planning seek opportunities to reconfigure the surrounding roads and identify any opportunities to return Adelaide Park Lands Roads to Park Lands Purpose

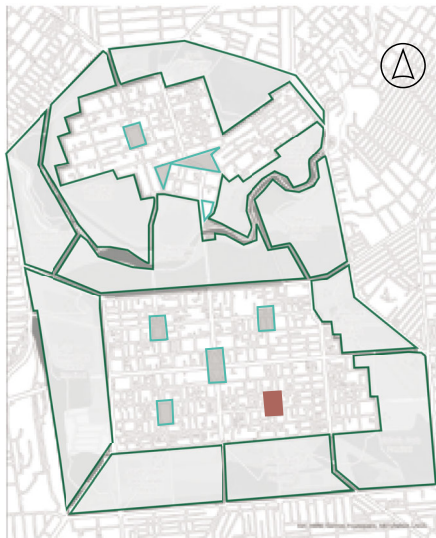
Places and Spaces

- 18 Create a plaza integrating the existing Colonel William Light Statue providing a more formal setting and flexible space for gathering and events
- 19 Improve the amenity with increased planting and consideration of opportunities for shelters and barbecues
- 20 Consider opportunities for play within the Square through universal landscape design such as surrounding public art and water feature

Light Square/Wauwi



Hurtle Square/Tangkaira



Precinct Snapshot

Size

1.83 hectares

Tree Count

27% tree canopy cover provided by 434 trees

Key Precinct Uses/Features

- Artworks
- 'The Forest of Dreams' – Anton Hart
- Ceramic Birdbath – Stephen Bowers
- Hurtle Square sign and plinth

Context

Located within the south-east of the city, Hurtle Square/Tangkaira is surrounded by predominantly residential uses yet experiences low visitation. Hurtle Square/Tangkaira is heavily dominated by through-traffic running north-south along Pulteney Street and east-west along Halifax Street.

The impact of this traffic adds to the disconnection between residents and workers and the open space offerings of the Square, despite its formal garden character and magnificent trees.

Kaurna

The Precinct has also been referred to as 'Memory Square' by Kaurna people. It was a central meeting place for Indigenous peoples from the 1920s and 1960s but not as popular as Victoria Square/Tarntanyangga, Light Square/Wauwi or Whitmore Square/Iparrityi due to higher number of Aboriginal residents in the west end of Adelaide.

Tangkaira was named to commemorate the wife of Ityamai-itypina, Tangkaira or 'Charlotte, from the Clare District'.

European

Hurtle Square/Tangkari was named after Sir James Hurtle Fisher, the first Resident Commissioner and pioneer founder of the colony of South Australia. The South Australian Commissioners appointed Fisher to organise the local constitution. In 1837, Fisher saved the Adelaide Park Lands from land speculators. Fisher was elected the first Lord Mayor of the City of Adelaide (1840–1842).

Landscape

The original layout for the Square was compromised in 1909 when electric tram tracks were laid, dividing the Square into its current four quadrants.

Hurtle Square/Tangkaira has been a focus for public art, with the inclusion of a pigeon fountain and 'The Forest of Dreams' art installation.

Drivers for Change

As the south-east sector of the city continues to grow its resident population, the potential for Hurtle Square to host community events and provide more contemplative spaces away from a heavily trafficked environment will increase. Providing amenities and attractive vistas into and out of the Square will be essential if this potential is to be realised.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenue and corridors.

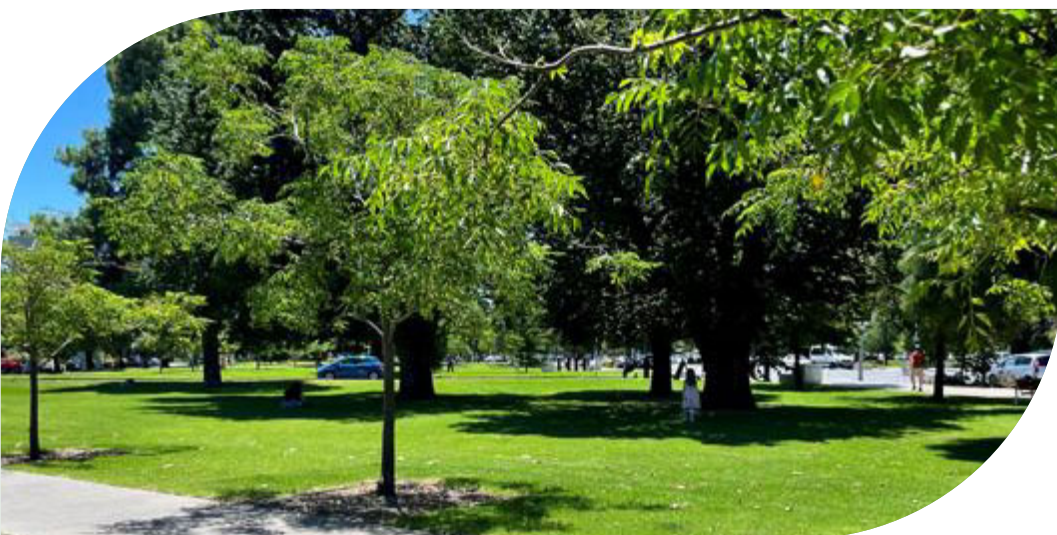
- 1 Captain Cook Pines
- 2 Desert Ash Lines
- 3 Pepper Trees
- 4 Morton Bay Figs
- 5 The Forest of Dreams artwork by Anton Hart
- 6 Untitled sculpture by Stephen Bowers
- 7 Hurtle Square sign and plinth

Connections and Networks

- 8 Reimagine the east, west and southern perimeter roads to manage car parking and deliver pedestrian spaces
- 9 Investigate treatments to the Halifax Street intersection to better integrate it into the Square and visually connect the northern and southern areas
- 10 Provide opportunities along the northern edge to encourage activation and connection with surrounding commercial activities
- 11 Support opportunities to improve the connection of the Square with the Adelaide Park Lands
- 12 Minimise parking around the Square

Places and Spaces

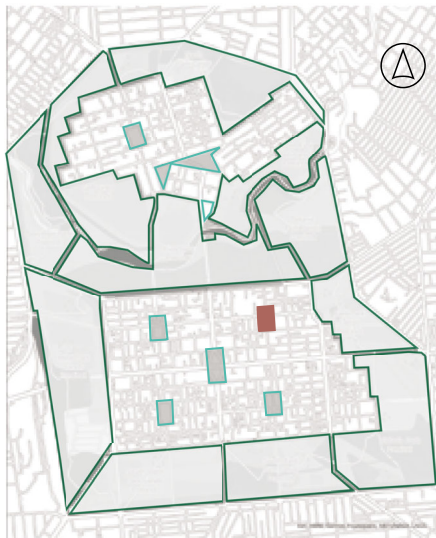
- 13 Consider the inclusion of local play opportunities including water play and climbable artworks
- 14 Develop a master plan for the Square including a strategy for succession planting, investigate opportunities to reconfigure the surrounding roads and identify opportunities to return Adelaide Park Lands roads to Park Lands Purpose



Hurtle Square/Tangkairra



Hindmarsh Square/Mukata



Precinct Snapshot

Size

1.4 hectares

Tree Count

29% tree canopy cover provided by 201 trees

Key Precinct Uses/Features

- Artworks
- 'Untitled' – Paul Trappe Statue
- Hindmarsh Square/Mukata Playspace

Context

Surrounded and bisected by wide roadways which effectively cut the Square into four discrete sections, Hindmarsh Square/Mukata is dominated by 125 car parks that encircle the southern sections of the Square. Nonetheless the Square offers a beautiful gardenesque and cultural heritage landscape featuring large Moreton Bay Figs, Jacaranda tree planted in memory of Margaret Tobin, Hackberry, Silky Oaks, Captain Cook Pines, Golden Ashes and Desert Ashes. The addition of the Hindmarsh Square/Mukata Playspace and Paul Trappe Statue have enhanced the usability of the Square and broadened its appeal to residents, workers and visitors to the city.

Kaurna

History held by members of the Aboriginal community indicate that the Precinct was an important meeting place for Aboriginal Elders prior to colonisation.

Mukata was King John's wife, a prominent member of the Kaurna community.

European

Anecdotal evidence suggests this is the most heavily-used Square reflecting its proximity to Rundle Mall, the East End and surrounding office buildings. The original layout of the Square has changed. When established by Light, the Square was one large grassed area, curved to the north to accommodate the tram and the roads. It is now comprised of four quadrants divided by Grenfell and Pulteney Streets.

Landscape

The Hindmarsh Square/Mukata Master Plan commenced implementation with removal and replacement of trees as part of the upgrade of Pulteney Street, and removal of the toilet and gardeners' facility. Since then, the Hindmarsh Square Playspace has been installed with subsequent landscaping of the north-west quadrant, and landscaping of the north-east quadrant.

Drivers for Change

Through future master planning, the investigations into the narrowing of roadways and a reduction in car parking and prioritising pedestrian access would help the interface of the Square with surrounding land uses and provide a more enticing environment for people.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Moreton Bay Figs
- 2 Row of Hackberries
- 3 Group of Silky Oaks in north-eastern quadrant
- 4 Captain Cook Pine
- 5 Desert Ash Avenues
- 6 Untitled sculpture by Paul Trappe
- 7 Hindmarsh Square/Mukata Playspace

Connections and Networks

- 8 Reduce or remove car parking to the eastern and western edges

Places and Spaces

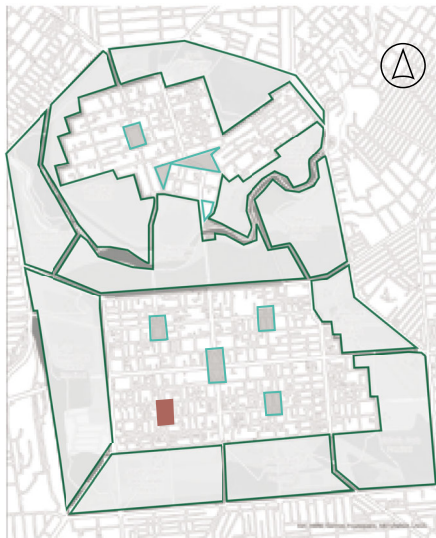
- 9 Consider more structure to the park including tree planting, seating and shelter
- 10 Support opportunities to integrate adjoining uses and businesses to add vibrancy and improve urban environment
- 11 Develop a strategy for succession planting and investigate opportunities to reconfigure the surrounding roads and identify any opportunities to return Adelaide Park Lands roads to a Park Lands Purpose
- 12 Explore upgrading to services to accommodate a range of small and medium-sized events



Hindmarsh Square/Mukata



Whitmore Square/Iparritiyi



Precinct Snapshot

Size

2.05 hectares

Tree Count

26% tree canopy cover provided by 305 trees

Key Precinct Uses/Features

- Artworks
- Community spaces
- Community basketball court and table tennis table

Context

Nestled within the south-west of the city, Whitmore Square/Iparritiyi has traditionally served the open space needs of the community. Characterised by a gardenesque landscape containing magnificent trees including Moreton Bay Figs, Arizona Cypresses, Pepper Trees, Desert Ashes, Camphor Laurels and Holm Oaks, Whitmore Square/Iparritiyi has been identified as a place providing a range of play opportunities for local residents.

Amenities such as the table tennis tables and 3-on-3 basketball courts have reinforced the role of the Square as an important focal point for active play, local events and community gatherings for the south-west city community.

The Whitmore Square/Iparritiyi Master Plan establishes a high-level vision for the future of the Square, and a plan for improvements to achieve that vision. The Master Plan is a framework for planning and design that will:

- Help to guide future works
- Help the public visualise the Square's potential
- Enable the City of Adelaide to plan and implement staged improvements.

Delivery of the Master Plan will be progressed over a number of years through asset renewal and succession planting.

Kaurna

In 2003 the Square was renamed Whitmore Square/Iparritiyi to honour Iparritiyi, a Kaurna ancestor born in the 1840s and recognise its significance as a meeting place for Aboriginal peoples, particularly in the 1930–1940s.

Iparritiyi was a principal female Kaurna informant, sharing her knowledge about Kaurna culture and language including place names and important sites throughout Adelaide. Iparritiyi died in 1929 and is referred to as 'the last woman of the Adelaide Tribe'.

European

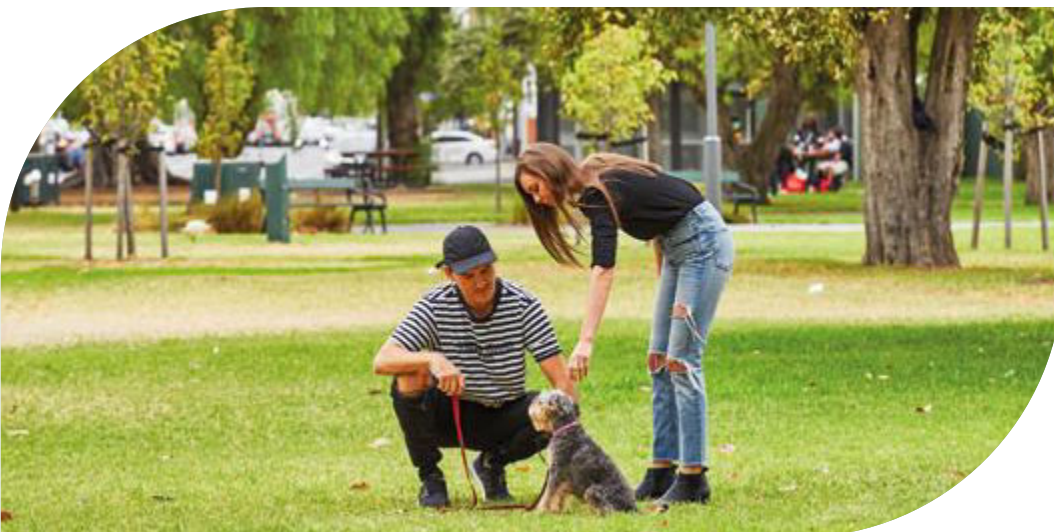
Whitmore Square/Iparrityi was named after Mr William Woolryche Whitmore, one of the Colonisation Commissioners for South Australia and a member of the House of Commons. The original layout of the Square has remained remarkably intact from when first laid out in Colonel William Light's plan. The only changes are the reduced angles of the corners of the Square, leaving some small traffic islands.

Landscape

The Square provides a large open space, surrounded by mature exotic trees and is well-used by residents. The Square has also become a focus for public art initiatives in the city, including the Shaun Kirby sculpture 'Voyagers'.

Drivers for Change

As the resident population in the south-west sector of the city is forecast to grow there is a significant opportunity to build on the range of facilities available in the Square to enhance its role as a place that the local community values. Its accessibility to the Adelaide Central Market adds to the Square's appeal as a dynamic open space catering for an increasingly diverse population.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Moreton Bay Figs
- 2 Arizona Cypresses
- 3 Pepper Tree Avenue
- 4 Desert Ash Lines
- 5 Holm Oak
- 6 Voyagers artwork by Shaun Kirby
- 7 John Ednie Brown Memorial

Connections and Networks

- 8 Provide new path networks that are located as part of a master planning exercise that considers broader movement patterns and any changes to road alignments and vehicle movements
- 9 Reduce bitumen in and around the Square and integrate possible services or transport systems
- 10 Consider a central promenade that addresses key movement patterns across the Square and provides a central spine from which the Square's spatial arrangements can be developed

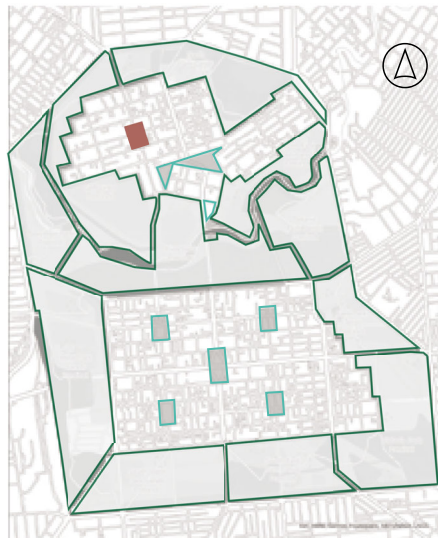
Places and Spaces

- 11 Expand on the community basketball court and table tennis to create a medium hub which may include a central plaza and additional opportunities for community activities, including children's play
- 12 Consider more structure to the park and the creation of outdoor rooms including tree planting, seating and shelter

Whitmore Square/Iparritiyi



Wellington Square/Kudnartu



Precinct Snapshot

Size

2.74 hectares

Tree Count

29% tree canopy cover provided by 276 trees

Key Precinct Uses/Features

- Gardens

Context

As a key focal point for the residents and workers of North Adelaide, Wellington Square/Kudnartu has been identified as providing opportunities for additional play and nature play elements as well as more contemplative spaces for the community.

Kaurna

Knowledge held by members of the Kaurna community indicates that the Precinct used to connect what is now the golf course, as part of a travelling and hunting area used by Aboriginal peoples.

The Kaurna name for the Square commemorates Kudnartu, a Kaurna woman from the Crystal Brook area in the northern-most region of Kaurna country. Her marriage in 1848 to Thomas Adams, a shepherd,

was the first official marriage between a settler and an Aboriginal person in South Australia. She became known as Mary Anne Adams.

European

Wellington Square/Kudnartu has European cultural significance as an integral part of the Adelaide Park Lands and City Layout, and it is also the only Square located in North Adelaide. The spatial arrangement and plantings are substantially the same as when the city was laid out by Colonel William Light in 1836. The Square was named after Field Marshal the Duke of Wellington, who recommended the appointment of Light. The layout of the Square (according to the Smith Survey of the 1880s) has altered little since it was established, with the same path pattern and style of Victorian tree plantings.

Landscape

Featuring a range of exotic and native tree species set within an open, semi-natural and gardenesque landscape, Wellington Square/Kudnartu displays a distinct 'village green' character complemented by highly structured plantings and pathway alignments.

Drivers for Change

Wellington Square/Kudnartu will increasingly become a place for communities to engage in a diverse range of recreational activities.

Expanding the activities on offer (within the controls of its historic conservation zoning) and improving access to these opportunities will enhance the capacity of the Square to respond to and meet local community needs.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Square contains cultural heritage landscape and contributory features such as exotic species, avenues and corridors

- 1 Kurrajongs
- 2 Arizona Cypress
- 3 Canary Island Pine
- 4 Carob
- 5 Elms
- 6 Bluestone kerbing and bollards

Connections and Networks

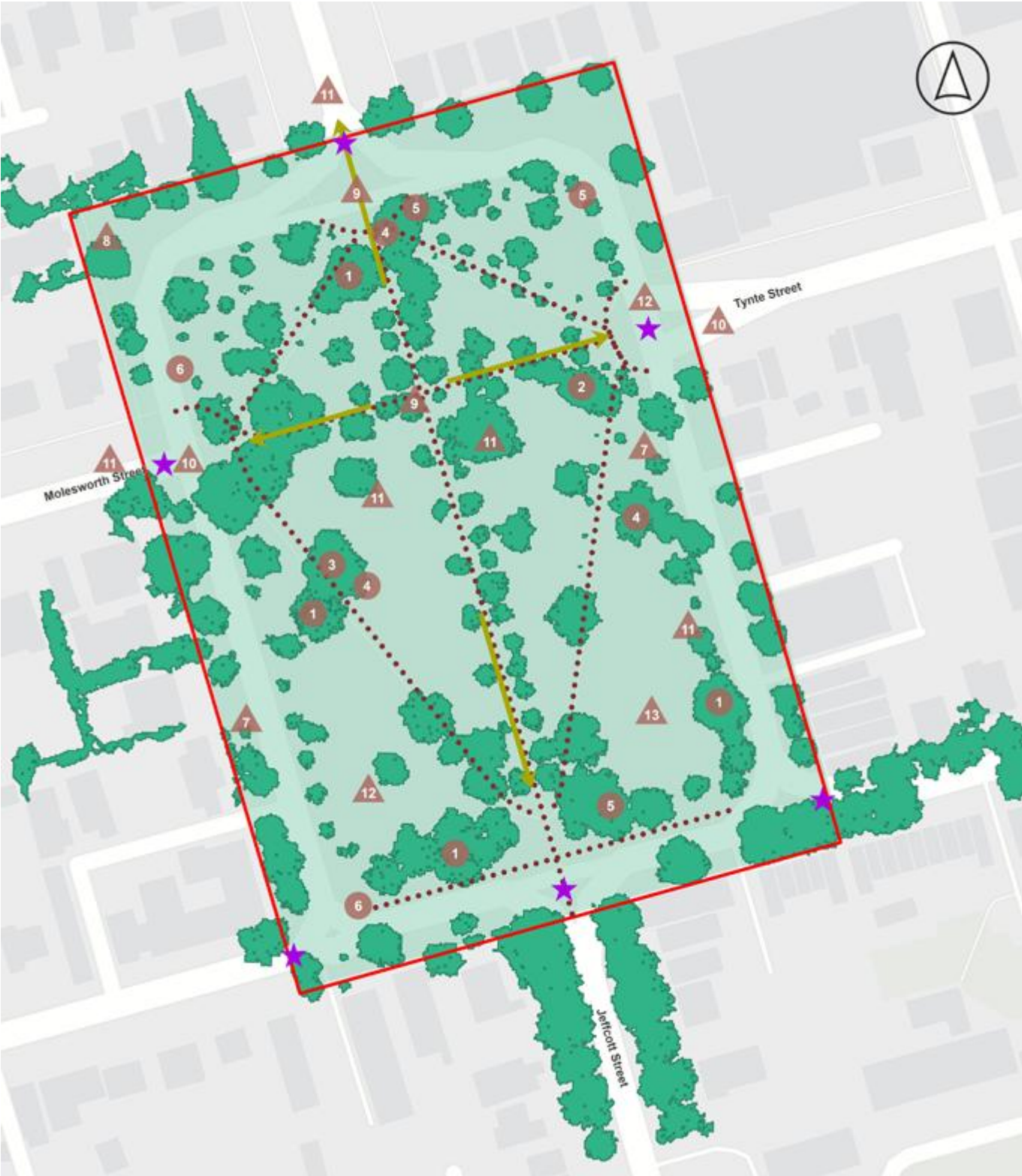
- 7 Minimise parking around the Square
- 8 Seek opportunities to reduce bitumen around the Square
- 9 Strengthen the structure of the Square and acknowledge its formal layout by implementing a central and east-west promenade
- 10 Investigate traffic changes and road surface treatments to improve pedestrian and cycle connections
- 11 Support opportunities to improve the connection of the Square with the Adelaide Park Lands

Places and Spaces

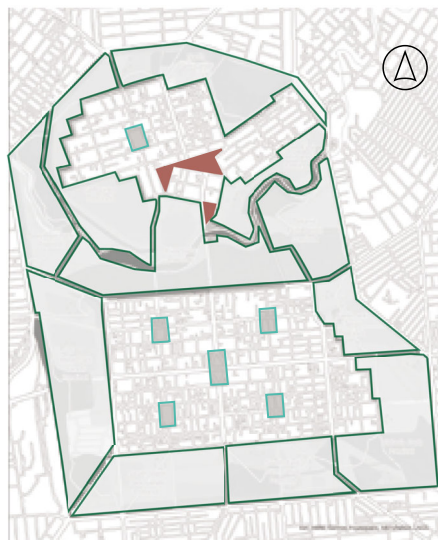
- 12 Provide play opportunities for local residents
- 13 Create more structured outdoor spaces through tree and garden planting that offer areas for relaxing and contemplation



Wellington Square/Kudnartu



Gardens Precinct



Precinct Snapshot

Gardens included in Precinct

- Brougham Gardens/Tantutitingga (Park 29)
- Palmer Gardens/Pangki Pangki (Park 28)
- Pennington Gardens

Size

7.6 hectares or 1% of the total area of the Adelaide Park Lands

Tree Count

21% canopy cover provided by 539 trees

Key Precinct Uses/Features

- Formal gardens
- Lawn areas
- Notable plant specimens
- Women's War Memorial Garden, Cross of Sacrifice and Stone of Remembrance

Context

Brougham Gardens/Tantutitingga (Park 29) and Palmer Gardens/Pangki Pangki (Park 28) are formal gardens providing attractive and high quality open spaces within the most densely populated areas of the city. Both gardens have largely retained their original shape and form and are characterised by substantial tree planting, including a significant palm collection, reinforcing a Victorian gardenesque landscape. The Gardens also accommodate a distinctive axial pathway system dating from the 1870s which complements the nineteenth century character of the surrounding Victorian mansions, churches and slate kerbing.

Kaurna

In 1972 an Aboriginal Tent Embassy was set up in the Precinct in support of the national tent set up on the lawns of Parliament House.

The Kaurna translation of Tantutitingga is Native Lilac Place (*Hardenbergia violaceae*). Pangki Pangki was a Kaurna tracker and guide.

European

Overall, the Precinct retains the original shape and form of the Parks as devised by Colonel William Light.

Palmer Gardens/Pangki Pangki (Park 28) and Brougham Gardens/Tantutitingga (Park 29) do not contain any State or Local Heritage Places.

The Women's War Memorial Garden, Cross of Sacrifice and Stone of Remembrance are located in Pennington Gardens East and State Heritage Listed. This garden, dating from the early 1920s is a tribute to the women of South Australia and their contributions during the First World War.

Landscape

Brougham Gardens/Tantutitingga (Park 29) has vegetation and natural elements of merit including:

- Palm (Phoenix species) collection dating from 1890s arising from a donation from Sir Samuel Way

- Italian Cypress (*Cupressus sempervirens*) act as a frame to the entry path on the northern flanks of the Garden
- Carob (*Ceratonia siliqua*) on eastern triangle of the gardens.

Palmer Gardens/Pangki Pangki (Park 28) contains the following vegetation and natural elements of heritage value:

- Camphor Laurel (*Cinnamomum camphora*) located in the north-west corner of the gardens dated around the 1920s is of medium significance visually and botanically.
- The palm collection dating from 1890s arising from a donation from Sir Samuel Way. Four date palms are still evident and these have some historic and botanic significance.

Pennington Gardens was designed by Pelzer in the gardenesque style, with formal paths and garden beds. The redevelopment of Adelaide Oval has changed the layout but it retains its formality set with historic statues and a fountain.

Drivers for Change

Surrounded by growing resident and worker populations, Brougham Gardens/Tantutittingga (Park 29) and Palmer Gardens/Pangki Pangki (Park 28) will continue to provide appealing places of respite for local residents and visitors alike. The proposed relocation of the Women's and Children's Hospital may change visitation to this area. However, residential colleges adjacent Brougham Gardens/Tantutittingga (Park 29) and Palmer Gardens/Pangki Pangki (Park 28) will continue to see a need for informal recreation spaces for students and members of the public. Enhancing both Gardens with attractive planting regimes comprising a mix of exotic and native trees will provide residents and visitors with an appealing setting for a range of enriching outdoor activities and relaxation.



Precinct Considerations

The following considerations will provide guidance for planning at the Precinct level and should be considered along with the Adelaide Park Lands wide planning considerations.

Natural Systems, Cultural Landscapes and Climate Resilience

The Gardens contain cultural heritage landscape and contributory features such as exotic species, avenues and corridors.

- 1 Maintain and reinforce the structure and formal landscape character

Connections and Networks

- 2 Create a promenade through Palmer Gardens/ Pangki Pangki (Park 28) highlighting the key route through the park
- 3 Improve path connections generally and increase the number of through routes
- 4 Improve connections between Palmer Gardens/ Pangki Pangki (Park 28) and Brougham Gardens/ Tantutitingga (Park 29)
- 5 Improve connections with Montefiore Hill and Light's Vision
- 6 Improve path connections and deliver amenities along the way which capitalise on the views

Places and Spaces

- 7 Provide more places and spaces for relaxing and socialising along the northern interface
- 8 Provide more strategically located seating within the gardens and to its edges
- 9 Investigate potential locations for a significant piece of public art
- 10 Provide a hub with shelter, seating and opportunities for congregation and investigate opportunities for pop-up/plug in catering

Gardens Precinct



Partnerships, Planning and Investment

In planning for the future of the Adelaide Park Lands, the following planning policy documents are relevant.

Strategic Planning Context

Management Plans for Adelaide Park Lands

The Government of South Australia and City of Adelaide are required to prepare Management Plans for the Adelaide Park Lands.

The City of Adelaide Community Land Management Plans (CLMP) for the Adelaide Park Lands set out objectives, policies and proposals for management of the Adelaide Park Lands, states performance targets and measures, provides information on any restrictions to public use or movement through the Adelaide Park Lands, and includes specific information on relevant policies for the granting of leases and licences.

The CLMP must be consistent with the Adelaide Park Lands Management Strategy.

The state government's Management Plans for the Adelaide Park Lands outline the management for the Adelaide Park Lands under state government or Agency/Authority ownership.

Planning and Design Code – Adelaide Park Lands Zone

Development in the Adelaide Park Lands is assessed against the state government's Planning and Design Code.

The Adelaide Park Lands Zone provides the legislative planning framework and regulations for development within the Adelaide Parks Lands. The Zone covers all of the Adelaide Park Lands, and includes an Aquatic Centre subzone for part of Denise Norton Park/ Pardipardinyilla (Park 2).

Greater Adelaide Regional Plan (GARP)

The State Planning Commission is progressing the Greater Adelaide Regional Plan (GARP) that will replace the current plan, known as the 30-Year Plan for Greater Adelaide.

Once finalised, the GARP will provide the overall planning framework for the growth and development of the Greater Adelaide Region.

The GARP outlines a commitment to build on the Metropolitan Open Space System (MOSS) framework which was formally initiated in the early 1990's through the development of a new Open Space Strategy for Greater Adelaide.

Once implemented, the GARP will allow for a holistic view of growth for the Greater Adelaide Region which must be considered in the planning for the Adelaide Park Lands, as an open space system for all South Australians.

City of Adelaide – City Plan

City Plan is an urban design and strategic planning process that outlines the spatial vision, goals, and strategies for future sustainable growth and development across the City of Adelaide into the next decade.

The City Plan links with this Strategy to identify opportunities and areas of the Adelaide Park Lands that will need to respond to increased population and visitation.

City Plan will contain data and insights for the Adelaide Park Lands through a range of spatial layers. These layers will provide contextual strategic planning information that will assist in evidence-based decision making for the Adelaide Park Lands.



Metropolitan Open Space System

Much of what makes Adelaide such a unique and beautiful city is its open spaces and landscapes, including the Adelaide Park Lands.

The underpinning strength of open space in Adelaide is the Metropolitan Open Space System (MOSS) which is a network of parks and open spaces located throughout metropolitan Adelaide.

The Adelaide Park Lands and the River Torrens/Karrawirra Pari are at the heart of the Metropolitan Open Space System.

The Adelaide Park Lands are a unique, Nationally Heritage Listed landscape that require a holistic approach to increased greening, water sensitive urban design, stormwater management, water quality and climate resilience so that the Adelaide Park Lands can be responsive to the needs of a growing population in the city, and continue to support the Metropolitan Open Space System.

Population Growth

The importance of enhancing and protecting the Adelaide Park Lands will increase as Greater Adelaide grows. As will the need for the expansion of the Metropolitan Open Space System with quality local and regional open space in surrounding metropolitan Adelaide areas.

The Adelaide Park Land's surrounding suburbs of Bowden, Brompton, Thebarton, Kent Town and Glenside are experiencing or anticipating significant population growth.

Further growth along and south of Greenhill Road and selected locations in Burnside, Walkerville and Prospect Local Government Areas will increase demand for use of the Adelaide Park Lands and local open space provisions.

Prioritising works in the Adelaide Park Lands serving the largest population concentrations and areas of largest population increase will become important over the next 5 to 10 years.

Comparison of Open Space Systems

In South Australia there is a legislative requirement for new developments to contribute 12.5% of land toward public open space. A population-ratio standard is a method which can be applied to describe the provision of open space relative to the level of population. Therefore, 12.5% of open space applied to 35 hectares of a low density development area equates to around 4 ha per 1,000 people (based on 15 dwellings per hectare and 1.9 persons per household). This figure is consistent with benchmarks used in the Australian Capital Territory (4 ha) and Queensland (4–5 ha) but greater than the New South Wales benchmark.

Forecast population increases vary from 3% in City of Unley to 43% in the City of Adelaide. Projected growth on the western, southern and northern boundaries of the Adelaide Park Lands is likely to have a significant impact on demand for quality and accessible open space.

As Greater Adelaide's population grows the proportion of open space per 1,000 people will reduce, it is therefore imperative that there is shared investment in the Adelaide Park Lands and increased investment in open space provision through the expansion of the wider Metropolitan Open Space System. This public open space is required to support communities and are essential to the physical and social health and wellbeing of the community.

The following table outlines the allocation of open space for the City of Adelaide (Adelaide Park Lands) and the adjoining councils. The table highlights the adjoining councils that currently meet the benchmark of 4 hectares per 1,000 people.

| Adjacent Council Comparison | Open Space (Hectares) | Ha per 1,000 people |
|--|-----------------------|---------------------|
| City of Adelaide | 760 | 29.1 |
| City of Norwood, Payneham and St Peters | 180 | 4.85 |
| Town of Walkerville | 33 | 4.32 |
| City of Burnside | 190 | 4.18 |
| City of Charles Sturt | 403 | 3.39 |
| City of West Torrens | 173 | 2.84 |
| City of Prospect | 23 | 1.15 |
| City of Unley | 30 | 0.76 |

Figure 7 – Adjacent Council Open Space Comparison

The following table outlines the allocation of open space for four capital cities in Australia. The comparison highlights the significance of the open space provision in out capital city, which is one significant factor to the liveability of the City of Adelaide.

| Capital City Comparison | Open Space (Hectares) | Ha per 1,000 |
|--------------------------|-----------------------|--------------|
| City of Adelaide | 760 | 29.1 |
| City of Melbourne | 555 | 7.38 |
| City of Perth | 547 | 3.18 |
| City of Sydney | 377 | 2.36 |

Figure 8 – Capital City Open Space Comparison

Adelaide Park Land's Investment

Investigate, through an amendment to the Planning and Design Code, the introduction of an Adelaide Park Lands Open Space Offset Scheme or Adelaide Park Lands Overlay to unlock investment in the Adelaide Park Lands. This initiative would apply to future developments that will rely on the Adelaide Park Lands for open space provision but are not located within the City of Adelaide.



Return Areas

Continue to identify land within the Adelaide Park Lands that is currently considered as having a 'Non-Park Lands Purpose' and offers limited or restricted public access. It is a key priority that this land be returned to a 'Park Lands Purpose'.

Notable Return to Park Land Areas

Outlined below are notable return to Park Lands Areas.

| | |
|--|------------------|
| Road from Mills Terrace/Barnard St to North Adelaide Station Road (1979–89) | 0.5 ha |
| Victoria Park Racecourse built form and car park | 3.9 ha |
| Fitzroy Croquet Club | 0.3 ha |
| Conservatory, Veale Gardens | 51m ² |

Figure 9 – Adelaide Park Lands return areas by City of Adelaide

Total area returned to Adelaide Park Lands by City of Adelaide is approximately 4.7 ha

| | |
|---|---------|
| SA Water land in Gladys Elphick Park/Narnungga (park 25) | 5.4 ha |
| Hackney Bus Depot | 5.46 ha |
| Land West of Morphett Street bridge – Helen Mayo Park/Tulya Wardli (Park 27C) | 3.2 ha |
| Frome Park (former Royal Adelaide Hospital car park) | 1.8 ha |
| E&WS depot in Rundle Park | 1.3 ha |
| Old Bureau of Meteorology– corner Glover Avenue/West Terrace | 0.3 ha |
| Post-tel Recreational Institute (West Terrace) | 0.8 ha |
| Land either side of North Adelaide Station Road (including woodyard site) 1990 | 1.1 ha |
| North Adelaide Railway Station | 0.2 ha |

Figure 10 – Adelaide Park Lands return areas by Government of South Australia and Australian Government

Total area returned to Adelaide Park Lands by the Government of South Australia and Australian Government is approximately 19.6 ha.

Return Areas Schedule

A review has been undertaken to identify opportunities to return areas of the Adelaide Park Lands currently classified as having a 'Non-Park Lands Purpose' to a 'Park Lands Purpose'. The following assessment criteria has been used as part of this review.

- Land that is currently under the care, control or management of the Crown or a State Authority that could be transferred to the care, control and management of the City of Adelaide to allow for increased public access
- The transfer of any land from the state government to the City of Adelaide would be dependent on a case being made to relevant registered custodian of the land and a positive resolution from both Houses of Parliament
- Hardstand areas that are no longer considered fit for purpose and could be returned to publicly accessible green space (Park Lands Purpose).



| Site No. | Park No. | Custodian | Current Description | Opportunity | Priority/Timing |
|----------|----------|---|--|--|-------------------|
| 1 | 27 | Corporation of the City of Adelaide | Vacant land (next to North Adelaide Train station) | Investigate opportunities to return to a Park Lands purpose | Medium 5–10 Years |
| 2 | 27 | Corporation of the City of Adelaide | Vacant land | Investigate opportunities to return to a Park Lands purpose | Medium 5–10 Years |
| 3 | 27 | Corporation of the City of Adelaide | Former sports courts | Investigate opportunities to return to a Park Lands purpose – removal of hardstand surface | High 1–5 Years |
| 4 | 27 | Corporation of the City of Adelaide | SAPOL Road Safety Centre | Undertake feasibility to maintain Mock Roadway or return to Park Lands Purpose following the relocation of SAPOL facilities in 2024 | High 1–5 Years |
| 5 | 27 | Corporation of the City of Adelaide | SAPOL – horse agistment area | Investigate opportunities to return to a Park Lands Purpose post the new Women's and Children's Hospital completion | Medium 5–10 Years |
| 6 | 27 | Minister for Climate, Environment and Water | Adelaide Gaol and Powder Magazine | Investigate opportunities to return to City of Adelaide and increase of public accessibility post the new Women's and Children's Hospital completion | Medium 5–10 Years |

| Site No. | Park No. | Custodian | Current Description | Opportunity | Priority/ Timing |
|----------|--|---|--|---|-------------------|
| 7 | 27 | Minister for Climate, Environment and Water | Vacant land | Investigate opportunities to return to City of Adelaide | Medium 5–10 Years |
| 8 | 27 | Corporation of the City of Adelaide | Helen Mayo Park/ Tulya Wardli (Park 27) | Through master planning, return to Park Lands Purpose and increase public accessibility | High 1–5 Years |
| 9 | 27 | Corporation of the City of Adelaide | Car Park | Investigate opportunities to return to City of Adelaide and return to Park Lands Purpose | High 1–5 Years |
| 10 | 23 | Corporation of the City of Adelaide | Former sports courts | Investigate opportunities to return to a Park Lands purpose | High 1–5 Years |
| 11 | 22 | Corporation of the City of Adelaide | Former sports courts | Investigate opportunities to return to a Park Lands purpose – removal of hardstand surface | High 1–5 Years |
| 12 | 21 | Corporation of the City of Adelaide | Access driveway | Investigate opportunities to return to a Park Lands purpose – removal of hardstand surface | High 1–5 Years |
| 13 | 21 | Corporation of the City of Adelaide | Former sports courts/club room | Investigate opportunities to return to a Park Lands purpose – removal of hardstand surface and investigate adaptive reuse of clubroom | High 1–5 Years |
| 14 | 12 | Minister for Infrastructure and Transport | Torrens Parade Ground | Investigate opportunities to return to City of Adelaide and increase public accessibility and usage | Low 10–20 Years |
| 15 | 15 | Corporation of the City of Adelaide | Temporary skate park | Investigate opportunities to formalize the temporary skate park or remove hardstand areas and return to a Park Lands purpose | High 1–5 Years |
| 16 | 11 | Corporation of the City of Adelaide | Portion of Botanic Park – currently a thoroughfare | Investigate opportunities to return to City of Adelaide and increase of public accessibility and interface with River Torrens/Karrawirra Pari | Medium 5–10 Years |
| 17 | 6 | Corporation of the City of Adelaide | Sports courts | Investigate opportunities to return to a Park Lands Purpose – removal of hardstand surface | High 1–5 Years |
| 18 | 4 and 5 | Corporation of the City of Adelaide | Lefevre Road | Investigate opportunities to close this road and return to a Park Lands Purpose – combining Park 4 and 5 | Low 10–20 Years |
| 19 | 2 | Corporation of the City of Adelaide | Adelaide Aquatic Centre | Post completion of the new Adelaide Aquatic Centre – return existing Adelaide Aquatic Centre to a Park Lands Purpose | High 1–5 Years |
| 20 | Victoria/ Tantanyangga, Hindmarsh/ Mukata, Hurtle/ Tangkairi, Light/Wauwi, Wellington/ Kudnartu, Whitmore/ Iparityi | Corporation of the City of Adelaide | Adelaide Park Lands roadways | Through master planning, investigate opportunities to return portions of Adelaide Park Lands roadways around the Park Lands Squares to a Park Lands purpose through the narrowing of Park Lands roads | Low 10–20 Years |

Figure 11 – Return Areas Schedule

Return Areas Map



Return Area Priorities to 2030

Helen Mayo Park/Tulya Wardli (Park 27C)

Helen Mayo Park/Tulya Wardli (Park 27C) is an under-utilised park with little amenity offered for community benefit. A master plan is required to guide the strategic improvement of the site and integration with the city and surrounding built and natural form.

SAPOL Horse Agistment Area

The proposed relocation of the South Australian Mounted Police Unit provides an opportunity to return the former horse agistment area to a Park Lands Purpose and to integrate with the surrounding open space, recreation and health precincts.

Former Hard Courts (Tennis, Netball, Basketball)

Hard court spaces that are no longer in use provide an opportunity to increase permeable surfaces, water detention and tree canopy in the Adelaide Park Lands.



Investment Framework

To achieve the Strategy's outcomes, clear pathways for investment are required.

Investment opportunities

The following are identified as the key funding sources for investment in the Adelaide Park Lands.

- Capital City Committee
- Government of South Australia
- City of Adelaide
- Adjoining councils
- Land Owners in the Adelaide Park Lands

Partnerships/Co-Investment (all or combination of)

- City of Adelaide and Government of South Australia
- City of Adelaide and private developers
- City of Adelaide and adjoining councils
- City of Adelaide and community organisations
- City of Adelaide and Australian Government
- Philanthropy
- Community organisations – Sporting Clubs
- Volunteering
- Private investment

Partnerships

The implementation of this Strategy will be overseen by Kadaltilla in conjunction with the City of Adelaide and the Government of South Australia and involve the participation of many delivery partners, including Kaurua Yerta Aboriginal Corporation, Government of South Australia departments, agencies, adjoining local councils, volunteers and the broader community.

Investment Pathways

Investment in delivering this Strategy will be pursued as follows:

Asset renewal or improvements

- City of Adelaide/Government of South Australia
- Partnerships/Co-investment

Environmental/Natural System

- City of Adelaide/Government of South Australia
- Partnerships/Co-investment
- Volunteering
- Philanthropy

Community Sports

- Partnerships/Co-investment
- Community organisations/Sporting clubs
- Private investment
- Philanthropy

Tourism and Heritage

- City of Adelaide/Government of South Australia
- Partnerships/Co-investment
- Philanthropy

Major public infrastructure

- City of Adelaide/Government of South Australia
- Partnerships/Co-investment

Investment Assessment Criteria

The following criteria will be used to assess investment pathways. Adelaide Park Lands will:

- Reflect growth in the city and adjoining council areas
- Provide trail, path connectivity and improving active transport access to the Adelaide Park Lands
- Resolve gaps in the quantity, quality, mix and type of open spaces
- Provide opportunities to enhance connectivity through waterways and biodiversity corridors
- Protect and enhance Aboriginal and European cultural heritage and practices
- Improve Connection to Country and reconciliation
- Protect and enhance National Heritage Values
- Service the South Australian community
- Acknowledge current trends and future population and demographic projections
- Improve our response to climate resilience
- Meet conservation and biodiversity priorities, based on comprehensive biodiversity survey data
- Improve vegetation quality and increase tree canopy coverage

- Reduce and mitigate urban heat effects
- Improve water quality and flood mitigation
- Align with state and federal strategic open space objectives.

4-Year Investment Priorities

Priority projects have been identified to guide future investment in the enhancement and protection of the Adelaide Park Lands. Projects should leverage state and federal investment in community infrastructure to address societal change, population increase and the need for climate resilience.

Projects

- Strategic Water Resources
- Helen Mayo Park/Tulya Wardli (Park 27C)
- Victoria Park/Pakapakanthi (Park 16) Master Plan implementation
- Adelaide Aquatic Centre Development
- Park Lands Trail improvements
- New Women's and Children's Hospital
- Bonython Park/Tulya Wardli (Park 27) Master Plan including Kate Cocks Park/Port Road Development
- Golden Wattle Park/Mirnu Wirra (Park 21 West) Community Outcomes/Community Buildings Policy
- Mary Lee Park/Tulya Wardli (Park 27B) Community Buildings Policy
- Increasing greening and canopy cover
- Light Square/Wauwi event infrastructure
- Greenhill Road Corridor
- Northern Park Lands Master Planning
- Whitmore Square/Iparrityi Stage 2
- River Torrens/Karrawirra Pari Restoration



Appendices

Appendix A – Adelaide Park Lands Tenure



Appendix A – Adelaide Park Lands Tenure

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|---|--|--|--|
| D24125Q1 | CR5667/595 | The Corporation of The City of Adelaide | G S Kingston Park/Wirrarininthi (Park 23) | Continue existing use |
| D24125Q2 | CR5667/595 | The Corporation of The City of Adelaide | G S Kingston Park/Wirrarininthi (Park 23) | Continue existing use |
| D28392A33 | CR5739/885 | Minister for Environment and Water | Bonython Park/Tulya Wardli (Park 27) Linear reserve and olive grove adjacent to the River Torrens/Karrawirra Pari and rail corridor and between the weir and rail bridge | Potential transfer to City of Adelaide for care, control and management subject to resolution of potential contamination concerns. |
| D28393A1 | CR6245/913 | Minister for Education | Adelaide Botanic High School | Current use to continue |
| D30327A51 | CR6102/709 | The Corporation of The City of Adelaide | Mary Lee Park/Tulya Wardli (27B) | Current use to continue |
| D30327A53 | CR5260/214 | Transadelaide | Railway corridor between the River Torrens/Karrawirra Pari and North Adelaide Railway Station. Vested for railway purposes pursuant to the <i>Railways Act 1878</i> . | Current use to continue |
| D33772A102 | - | Minister for Environment and Water | Riverside Rowing Club – west of Morphett Street bridge | Current use to continue. Transfer to City of Adelaide as part of Adelaide Botanic High land swap – Future consideration of site as part of master planning for Helen Mayo Park/Tulya Wardli (Park 27C) |
| D33772A103 | CL6185/34 OM021309 CR5220/707 | Riverside Rowing Club Inc. Minister for Environment and Water | Pulteney Boat Club – west of Morphett Street bridge | Current use to continue. Transfer to City of Adelaide as part of Adelaide Botanic High land swap – Future consideration of site as part of master planning for Helen Mayo Park/Tulya Wardli (Park 27C) |
| D34345A5 | CT5320/362 | Minister for Transport, Infrastructure and Local Govt | Railway corridor north of North Adelaide Railway Station. | Current use to continue. |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|-------------|---|--|---|
| D34345A6 | CR5373/132 | The Corporation of The City of Adelaide | North Adelaide Railway Station | Opportunity to repurpose North Adelaide Railway Station building and return southern portion of allotment to an Adelaide Park Lands purpose |
| D35577A100 | CR5220/421 | The Corporation of The City of Adelaide | Unley High School and Norwood International High School Rowing Shed | Current use to continue |
| D35577A101 | CL 6229/569 | Adelaide Rowing Club Inc. | Adelaide Rowing Club | Current use to continue – Potential transfer to City of Adelaide for care, control and management |
| D35577A102 | CR5220/422 | The Corporation of The City of Adelaide | Adelaide Riverbank Lawns | Current use to continue |
| D38136A104 | CT6260/649 | Minister for Transport, Infrastructure and Local Govt | Car park | Opportunity for transfer to City of Adelaide as part of master planning for Helen Mayo Park/Tulya Wardli (Park 27C) |
| D51367A11 | CT6077/8 | The University of Adelaide | The Faculty of Health and Medical Sciences, University of Adelaide — Helen Mayo North and South Building | Current use to continue |
| D51367A12 | CT 6203/478 | Urban Renewal Authority | Hanson Institute. Dedicated as a reserve for the purposes of the Institute of Medical and Veterinary Science pursuant to s. 5 of the <i>Crown Lands Act 1929</i> | Current use to continue |
| D51367A13 | CT 6203/493 | Urban Renewal Authority | EziPark Car Park. Dedicated as a reserve to be used for the purposes of car parking pursuant to s. 5 of the <i>Crown Lands Act 1929</i> | Current use to continue |
| D51367A14 | CT 6203/582 | Urban Renewal Authority | Lot Fourteen development | Lot Fourteen development |
| D51367A22 | CT5696/850 | The Corporation of The City of Adelaide | Frome Park/Nellie Raminyemmerin | Portion of allotment for Adelaide Botanic High expansion |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|-------------|---|---|--|
| D56872A51 | CR6166/588 | The Corporation of The City of Adelaide | Bonython Park/Tulya Wardli (Park 27) – vacant land east of SAPOL Barracks | To form part of the New Women's and Children's Hospital Site (car park) |
| D56872A54 | CR6166/588 | The Corporation of The City of Adelaide | Gladys Elphick Park/Narnungga (Park 25) | Current use to continue |
| D56872A62 | CT5999/487 | Minister for Transport, Infrastructure and Local Govt | Railway land under Port Road bridge | Current use to continue |
| D56872A63 | CT5999/494 | Minister for Transport, Infrastructure and Local Govt | Railway land under Port Road bridge | Current use to continue |
| D56872A72 | CT6171/219 | Minister for Transport, Infrastructure and Local Govt | Railway land under Port Road bridge | Current use to continue |
| D56872A74 | CR6112/377 | The Corporation of The City of Adelaide | Gladys Elphick Park/Narnungga (Park 25) | Current use to continue |
| D56872A80 | CR5999/489 | The Crown | South Australian Police Barracks | To form part of the New Women's and Children's Hospital Site (Main Building) |
| D59055Q101 | CT 6260/651 | Urban Renewal Authority | Roadway east of Montefiore Road | Current use to continue |
| D59055Q102 | CT 6260/651 | Urban Renewal Authority | Roadway east of Montefiore Road | Current use to continue |
| D66751A101 | CR5943/442 | Governors of the Botanic Garden | Botanic Gardens of Adelaide | Current use to continue |
| D66751A102 | CR5943/443 | Governors of the Botanic Garden | State Herbarium of South Australia and Goodman Building | Current use to continue |
| D73209A60 | CT6181/304 | Minister for Education and Child Development | Adelaide High School | Current use to continue |
| D73209A65 | CT6102/724 | The Corporation of the City of Adelaide | Ellis Park/Tampawardli (Park 24) | Current use to continue |
| D73209A66 | CT6181/304 | Minister for Education and Child Development | Adelaide High School | Current use to continue |
| D73209Q61 | CR6102/722 | The Corporation of the City of Adelaide | Ellis Park/Tampawardli (Park 24) | Current use to continue |
| D73209Q62 | CR6102/722 | The Corporation of the City of Adelaide | G S Kingston Park/Wirrarninithi (Park 23) | Current use to continue |
| D73209Q63 | CR6102/722 | The Corporation of the City of Adelaide | G S Kingston Park/Wirrarninithi (Park 23) | Current use to continue |
| D73606A200 | CR6161/289 | The Corporation of the City of Adelaide | Helen Mayo Park/Tulya Wardli (Park 27C) | Future master planning of site to determine opportunities |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|------------|---|---|---|
| D73606A201 | CR6102/700 | The Corporation of the City of Adelaide | Bonython Park/Tulya Wardli (Park 27) – river bank | Future master planning of Helen Mayo Park/ Tulya Wardli (Park 27C) to determine opportunities |
| D73606A204 | CR6102/701 | The Corporation of the City of Adelaide | Bonython Park/Tulya Wardli (Park 27) – car park | Future master planning of Helen Mayo Park/ Tulya Wardli (Park 27C) to determine opportunities |
| D81642A100 | CR6102/703 | The Corporation of the City of Adelaide | Tarntanya Wama (Park 26) – Adelaide Oval surrounds and Pennington Gardens | Current use to continue |
| D81642A105 | CR6102/711 | The Corporation of the City of Adelaide | Mary Lee Park/Tulya Wardli (Park 27B) | Current use to continue |
| D81642A106 | CR6102/711 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – North Adelaide Golf Course | Current use to continue |
| D81642A107 | CR6102/710 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – North Adelaide Golf Course | Current use to continue |
| D81642A108 | CR6102/710 | The Corporation of the City of Adelaide | Denise Norton Park/ Pardipardinyilla (Park 2) – Adelaide Aquatic Centre | New Adelaide Aquatic Centre – Future mater planning of broader site to consider opportunities |
| D81642A109 | CR6102/710 | The Corporation of the City of Adelaide | Yam Daisy Park/Kantarilla (Park 3) – Key Biodiversity Area | Current use to continue |
| D81642A110 | CR6102/713 | The Corporation of the City of Adelaide | Bragg Park/Ngampa Yarta (Park 5) | Current use to continue |
| D81642A111 | CR6102/713 | The Corporation of the City of Adelaide | Lefevre Park/Nantu Wama (Park 6) – Horse depasturing | Current use to continue |
| D81642A112 | CR6102/713 | The Corporation of the City of Adelaide | The Olive Groves/Kuntingga (Park 7) | Current use to continue |
| D81642A113 | CR6102/713 | The Corporation of the City of Adelaide | The Olive Groves/Parngutilla (Park 8) | Current use to continue |
| D81642A114 | CR6102/712 | The Corporation of the City of Adelaide | Bundey's Paddock/Tidlangga (Park 9) | Current use to continue |
| D81642A115 | CR6102/712 | The Corporation of the City of Adelaide | Bullrush Park/Warnpangga (Park 10) | Current use to continue |
| D81642A116 | CR6102/712 | The Corporation of the City of Adelaide | Bullrush Park/Warnpangga (Park 10) | Current use to continue |
| D81642A119 | CR6182/535 | The Corporation of the City of Adelaide | Victoria Park/Pakapakanthi (Park 16) | Current use to continue |
| D81642A120 | CR6102/704 | The Corporation of the City of Adelaide | Josie Agius Park/ Wikaparntu Wirra (Park 22) | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|------------------------|------------|--|--|--|
| D81642A121 | CR6102/705 | The Corporation of the City of Adelaide | Light Square/Wauwi (Northern section) | Current use to continue |
| D81642A122 | CR6102/705 | The Corporation of the City of Adelaide | Light Square/Wauwi (Western section) | Current use to continue |
| D81642A123 | CR6102/706 | The Corporation of the City of Adelaide | Hindmarsh Square/Mukata (North West Corner) | Current use to continue |
| D81642A124 | CR6102/706 | The Corporation of the City of Adelaide | Hindmarsh Square/Mukata (North East Corner) | Current use to continue |
| D81642A125 | CR6102/706 | The Corporation of the City of Adelaide | Hindmarsh Square/Mukata (South West Corner) | Current use to continue |
| D81642A126 | CR6102/706 | The Corporation of the City of Adelaide | Hindmarsh Square/Mukata (South East Corner) | Current use to continue |
| D81642A127 | CR6102/702 | The Corporation of the City of Adelaide | Whitmore Square/Iparriityi | Current use to continue |
| D81642A128 | CR6137/492 | The Corporation of the City of Adelaide | Hurtle Square/Tangkaira (South West Corner) | Current use to continue |
| D81642A129 | CR6102/703 | The Corporation of the City of Adelaide | Adelaide Oval Precinct | Current use to continue |
| D83004A8 (PART) | CT6145/130 | Minister for Transport, Infrastructure and Local Govt, | Rail Corridor – west of cemetery | Current use to continue |
| D85638A11 | CR6166/588 | The Corporation of the City of Adelaide | Southern section of New Royal Adelaide Hospital (open space) | Current use to continue |
| D85638A12 | CR6112/475 | The Corporation of the City of Adelaide | Gladys Elphick Park/Narnungga (Park 25) – Urban Forest | Current use to continue |
| D85638A13 | CR6166/588 | The Corporation of the City of Adelaide | Bonython Park/Tulya Wardli (Park 27) | Portion of allotment will accommodate New Women's and Children's Hospital |
| D85638A14 | CR6112/473 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – North Western Section | Current use to continue |
| D85645A20 | CT6238/315 | Minister for Transport, Infrastructure and Local Govt | Australian Bragg Centre for Proton Therapy and Research (SAHMRI 2) | Current use to continue |
| D85645A30 | CT6229/257 | Minister for Transport, Infrastructure and Local Govt | SAHMRI (South Australian Health and Medical Research Institute) | Current use to continue |
| D85645A60 | CT6072/231 | Minister for Health and Wellbeing | South West section of New Royal Adelaide Hospital (open space) | Current use to continue – Investigate opportunity for transfer to City of Adelaide |
| D86067A17 | CR6144/507 | The Corporation of the City of Adelaide | John E Brown Park/Tulya Wardli (Park 27A) | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-------------------------|-------------|---|---|----------------------------------|
| D86132A200 | CR6074/282 | Treasurer | National Wine Centre – Leased to Adelaide University | Current use to continue |
| D86132A201 | CR6074/283 | Board of the Botanic Gardens and State Herbarium | State Herbarium of South Australia – First Creek Wetland | Current use to continue |
| D88232A51 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – North west corner | Current use to continue |
| D88232A52 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – Northern portion | Current use to continue |
| D88232A53 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – North-eastern corner | Current use to continue |
| D88232A54 | CR6152/729 | Minister for Transport, Infrastructure and Local Govt | Tram corridor | Current use to continue |
| D88232A55 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – South-west corner | Current use to continue |
| D88232A56 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – Southern portion | Current use to continue |
| D88232A57 | CR6159/446 | The Corporation of the City of Adelaide | Victoria Square/Tarntanyangga – South-east corner | Current use to continue |
| D88232A58 | CR 6152/729 | Minister for Transport, Infrastructure and Local Govt | Tram corridor | Current use to continue |
| D88255A50 | CR 6161/905 | The Corporation of the City of Adelaide | Gladys Elphick Park/ Narnungga (Park 25) – part of Narnungga Urban Forest | Current use to continue |
| D112873A22 | CR6175/947 | The Corporation of the City of Adelaide | Rymill Park/Murlawirrapurka (Park 14) | Current use to continue |
| D112873A26 | CR6175/949 | Minister for Transport and Infrastructure | Small section of Rundle Road | Current use to continue |
| D112873Q23 | CR6175/948 | The Corporation of the City of Adelaide | Rymill Park/Murlawirrapurka (Park 14) | Current use to continue |
| D112873Q24 | CR6175/948 | The Corporation of the City of Adelaide | Rymill Park/Murlawirrapurka (Park 14) – A Place of Reflection | Current use to continue |
| F11089A21 (PART) | CT5724/334 | Minister for Transport and Infrastructure | Small section of railway corridor under Anzac Highway | Current use to continue |
| D90434A23 | CT 6145/121 | Minister for Transport, Infrastructure and Local Govt | Railway corridor on western boundary of City of Adelaide | Current use to continue |
| D90434A24 | CT 6145/122 | Minister for Transport, Infrastructure and Local Govt | Railway corridor on Western boundary of City of Adelaide | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-------------------------|-------------|---|---|----------------------------------|
| D90434A24/A31 | CT 6145/128 | Minister for Transport, Infrastructure and Local Govt | Railway corridor over Glover Avenue | Current use to continue |
| D90434A25/A28 | CT 6145/123 | Minister for Transport, Infrastructure and Local Govt | Railway corridor over Glover Avenue | Current use to continue |
| D90434A30 | CT 6145/126 | Minister for Transport, Infrastructure and Local Govt | Railway corridor through Gladys Elphick Park/ Narnungga (Park 25) | Current use to continue |
| D90661A100 | CT 6125/317 | Adelaide Cemetery Authority | Adelaide Cemetery | Current use to continue |
| D90661A101 | CR 6125/318 | The Corporation of the City of Adelaide | Small strip of land in front of Adelaide Cemetery | Current use to continue |
| D92795A2 | CR 6132/226 | The Corporation of the City of Adelaide | King Rodney Park/Ityamai-itpina (Park 15) | Current use to continue |
| D111983A100 | CT 6274/622 | Minister for Transport and Infrastructure | University of Adelaide – Adelaide Health and Medical School | Current use to continue |
| D111983A102 | CT 6280/799 | Minister for Health and Wellbeing | Royal Adelaide Hospital | Current use to continue |
| D111983Q103 | CT 6260/652 | Minister for Transport and Infrastructure | Railway corridor north of Royal Adelaide Hospital | Current use to continue |
| D111983Q104 | CT 6260/652 | Minister for Transport and Infrastructure | Railway corridor north of Royal Adelaide Hospital | Current use to continue |
| D128908A601 | CT 6283/654 | Premier of South Australia | Adelaide Festival Centre | Current use to continue |
| D128908A602 | CT 6277/532 | Urban Renewal Authority | Adelaide Festival Centre | Current use to continue |
| D128908A603 | CT 6283/655 | Urban Renewal Authority | Adelaide Festival Centre/small section of Adelaide Casino | Current use to continue |
| D128908A607 | CT 6277/535 | Urban Renewal Authority | Unmade roadway between Parliament House/Festival Tower and Adelaide Casino | Current use to continue |
| D128908Q604 | CT 6277/534 | Urban Renewal Authority | Adelaide Convention Centre/Riverside Building/ Adelaide Railway Station/ Intercontinental Hotel | Current use to continue |
| D128908Q605 | CT 6277/534 | Urban Renewal Authority | Adelaide Convention Centre (part of) | Current use to continue |
| D128908Q606 | CT 6277/534 | Urban Renewal Authority | Small section of Festival Tower | Current use to continue |
| F11089A23 (PART) | CT5722/148 | Minister for Transport, Infrastructure and Local Govt | Small section of railway corridor under Anzac Highway | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|------------|---|--|--|
| F218068A100 | CR5779/242 | The Corporation of the City of Adelaide | Wellington Square/Kudnartu | Current use to continue |
| F218072A109 | CR6137/492 | The Corporation of the City of Adelaide | Hurtle Square/Tangkairra – North-west corner | Current use to continue |
| F218072A110 | CR6137/492 | The Corporation of the City of Adelaide | Hurtle Square/Tangkairra – North-east corner | Current use to continue |
| F218072A114 | CR6137/492 | The Corporation of the City of Adelaide | Hurtle Square/Tangkairra – South-East corner | Current use to continue |
| F219636A50 | CT6141/463 | Minister for Transport, Infrastructure and Local Govt | Small section of railway corridor – West of G S Kingston Park/Wirrarninthi (Park 23) | Current use to continue |
| F38386A23 | CT5948/489 | Minister for Environment and Water | Torrens Parade Ground and buildings | Current use to continue. Investigate opportunity to transfer portion of site to City of Adelaide to allow for increased public usage |
| F38386Q20 | CR6102/717 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – Torrens Parade Ground surrounds | Current use to continue |
| F38386Q21 | CR6102/717 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – Torrens Parade Ground surrounds | Current use to continue |
| F38386Q22 | CR6102/717 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – River bank north of Adelaide University | Current use to continue |
| F41835A2 | CR5807/962 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – section between Lightning Bridge/Karntu Waadlakatha and Torrens Wier | Current use to continue |
| F41835A3 | CR5807/963 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – section between Torrens Wier and Montefiore Rd bridge | Current use to continue |
| F41835A4 | CR5807/964 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – section between Montefiore Rd bridge and King William Rd bridge | Current use to continue |
| F41835A5 | CR5807/965 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – section between King William Rd Bridge and Frome Rd bridge | Current use to continue |
| F41835A6 | CR5807/966 | The Corporation of the City of Adelaide | River Torrens/Karrawirra Pari – section between Frome Rd bridge and Hackney Road | Current use to continue |
| F48969A100 | CR6166/587 | Minister for Transport, Infrastructure and Local Govt | Tramway adjacent Peacock Road | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|------------|---|---|---|
| F58800A10 | CT6141/289 | Minister for Transport, Infrastructure and Local Govt | Small section of railway corridor under Port Rd bridge | Current use to continue |
| H105100S1007 | CR5754/513 | The Corporation of the City of Adelaide | Carriageway Park/Tuthangga (Park 17) – Glenelg Service Reservoir Historic Site | Current use to continue |
| H105100S1008 | CR5754/514 | The Corporation of the City of Adelaide | Bonython Park/Tulya Wardli (Park 27) – linear strip south of Torrens Wier | Current use to continue |
| H105100S1009 | CR5765/293 | The Corporation of the City of Adelaide | Bonython Park/Tulya Wardli (Park 27) – linear strip south of Torrens Wier – part of River Torrens/Karrawirra Pari trail | Current use to continue |
| H105100S1018 | CR5737/419 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – Jolley's Boathouse, Adelaide High School Rowing Club, Torrens Rowing Club | Current use to continue |
| H105100S1187 | CR6043/263 | Royal Zoological Society of South Australia Inc | East end of Adelaide Zoo | Current use to continue |
| H105100S1198 | CR5766/798 | The Corporation of the City of Adelaide | G S Kingston Park/Wirrarninthi (Park 23) | Current use to continue |
| H105100S1203 | CR5760/638 | Minister for Environment and Water | Part of Old Adelaide Goal site | Current use to continue. Investigate opportunity for portions of this site to be transferred to City of Adelaide to allow for increased public access and usage post New Women's and Children's Hospital completion |
| H105100S1204 | CR5761/141 | Minister for Infrastructure | Portion of former Powder Magazine | Current use to continue. Investigate opportunity for portions of this site to be transferred to City of Adelaide to allow for increased public access and usage post New Women's and Children's Hospital completion |
| H105100S1205 | CT6129/107 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S1206 | CT6129/107 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S1207 | CT6077/7 | The University of Adelaide | The University of Adelaide | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|------------|---|---|---|
| H105100S510 | CR5759/861 | Libraries Board of South Australia | State Library | Current use to continue |
| H105100S519 | CR5754/509 | The Corporation of the City of Adelaide | Small portion of Adelaide High School – north-east corner | Current use to continue |
| H105100S549 | CR5756/336 | Minister for Environment and Water | Old Adelaide Goal. Declared for Adelaide Goal purposes pursuant to the <i>Municipal Corporations Amendment Act 1863</i> . | Current use to continue. Investigate opportunity for portions of this site to be transferred to City of Adelaide to allow for increased public access and usage post New Women's and Children's Hospital completion |
| H105100S561 | CR5759/681 | South Australian Museum Board | SA Museum and old Armoury Building | Current use to continue |
| H105100S562 | CR5759/863 | Art Gallery Board | State Gallery | Current use to continue |
| H105100S574 | CR6043/262 | Governors of the Botanic Garden | Botanic Park | Opportunity for small portion of Botanic Park (Northern side of Plane Tree Drive) to be transferred to the City of Adelaide to increase public use and interface with Karrawirra Pari |
| H105100S590 | CR6043/263 | Royal Zoological Society of South Australia Inc | Adelaide Zoo | Current use to continue |
| H105100S591 | CR5754/510 | The Corporation of the City of Adelaide | Mistletoe Park/Tainmuntilla (Park 11) – River Torrens/Karrawirra Pari riverbank (southern side) | Current use to continue |
| H105100S592 | CT6129/107 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S593 | CR5251/900 | University of South Australia | University of SA – City East Campus | Current use to continue |
| H105100S6017 | CR6102/717 | The Corporation of the City of Adelaide | Carriageway Park/Tuthangga (Park 17) | Current use to continue |
| H105100S6018 | CR6102/717 | The Corporation of the City of Adelaide | Peppermint Park/Wita Wirra (Park 18) | Current use to continue |
| H105100S6019 | CR6102/717 | The Corporation of the City of Adelaide | Pelzer Park/Pityarilla (Park 19) | Current use to continue |
| H105100S6020 | CR6102/717 | The Corporation of the City of Adelaide | Blue Gum Park/Kurangga (Park 20) | Current use to continue |
| H105100S6021 | CR6102/717 | The Corporation of the City of Adelaide | Veale Park/Walyu Yarta (Park 21) and Golden Wattle Park/Mirnu Wirra (Park 21 West) | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|---------------------------|------------|---|---|--|
| H105100S6023 | CR6102/717 | The Corporation of the City of Adelaide | G S Kingston Park/Wirraranthi (Park 23) – Edwards Park | Current use to continue |
| H105100S6026 | CR6102/717 | The Corporation of the City of Adelaide | Tarntanya Wama (Park 26) – Elder Park | Current use to continue |
| H105100S6028 | CR5754/517 | The Corporation of the City of Adelaide | G S Kingston Park/Wirraranthi (Park 23) – north-eastern section | Current use to continue |
| H105100S610 | CR5995/718 | Minister for Education | Migration Museum and Chapel Café | Current use to continue |
| H105100S614 | CR5756/657 | Minister for Health and Ageing | Institute of Medical and Veterinary Science | Current use to continue |
| H105100S640 (PART) | CR5756/652 | Governors of the Botanic Garden | Botanic Park – Hackney Road car park | Investigate opportunity for transfer to City of Adelaide |
| H105100S693 | CT5685/768 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S694 | CT5685/769 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S695 | CT6077/7 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S737 | CT6129/107 | The University of Adelaide | The University of Adelaide | Current use to continue |
| H105100S745 | CR5759/682 | South Australian Museum Board | The Science Centre and ArtLab. | Current use to continue |
| H105100S756 | CR5754/511 | The Corporation of the City of Adelaide | National War Memorial | Current use to continue |
| H105100S762 | CT6205/154 | Urban Renewal Authority | Former SA Dental Hospital. | Lot Fourteen development |
| H105100S769 | CR5754/512 | The Corporation of the City of Adelaide | Tarntanya Wama (Park 26) – Pembroke, Unley High and Norwood High Rowing Club | Current use to continue |
| H105100S771 | CT6260/651 | The Corporation of the City of Adelaide | Tarntanya Wama (Park 26) – Pembroke, Unley High and Norwood High Rowing Club | Current use to continue |
| H106100S1191 | CR5766/849 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – unmade roadway through North Adelaide Golf Course | Current use to continue |
| H106100S1192 | CR5744/254 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1193 | CR5896/254 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1194 | CR6142/421 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) | Current use to continue |

| Parcel Identification | Title | Occupation | Existing Use | Future Plans or Feasible Options |
|-----------------------|------------|---|---|----------------------------------|
| H106100S1604 | CR6144/507 | The Corporation of the City of Adelaide | Reservoir Park/Kangatilla (Park 4) | Current use to continue |
| H106100S1611 | CR6144/507 | The Corporation of the City of Adelaide | Bullrush Park/Warnpangga (Park 10) | Current use to continue |
| H106100S1612 | CR6144/507 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) | Current use to continue |
| H106100S1627 | CR6144/507 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – North Adelaide Golf Course | Current use to continue |
| H106100S1628 | CR6144/507 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – North Adelaide Golf Course | Current use to continue |
| H106100S1630 | CR6144/507 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) | Current use to continue |
| H106100S1631 | CR6144/507 | The Corporation of the City of Adelaide | Mistletoe Park/Tainmuntilla (Park 11) – Karrawirra Pari riverbank (northern side) | Current use to continue |
| H106100S1633 | CR6144/507 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – Northern portion | Current use to continue |
| H106100S1634 | CR6144/507 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1635 | CR6144/507 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1636 | CR6144/507 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1637 | CR6144/507 | The Corporation of the City of Adelaide | Brougham Gardens/Tantutittingga (Park 29) | Current use to continue |
| H106100S1638 | CR6144/507 | The Corporation of the City of Adelaide | Palmer Gardens/Pangki Pangki (Park 28) | Current use to continue |
| H106100S1639 | CR6144/507 | The Corporation of the City of Adelaide | Tarntanya Wama (Park 26) – Pinky Flat | Current use to continue |
| H106100S1640 | CR6144/507 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – Par 3 Golf Course | Current use to continue |
| H106100S1641 | CR6144/507 | The Corporation of the City of Adelaide | Mary Lee Park/Tulya Wardli (Park 27B) | Current use to continue |
| H106100S1643 | CR6059/925 | Minister for Infrastructure | SA Water Reserve | Current use to continue |
| H106100S1644 | CR6144/507 | The Corporation of the City of Adelaide | Possum Park/Pirltawardli (Park 1) – North Adelaide Golf Course | Current use to continue |
| H106100S1648 | CR6144/507 | The Corporation of the City of Adelaide | Red Gum Park/Karrawirra (Park 12) – North-west portion | Current use to continue |
| X1 | | Minister for Transport and Infrastructure | Forms part of Morphett Street Bridge | Current use to continue |
| X2 | | The Corporation of the City of Adelaide | Forms part of Morphett Street Bridge | Current use to continue |

Figure 12 – Adelaide Park Lands Tenure Schedule

Appendix B – Excluded Land

| Parcel Identification | Title | Registered Proprietor/Custodian | Description |
|-------------------------|------------|--|-----------------------|
| D56872A61 | CT5999/486 | Australian Rail Track Corp Ltd | Rail Corridor |
| D90434A23 (PART) | CT6145/121 | Minister for Transport, Infrastructure and Local Govt. | Keswick Rail Terminal |
| D90434A26 (PART) | CT6148/335 | Australian Rail Track Corp Ltd | Rail Corridor |
| D90434A29 | CT6145/125 | Australian Rail Track Corp Ltd | Rail Corridor |
| D112570A1 | CR6183/88 | Minister for Environment and Water | Government House |
| D112570A2 | CR6183/89 | Minister for Environment and Water | Government House |
| D15497A29 | CT5432/944 | Australian Rail Track Corp Ltd | Rail Corridor |
| F14185A22 | CT5803/625 | Australian Rail Track Corp Ltd | Rail Corridor |
| F22072A23 | CT5444/119 | Australian Rail Track Corp Ltd | Rail Corridor |
| F22072A24 | CT5444/119 | Australian Rail Track Corp Ltd | Rail Corridor |
| F22072A25 | CT5444/119 | Australian Rail Track Corp Ltd | Rail Corridor |

Figure 13 – Adelaide Park Lands Excluded Land



Appendix C – Adelaide Park Lands Leases Exceeding Five Years

| Lessor | Lessee | Term | Details | Comment |
|-------------------|--|---------------------|----------------------|--|
| City of Adelaide | Prince Alfred College | 21 years | Commenced 1/10/2021 | Park 9 |
| City of Adelaide | The University of Adelaide | 42 years | Commenced 1/07/2013 | Parks 10 and 12 |
| City of Adelaide | Adelaide High School | 21 years | Commenced 1/09/2013 | Park 12 Rowing Club |
| City of Adelaide | Prince Alfred College | 21 years | Commenced 1/03/2011 | Park 12 Rowing Club |
| City of Adelaide | Jolley's Restaurant | 3 + 5 + 5 + 5 years | Commenced 1/08/2021 | Park 12 – east of King William Street bridge |
| City of Adelaide | Loungers Boatshed Café | 15 years | Commenced 1/01/2023 | Park 12 – east of King William Street Bridge |
| City of Adelaide | Popeye Motorboats | 9 years 11 months | Commenced 1/01/2017 | Park 12 – east of King William Street bridge |
| City of Adelaide | Adelaide Bowling Club | 15 years | Commenced 1/01/2014 | Adelaide Park 14 (Rymill Park/Murlawirrapurka) – Dequetteville Terrace |
| City of Adelaide | The Velo | 9 years 11 months | Commenced 1/10/2015 | Park 16 – Basement Grandstand Building |
| City of Adelaide | Victoria Park Social Club | 9 years 11 months | Commenced 1/01/2017 | Park 16 – Old Bookmakers and Entrance Building |
| City of Adelaide | Kiosk on 16 | 9 years 11 months | Commenced 12/01/2017 | Park 16 – Victoria Park Kiosk |
| City of Adelaide | Adelaide Pavilion | 4 + 6 + 5 years | Commenced 7/01/2019 | Park 21 |
| City of Adelaide | Bureau of Meteorology | 42 years | Commenced 1/01/2017 | Park 24 |
| City of Adelaide | Comets Football Club Inc | 21 years | Commenced 1/01/2019 | Park 24 |
| City of Adelaide | Adelaide High School | 42 years | Commenced 7/01/2015 | Park 24 – to facilitate the extension of Adelaide High School over Adelaide Park Lands |
| City of Adelaide | South Australian Cricket Association | 21 + 21 years | Commenced 1/01/2017 | Park 25 |
| City of Adelaide | War Memorial Drive Tennis Club | 50 years | Commenced 1/01/1999 | Sublease to David Lloyd Leisure (Next Generation) – also for 50 years |
| City of Adelaide | SA Tennis Association | 21 + 21 years | Commenced 7/01/2015 | Park 26 – War Memorial Drive |
| City of Adelaide) | Minister for Transport and Infrastructure (DPTI) | 80 years | Expires 16/11/2091 | Park 26 – Adelaide Oval East and West. Subleased to Stadium Management Authority (SMA) |
| City of Adelaide | Minister for Transport and Infrastructure (DPTI) | 80 years | Expires 16/11/2091 | Park 26 – Adelaide Oval #2 |
| City of Adelaide | Minister for Police (SAPOL) | | Expires 28/02/2030 | Park 27 – SAPOL mock roadway |

| Lessor | Lessee | Term | Details | Comment |
|--------------------------------------|--|--|---------------------|---|
| City of Adelaide | Minister for Health | 42 years | Commenced 1/01/2016 | Land in front of the New Royal Adelaide Hospital |
| Government of South Australia | Adelaide Rowing Club – east of Morphett Street bridge | 5 x 7 years extensions | Expires 1/03/2026 | |
| Government of South Australia | Adelaide Festival Centre Trust | 20 years plus 10 year extension | Expires 30/06/2038 | Adelaide Festival Centre (Festival Theatre, Dunstan Playhouse, Amphitheatre, Space Theatre) |
| Government of South Australia | Pon Choung Law or Nominee | 5 year term plus 2 x 5 year extensions | Expires 30/06/2038 | Elder Park Kiosk |
| Government of South Australia | Commercial Operations Pty Ltd | 10 year term plus 2 x 5 year extensions | Expires 30/12/2037 | Malt Shovel Taphouse |
| Government of South Australia | Royal Geographical Society of South Australia | 10 year term plus 3 x 10 years extensions | Expires 1/11/2056 | State Library (within Mortlock wing) |
| Government of South Australia | Writers SA | 5 year term plus 3 + 2 years extension | Expires 1/01/2028 | State Library (within Institute Building) |
| Government of South Australia | National Archives of Australia – Adelaide office of the Australian Government agency | 5 year term plus 5 year extension and annual renewal from 2023 | Commenced 4/08/2014 | State Library (within Mortlock wing) |
| Government of South Australia | ARTKW Pty Ltd (trading as AGSA Eats) | 5 year term plus 3 + 2 year extensions | Commenced 1/06/2021 | Art Gallery |

Figure 14 – Adelaide Park Lands Leases Exceeding Five Years

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DRAFT ADELAIDE PARK LANDS MANAGEMENT STRATEGY – TOWARDS 2036

Targeted Stakeholder Feedback – Summary Report
May 2024

ACKNOWLEDGEMENT OF COUNTRY

Kadaltilla / Adelaide Park Lands Authority acknowledges that we are located on the traditional Country of the Kurna 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 | 26 April 2024 | T. Rossini | Draft report |
| | | | |

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1. EXECUTIVE SUMMARY

This report summarises the feedback received from targeted stakeholder consultation undertaken on the draft Adelaide Park Lands Management Strategy – Towards 2036 (the draft APLMS) with the Minister for Planning, the City of Adelaide and any State authority or adjoining council that have a direct interest (targeted stakeholders) in the draft APLMS, in accordance with Section 18(4)(b) of the *Adelaide Park Lands Act 2005* (the Act).

Targeted stakeholder consultation on the draft APLMS commenced on **27 February 2024** and concluded on **9 April 2024**. Consultation was in the form of a written letter with the draft APLMS attached. The letter requested any feedback from the targeted stakeholders that would affect the Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) endorsing the draft APLMS progressing for community consultation¹.

This report outlines the process Kadaltilla undertook to consult with the targeted stakeholders on the draft APLMS to meet statutory consultation requirements under Section 18(4)(b) of the Act.

The consultation feedback supports the draft APLMS progressing to community consultation with revisions to account for the consultation feedback provided.

Key matters raised in the consultation included:

- Advice from the Minister for Planning and Council as set out above in Attachment A.
- General support for the draft APLMS and progressing the document to public consultation.
- Suggestions to enhance recognition of elements such as biodiversity, Colonel Light and the role of City Gardeners.
- Suggestions to adjust the format and structure of the draft APLMS to improve navigation, consistency of expression, and presentation of mapping, including consideration of an index and improvements to precinct level maps.
- Minor editorial changes and typographical corrections.
- The targeted stakeholder consultation has not resulted in changes to the priorities or goals.

The Administrations of the City of Adelaide and the Office for Design and Architecture (ODASA) have worked closely to revise the draft APLMS to address targeted stakeholder feedback. This has included restructuring the document to improve navigation, greater consistency in writing style and enhancements to content and mapping.

Upon Kadaltilla's consideration and endorsement of the revised draft APLMS, community consultation will commence in accordance with the Stage 3 Consultation Plan that was approved by Kadaltilla on 22 February 2024.

¹ Stakeholders were provided with an electronic copy (PDF) of the draft APLMS, the digital version of the draft APLMS did not form part of this consultation.

2. BACKGROUND

Under sections 18(1) and 18(2) of the Act, Kadaltilla is responsible for preparing and maintaining the Adelaide Park Lands Management Strategy.

Kadaltilla has undertaken a comprehensive review of the existing Adelaide Park Lands Management Strategy 2015-2025 in accordance with the requirements of the Act.

A Project Steering Committee representing targeted stakeholders has been overseeing the review process, informed by over 12 months of engagement activities with representatives from State and Local Government, including adjoining Councils.

As a result of the review, Kadaltilla has developed a draft APLMS. Targeted consultation was undertaken in accordance with Section 18 of the Act, as part of the proposal to vary the Adelaide Park Lands Management Strategy 2015-2025 through substitution of the strategy with the draft APLMS.

Kadaltilla reviewed the draft APLMS in confidence at its meeting on 22 February 2024 and endorsed the draft APLMS with minor amendments for the purposes of targeted stakeholder consultation. These amendments are outlined in Attachment A (Ref No. 1).

3. CONSULTATION OBJECTIVES AND APPROACH

The objective of the targeted stakeholder consultation process was to refer the draft APLMS in accordance with Section 18(4)(b) of the Act to targeted stakeholders prior to undertaking community consultation on the draft APLMS.

Kadaltilla wrote to the following stakeholders and provided a copy of the draft APLMS (in confidence) seeking initial feedback and whether they supported the draft APLMS progressing to community consultation.

The following targeted stakeholders were consulted:

- City of Adelaide
- Minister for Planning
- State authorities who have a direct interest in the draft APLMS, including:
 - Kaurna Yerta Aboriginal Corporation (KYAC)
 - Green Adelaide
 - Treasurer of South Australia
 - Department for Trade and Investment - Planning & Land Use Services
 - Minister for Health and Wellbeing
 - Minister for the Environment and Water
 - Minister for Infrastructure and Transport
 - Minister for Education, Training and Skills
 - Minister for Arts
 - Office for Design and Architecture SA
 - Office for Recreation, Sport and Racing
 - Renewal SA
 - South Australian Museum
 - Botanic Garden and State Herbarium

- Art Gallery of South Australia
- Adelaide Cemeteries
- Adelaide ZOO
- The University of Adelaide
- Australian Rail Track Corporation
- University of South Australia
- Riverside Rowing Club
- State Library of South Australia
- SA Dental
- Adjoining councils
 - City of Unley
 - City of Burnside
 - City of Prospect
 - City of Norwood, Payneham and St Peters
 - City of West Torrens
 - City of Charles Sturt
 - Town of Walkerville

Note: Community consultation (Stage 3 of engagement process) on the draft APLMS will be undertaken in accordance with Section 18(4)(c) and the Phase 3 Engagement Plan (endorsed by Kadaltilla at its 22 February 2024 meeting) upon Kadaltilla endorsing the draft APLMS.

4. WHO WE HEARD FROM

The following stakeholders provided feedback on the draft APLMS.

- City of Adelaide
- Minister for Planning
- Office for Design and Architecture
- Renewal SA
- City of West Torrens
- City of Norwood, Payneham and St Peter's
- City of Unley
- City of Prospect
- University of Adelaide

Attachment A provides details of the feedback along with an administrative response and a summary of amendments made, including the corresponding page numbers identifying where changes have been made in the document.

5. WHAT WE HEARD

Feedback from targeted stakeholders was supportive, with several responses congratulating Kadaltilla on a comprehensive strategy that anticipates the impact that changes to climate, population and open space demand on the Adelaide Park Lands, and sets a long-term vision to protect and enhance the Adelaide Park Lands.

Key matters raised in the consultation included:

- Advice from the Minister for Planning and Council as set out above in Attachment A.
- General support for the draft APLMS and progressing the document to public consultation.
- Suggestions to enhance recognition of elements such as biodiversity, Colonel Light and the role of City Gardeners.
- Suggestions to adjust the format and structure of the draft APLMS to improve navigation, consistency of expression and presentation of mapping, including consideration of an index and improvements to precinct level maps.
- Minor editorial changes and typographical corrections.
- The targeted stakeholder consultation has not resulted in changes to the priorities or goals.

There was support for the draft APLMS progressing to community consultation upon consideration and implementation of the consultation feedback.

Attachment A provides details of the feedback along with an administrative response and a summary of amendments made including the corresponding page numbers identifying where changes have been made in the document.

6. IMPLEMENTATION OF FEEDBACK

The Administrations of the City of Adelaide and the ODASA have worked closely to revise the draft APLMS to address targeted stakeholder feedback. This has included restructuring the document to improve navigation, greater consistency in writing style and enhancements to content and mapping.

Where feedback is 'noted' in **Attachment A**, the feedback has not resulted in an amendment to the draft APLMS as it is already addressed in the draft APLMS or is an issue to be addressed outside of the draft APLMS.

The revisions provide a more consistent draft APLMS with a revised content structure that is easier to navigate.

The partnership approach between the City of Adelaide and ODASA will continue as the draft APLMS progresses through to community consultation and is ultimately adopted by the Minister for Planning, the City of Adelaide and Kadaltilla.

ATTACHMENT A – CONSULTATION SUMMARY TABLE

The following table outlines the feedback provided by the Minister for Planning, the City of Adelaide and any State authority or adjoining council that has a direct interest in the Draft Adelaide Park Lands Management Strategy – Towards 2036 in accordance with Section 18(4)(b) of the *Adelaide Park Lands Act 2005*. The table also contains the actions taken to implement the feedback.

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---|--|--|--|--|--|
| State Government / Agencies Feedback | | | | | |
| 1 | Kadaltilla feedback from 22 February 2024 meeting | <p>Language in the 'Strategic Priorities' section needs to be reframed to ensure that identified projects consider how they are integrated into the landscape to ensure the character of the Adelaide Park Lands is retained</p> <p>Replacement of precinct numbers with precinct names on relevant maps</p> <p>Enhanced recognition of the value of biodiversity within the Adelaide Park Lands and include a definition of a key biodiversity area (KBA)</p> <p>Review of maps to ensure all landscape features are accurately shown and described (e.g. wetland in G S Kingston Park / Wirraminthe (Park 23))</p> <p>Improve the graphic representation of the Squares and include additional detail</p> <p>The development of clearer investment principles and criteria to guide prioritisation of projects</p> <p>Raising the profile of the Adelaide Park Lands and Rural Settlement Landscapes</p> | <p>Part B – Strategic Priorities</p> <p>Part C – Adelaide Park Lands Precinct Plans</p> <p>Part B – Goal 3</p> <p>Throughout draft APLMS</p> <p>Part C – Adelaide Park Lands Precinct Plans</p> <p>NA</p> <p>Part B – Strategic Priorities</p> | <p>Amendments made</p> <p>Amendments made</p> <p>Amendments made</p> <p>Amendments made</p> <p>Amendments made</p> <p>Noted</p> <p>Amendments made</p> | <p>Language reframed to reflect the need for projects identified under 'Strategic Priorities' (e.g. new Women's and Children's Hospital) to be integrated within the landscape to maintain the character of the Adelaide Park Lands.</p> <p>Precinct numbering on maps has been replaced with precinct names.</p> <p>Inclusion of a 'Biodiversity' section to highlight the importance of biodiversity within the Adelaide Park Lands.</p> <p>Comprehensive review and update undertaken of all Precinct Maps / Considerations.</p> <p>Inclusion of tree canopy outlines, and pathways to provide greater context.</p> <p>This could be achieved as a separate piece of work. APLMS sets the higher-level investment framework and criteria.</p> <p>Addition of the Adelaide Park Lands and Rural Settlement Landscapes World Heritage Bid to the list of 'in progress' priority projects.</p> |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|---|--|------------------------|-----------------|---|
| | | World Heritage Bid through its inclusion as an 'in progress' priority project. | | | |
| | | A review of the term 'Invitation' in the Goal 2 - Invitations, Connections and Networks, to find alternative and / or its removal. | Throughout draft APLMS | Amendments made | Removal of the term 'Invitation' throughout the document. This includes removal from 'Goal 2' and then all Precinct Plans that previously referred to 'Invitations'. |
| 2 | City of Adelaide – General feedback, including feedback from the 9 April 2024 Council meeting | Review structure of document – consider index page to increase navigation and readability. | Throughout draft APLMS | Amendments made | <p>The document has been restructured to assist in the user experience / readability.</p> <p>The document is now structured into:</p> <p>Part A – Background/ Governance/Consultation</p> <p>Part B – Priorities/Directions/Goals</p> <p>Part C – Implementation/Investment</p> <p>List of Maps – all maps listed in index form</p> <p>List of Figures – all figures listed in index form</p> <p>Appendix A – Land Tenure; Excluded Land</p> <p>Appendix B – Leases Exceeding 5 Years</p> <p>Further to the change in structure,</p> <ul style="list-style-type: none"> Each section has been given a different colour to assist in navigation with colour matched side tabs A “How to use the Strategy” section has been included to provide further clarity about how to use the document An index page can be included in the final APLMS including for key words and subjects within the Strategy if required |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|-------------|---|------------------------|---|---|
| | | Provide definitions section earlier in document | Moved to Part A | Amendments made | The definitions have been moved from Return Areas section to Part A which is upfront in the document and is now its own section titled 'Definitions'. A definition of 'Adelaide Park Lands' has also been added which references the Adelaide Park Lands Plan (GRO Plan). |
| | | <p>At its meeting on 9 April 2024 Council requested Kadalitilla consider changes to the following content in the draft APLMS:</p> <ol style="list-style-type: none"> 1. A proposal to allow car parking on the Park Lands if the need can be demonstrated or there is no reasonable alternative and to support markets, street court sports and events 2. Consideration of alternative uses for the northern part of the City of Adelaide Golf Course 3. The possibility of allowing private investment in the Park Lands in such detail as is yet to be determined to support community sports 4. The inclusion of a new community building at Mary Lee Park (Park 27B) and Golden Wattle Park/Mirnu Wirra (Park 21W) as the only community building initiative in the Strategy Investment Priorities of the next 4 years 5. The return to Park Lands of roads, including Le Fevre Road between Main North Road and Le Fevre Terrace. | Throughout draft APLMS | See comments in response in next column | <ol style="list-style-type: none"> 1. A proposal to allow car parking on the Park Lands if the need can be demonstrated or there is no reasonable alternative and to support markets, street court sports and events This information is broadly contained in the current APLMS (2015-2025) – Strategy 2.8 (page 21) <i>“Provide car parking on and adjacent to the Park Lands only where need has been demonstrated and no reasonable alternative exists”</i> The draft APLMS has included ‘support markets, street court sports and events’ as these would lead to carparks being used for multiple uses that could activate carparks with a Park Lands Purpose and provide additional community benefit. 2. Consideration of alternative uses for the northern part of the City of Adelaide Golf Course This information is in the current APLMS – (page 68) <i>“Investigate opportunities for alternative future</i> |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|-------------|--------------------------------|------------------|--------|---|
| | | | | | <p><i>uses of all, or part of the North Course"</i></p> <p>This consideration would form part of a broader master plan which would seek community input into any future proposals for alternative use of the northern part of the golf course.</p> <p>3. The possibility of allowing private investment in the Park Lands in such detail as is yet to be determined to support community sports</p> <p>This is new content in draft APLMS and reflects existing practice.</p> <p>This relates to private investment, such as from schools or sporting clubs, in contributions towards development of buildings, infrastructure or maintenance of existing infrastructure relating to sports buildings/surfaces.</p> <p>4. The inclusion of a new community building at Mary Lee Park (Park 27B) and Golden Wattle Park/Mirnu Wirra (Park 21W) as the only community building initiative in the Strategy Investment Priorities of the next 4 years</p> <p>This is new content in draft APLMS.</p> <p>These are seen as the highest priority projects for community buildings in the Adelaide Park Lands given the state of the current buildings and the</p> |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|------------------------------|---|------------------------|-----------------------------------|---|
| | | | | | <p>level of participation. The City of Adelaide draft 24/25 Annual Business Plan and Budget includes funding for upgrade of priority community buildings.</p> <p>5. The return to Park Lands of roads, including Le Fevre Road between Main North Road and Le Fevre Terrace.</p> <p>This is new content in draft APLMS.</p> <p>The investigation into the closure of Lefevre Road to reconnect Kangatilla (Park 4) and Ngampa Yerta (Park 5) was identified through a review of hard stand areas, State Government owned land and areas of the Park Lands that could be returned to a Park Lands Purpose.</p> <p>Lefevre Road is a Park Lands Road under the care, control and management of the City of Adelaide. Investigations into the closure of this road would be informed through master planning of the Northern Park Lands Precinct which would include community input.</p> |
| | | | NA | Noted | Council has noted public consultation on the document. |
| 3 | Minister for Planning | <p><i>Council provided endorsement to undertake public consultation at its meeting on 9 April 2024</i></p> <p>Supported the inclusions and refinements made by the Office for Design and Architecture (ODASA)</p> | Throughout draft APLMS | Amendments made (see input (no.5) | ODASA proposed amendments refined language and expression, with limited change to content. The letter from |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|-------------------|--|--|-------------------|--|
| | | | | from ODASA below) | ODASA expresses support for the draft APLMS |
| | | There may be inconsistencies between the Draft Adelaide Park Lands Management Strategy and the Community Land Management Plans (CLMP) for the Adelaide Park Lands in relation to increased building footprint. The APLMS outlines the need for community buildings to be fit for purpose (which may result in an increase in building footprint) and the CLMP outlines there should be no increase in building footprint within the Adelaide Park Lands. | Draft APLMS - Community Buildings - Part B (Goal 1) Adelaide Park Lands – Community Land Management Plan (CLMP) | Noted | As outlined in the Adelaide Park Lands CLMP the replacement of an existing building should be considered in the context of the overall building footprint in the Park Lands and not increase total footprint across the Adelaide Park Lands. Inconsistency between the APLMS and the CLMP will therefore only occur if the total footprint of buildings is increased across the Adelaide Park Lands as a whole. |
| | | Planning and Land Use Services (Government of South Australia) would be willing to engage in further discussion with Kadalilla on the outcomes sought by proposed amendments to the Planning and Design Code that seek to introduce an Adelaide Park Lands Open Space Offset Scheme or Adelaide Park Lands Overlay. | Adelaide Park Lands investment – Part C | Noted | This is a statement – Kadalilla and the City of Adelaide will engage with the Government of South Australia to further discuss the proposed amendments to the Planning and Design Code that seek to introduce an Adelaide Park Lands Open Space Offset Scheme or Adelaide Park Lands Overlay. Public consultation will allow for further input into this approach. |
| | | Subject to the above being considered and the ODASA changes being made, the Minister for Planning provided endorsement to proceed to public consultation. | NA | Noted | All feedback raised has been considered and the suggested amendments provided by ODASA have been made. |
| 4 | Renewal SA | Renewal SA has a significant interest in the parklands as it relates to projects at: <ul style="list-style-type: none"> Riverbank Precinct, including but not limited to Festival Plaza development and the Railway Station; Lot Fourteen; | NA | Noted | The letter outlines general support for the draft APLMS. No edits to the draft APLMS were requested. |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|--|---|------------------------|-----------------|---|
| | | <ul style="list-style-type: none"> • Tapangka; • Bowden/Brompton; and, • The former West End Brewery <p>There will be a significant increase in the resident and working population utilising the Park Lands from these projects (particularly from Bowden, the former Brompton Gasworks site and the former West End Brewery site).</p> <p>In response to the above the draft APLMS has recognised this and has proposed to prepare the Bonython Park Master Plan (Strategic Priority 6).</p> <p>Renewal SA continues to enjoy our working relationship and partnership with the City of Adelaide and looks forward to further productive discussions and involvement relating to both this matter and our key projects in and around the City of Adelaide.</p> | | | |
| 5 | Office for Design and Architecture (ODASA) | <p>Comprehensive review was provided by ODASA on the draft APLMS.</p> <p>In summary – the following feedback was provided by ODASA:</p> <p><u>Minor Edits</u></p> <ul style="list-style-type: none"> • Grammatical edits throughout • Consistent use of composite/dual naming of Parks • Consistent reference to Government of South Australia | Throughout Draft APLMS | Amendments made | <p>A comprehensive review of the draft APLMS has been undertaken based on the feedback from ODASA.</p> <p>Amendments made include:</p> <p><u>Minor Edits</u></p> <ul style="list-style-type: none"> • Consistency of writing has been reviewed with a copy editor undertaking a full edit of the Strategy to provide consistency in writing style • Graphic enhancements have been made throughout the document, this |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|-------------|---|------------------|--------|--|
| | | <ul style="list-style-type: none"> Suggested minor graphic enhancements throughout document <p><u>Major Edits</u></p> <ul style="list-style-type: none"> Review structure of document for flow and readability – consider using an editor to review document Further enhancement to maps throughout for readability Include an Adelaide Park Lands map with all parks labelled early in the document Give all maps/tables/figures a title and reference number Include list of maps / figures in table of contents Include additional contextual information, including information about Colonel Light and influence on park/garden design by the early City Gardner's such as William Pengilly and August Wilhelm Peizer Review all Precinct Considerations for accuracy Split Precinct Considerations into 'existing' and 'future' as it is unclear what currently exists and what is a future consideration Provided additional information for the Metropolitan Open Space Section | | | <p>has helped with readability, navigation and the look and feel of the document</p> <p><u>Major Edits</u></p> <ul style="list-style-type: none"> Restructuring of the document, to include Parts A, B and C as well as a comprehensive contents page including list of maps and figures Further enhancement of the maps throughout the document to improve legibility A map of the Adelaide Park Lands has now been included upfront in the document, which includes all Parks, Squares and Gardens names. Additional contextual information has been included, including greater context about Colonel Light's role in the planning of the Adelaide Park Lands as well as the role of the City Gardeners A comprehensive review of all Precinct Considerations, additional information being added to the Precinct maps, including cycling and walking connection, additional roads names, graphic enhancements Precinct Considerations have been split and different icons used to represent 'existing considerations' and 'future considerations' Clarification and additional information added to the Metropolitan Open Space Section to provide further clarity. |

| Ref No. | Stakeholder | Description of Amendment/Input | Document Section | Status | Administration Comments |
|---------|-------------------------------|--|---|-----------------|--|
| 6 | University of Adelaide | There are a number of references in the legend for the map on Page 102 that are incorrect. | Part C – Adelaide Park Lands Precinct Plans | Amendments made | A comprehensive review of all Precinct Considerations has been undertaken. This has addressed errors in the draft APLMS including the references in the map legend. |
| | | It would be good to see Universities included in the Cultural Zones summary for the Riverbank Precinct | Part C – Adelaide Park Lands Precinct Plans | Amendments made | Universities have been added to 'Cultural Institutions Subzone' in Part C. |
| | | There are references to Park 10 that are incorrect in the Precinct Considerations | Part C – Adelaide Park Lands Precinct Plans | Amendments made | A comprehensive review of all Precinct Considerations has been undertaken. This has addressed errors in the draft APLMS including the references in the Precinct Considerations. |

| Ref No. | Stakeholder | Description of amendment/input | Section | Status | Administration Comment |
|------------------------------------|--|---|---|-----------------|--|
| Adjoining Councils Feedback | | | | | |
| 7 | City of Norwood, Payneham & St Peters | Acknowledged the significance of this document, not only for the City of Adelaide and adjoining Councils, but also for the broader community of South Australia. | NA | Noted | Letter outlines general support for the APLMS. |
| | | Requested that the connections between the Adelaide Park Lands and adjoining suburbs, be more clearly illustrated on each of the Precinct Structure Plans to reinforce the importance of having safe and accessible connections from the adjoining suburbs to the Adelaide Park Lands | Part C – Adelaide Park Lands Precinct Plans | Amendments Made | Precinct Plans have been amended to include the key cycling and walking connections linking metropolitan Adelaide to the Adelaide Park Lands / city. |
| | | Requested that the City of Adelaide work with the Department of Infrastructure and Transport, SA Motorsport Board and other organisations, to ensure that closure of connecting roads through the Victoria Park | NA | Noted | This is not related to the APLMS, this is for City of Adelaide to manage through separate processes and State Government consultation on events. |

| Ref No. | Stakeholder | Description of amendment/input | Section | Status | Administration Comment |
|---------|-----------------------------|--|---|--------|---|
| | | and the East Park Land precincts occurs only for major events and for the minimum durative time necessary. | | | |
| 8 | City of West Torrens | <p>City of West Torrens welcomes the fact that the draft APLMS identifies and recognises linkages with the City of West Torrens and the predicted urban growth and the demand that will have on the Park Lands.</p> <p>The City of West Torrens is experiencing significant urban infill development and population growth. There is increasing demand and pressure on the public open space network, and the organisation has been upgrading numerous parks to better meet the needs of the community as they continue to explore opportunities to provide more open space to serve the growing population.</p> <p>One of many priorities for the City of West Torrens includes integrating pathways with neighbouring council areas to reduce barriers such as the River Torrens and Port Road.</p> <p>The City of West Torrens seeks to work with Kadalilla and the City of Adelaide to:</p> <ul style="list-style-type: none"> define the links and connections that would support the community of the City of West Torrens; and work in a collaborative way to achieve shared goals around active transport and improved connectivity. | NA | Noted | Letter outlines general support for the draft APLMS - there will be further opportunity for feedback during community consultation. |
| 9 | City of Unley | <p>Priority 7, <u>Greenhill Road Corridor</u>. The Council is keen to pursue opportunities to work together with the City of Adelaide and</p> | Part C – Adelaide Park Lands Precinct Plans | Noted | This is a statement – the City of Adelaide and Kadalilla will work in collaboration |

| Ref No. | Stakeholder | Description of amendment/input | Section | Status | Administration Comment |
|---------|-------------|--|---|-----------------|--|
| | | the South Australian Government to improve the amenity and accessibility along the Greenhill Road edge, balanced with the car parking requirements of the adjacent sporting and business precincts. | | | and partner with the City of Unley on this priority project. |
| | | <u>Kaurna Charter</u> – on page 25 Kaurna Charter is listed as a strategic priority but wasn't found when using the search function to read what it was. It's called Kaurna Country Charter further into the document – recommend amending to be the same for consistency. | Part C – Adelaide Park Lands Precinct Plans | Amendment made | Updated wording to Kaurna Country Charter throughout document. |
| | | <u>Indicator Table</u> – the inclusion of indicators and targets for each goal is supported and provides an important baseline for future progress reporting. However, the tables appear to be randomly located within the text, and there doesn't seem to be a link between the text and the table. | Part B - Goals | Amendments made | All indicator tables now have headings to provide the link between the table and the goal. |
| | | <u>South East Precinct Plan</u> <ul style="list-style-type: none"> There seems to be a lack of information regarding walking and cycling connections across Park Lands Roads – between Park Lands, to/from the city, and to/from inner metropolitan Council areas. Some shared use paths seem to be missing from the Precinct Plans (for example, the existing shared use path located along the South Terrace edge). Encourage Edge Paths to be shown along Greenhill Road in the South East Park Lands Precinct to align with the | Part C – Adelaide Park Lands Precinct Plans | Amendments made | Precinct Plans have been amended to include the key cycling and walking connections linking metropolitan Adelaide to the Adelaide Park Lands / city. More detailed network of shared use paths and edge paths have been added to the maps as well as additional street names. All Precinct Considerations have been reviewed and updated where incorrect/inconsistent. |

| Ref No. | Stakeholder | Description of amendment/input | Section | Status | Administration Comment |
|---------|-------------|---|--|-----------------|---|
| | | <p>Greenhill Road Corridor strategic priority.</p> <ul style="list-style-type: none"> On page 68 point 15 is listed twice – amend to point 16, also Recommend changing 'park visitors' to 'precinct visitors', noting that some of the parking along Greenhill Road is the responsibility of the City of Unley. On page 69, Note 15 is misleading in the current location, as it reflects the existing Porter Street crossing. Relocate the marker to pursue additional preferred north/south crossing along Greenhill Road (between Peacock Road and Unley Road). Some labelling of streets other than the bounding roads may help with referencing. | | | |
| | | <p><u>South West Precinct Plan</u></p> <ul style="list-style-type: none"> There seems to be a lack of information regarding walking and cycling connections across Park Lands Roads – between Park Lands, to/from City and to/from inner metropolitan Council areas. Some shared use paths seem to be missing from the Precinct Plans (for example, existing shared use path located along the South Terrace edge). Some labelling of streets other than the bounding roads may help with referencing. Propose additional north/south connections on Greenhill Road – repeat | Part C – Adelaide Park Lands Precinct Plans | Amendments made | <p>Precinct Plans have been amended to include the key cycling and walking connections linking metropolitan Adelaide to the Adelaide Park Lands / city.</p> <p>More detailed network of shared use paths and edge paths have been added to the maps as well as additional street names.</p> <p>All Precinct Considerations have been reviewed and updated where incorrect/inconsistent.</p> |

| Ref No. | Stakeholder | Description of amendment/input | Section | Status | Administration Comment |
|---------|-------------------------|---|---------|--------|---|
| | | note 'Pursue convenient and safe access across adjoining main roads (Greenhill Road). | | | |
| | | Supported the document progressing to consultation and will provide more detailed feedback during community consultation | NA | Noted | There will be further opportunity for feedback during community consultation. |
| 10 | City of Prospect | Provided response outlining that the City of Prospect do not have any feedback that would affect the decision to commence public engagement on the draft Adelaide Park Lands Management Strategy. The City of Prospect will provide further feedback as part of the community consultation process. | NA | Noted | The letter outlines general support for the draft APLMS - there will be further opportunity for feedback during community consultation. |

By-law Review – Draft for Public Consultation

Strategic Alignment - Our Corporation

Public

Tuesday, 4 June 2024

City Planning, Development
and Business Affairs
Committee

Program Contact:

Steve Zaluski, Associate Director
Regulatory Services

Approving Officer:

Ilia Houridis, Director City
Shaping

EXECUTIVE SUMMARY

This report seeks Council endorsement for draft by-laws to be released for public consultation.

City of Adelaide's (CoA's) current nine by-laws have been in place since 1 January 2018 and enable effective governance, public safety and access. As a result, the majority of draft changes are minor and the result of legislative, interpretive or grammatical factors.

CoA's by-laws expire on 1 January 2025. A review of our by-laws has been undertaken, which has involved internal engagement, analysis of external trends and past community feedback, benchmarking, legal advice, and a Committee Workshop on 20 February 2024.

Once endorsed, relevant draft by-laws will be submitted to the Dog and Cat Management Board for a 21-day consultation period. Following this, all draft by-laws will undergo a formal public consultation process.

Draft by-laws will then be presented to Council for final endorsement, along with a summary of feedback received during consultation and any proposed changes. This is scheduled for Council in August 2024.

By-laws will then be Gazetted and referred to the Legislative Review Committee, taking effect from 1 January 2025.

RECOMMENDATION

The following recommendation will be presented to Council on 11 June 2024 for consideration

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

THAT COUNCIL

1. Endorses the proposed by-laws as contained in Attachment A to Item 7.4 on the Agenda for the City Planning, Development and Business Affairs Committee held on 4 June 2024 for the purposes of public consultation for a minimum period of 21 days, which includes consultation with the Dog and Cat Management Board in accordance with Section 249 of the *Local Government Act 1999 (SA)* and Section 90 of the *Dog and Cat Management Act 1995*.
2. Authorises the Acting Chief Executive Officer or delegate to provide a report to the Dog and Cat Management Board in accordance with Section 90(5) of the *Dog and Cat Management Act 1995* with respect to the proposed Dogs By-law 2024 and proposed Cats By-law 2024.
3. Authorises the Acting Chief Executive Officer or delegate to make copies of the draft by-laws available for the public in accordance with Section 132(1) of the *Local Government Act 1999 (SA)*, no sooner than 21 days after referring the Dogs By-law 2024 and Cats By-law 2024 to the Dog and Cat Management Board.

IMPLICATIONS AND FINANCIALS

| | |
|--|---|
| City of Adelaide 2024-2028 Strategic Plan | Strategic Alignment – Our Corporation – Enable effective governance, risk management, accountability and transparency at all times in decision making. |
| Policy | By-laws are a legislated function, which support the delivery of Council's legislative obligations, Strategic Plan and policies. The proposed changes to our by-laws will not significantly impact existing policies. |
| Consultation | Draft by-laws will require formal consultation with the Dog and Cat Management Board and the general public. |
| Resource | Not as a result of this report |
| Risk / Legal / Legislative | Legal advice has been sought to mitigate risk and ensure the process out outcomes are legislatively sound. Final Council endorsement is required by 1 September 2024 to allow revised by-laws to take effect from 1 January 2025. |
| Opportunities | To support enhanced community convenience, safety, and comfort, leveraging updated by-laws to benefit residents, businesses, and visitors. |
| 23/24 Budget Allocation | \$8,000 (includes legal fees, advertising and State Government fees) |
| Proposed 24/25 Budget Allocation | \$9,500 (includes legal fees, advertising and State Government fees) |
| Life of Project, Service, Initiative or (Expectancy of) Asset | By-laws require formal review every seven 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. Council's power to pass a by-law is derived from Section 246 of the *Local Government Act 1999 (SA)* (the Act), which requires the review and formal adoption of by-laws every seven years.
2. City of Adelaide's (CoA) by-laws are due to expire on 1 January 2025.
3. By-laws are a form of legislation designed to provide good governance at the local level, assisting Councils to provide a convenient, safe, and comfortable space for its community and environment.
4. By-laws are commonly derived from 'model' by-laws prepared by the Local Government Association, and refined by legal providers with expert knowledge of local government.
5. CoA's current by-laws came into effect on 1 January 2018, and continue to enable effective governance, public safety and access.
6. CoA currently has nine by-laws:
 - 6.1 By-law No. 1 – Permits and Penalties – [Link 1](#)
 - 6.2 By-law No. 2 – Moveable Signs – [Link 2](#).
 - 6.3 By-law No. 3 – Local Government Land – [Link 3](#).
 - 6.4 By-law No. 4 – Roads – [Link 4](#).
 - 6.5 By-law No. 5 – Waste Management – [Link 5](#).
 - 6.6 By-law No. 6 – Rundle Mall – [Link 6](#).
 - 6.7 By-law No. 7 – Dogs – [Link 7](#).
 - 6.8 By-law No. 8 – Cats – [Link 8](#).
 - 6.9 By-law No. 9 – Lodging Houses – [Link 9](#).
7. It is possible to review and amend by-laws outside of the legislated minimum requirement to review by-laws every seven years, however, there has been no requirement to amend the current CoA by-laws prior to this review.

Review Process

8. CoA's By-law Review has involved:
 - 8.1 A series of internal workshops and engagement with subject matter experts.
 - 8.2 Analysis of external trends and benchmarking other jurisdictions.
 - 8.3 Assessment of past customer requests, complaints & breaches.
 - 8.4 Assessment of Council's 2024-2028 Strategic Plan and previous community engagement feedback.
 - 8.5 A workshop with Elected Members at the 20 February 2024 Committee, provided as [Link 10](#).
 - 8.6 External legal advice.
9. The process for adopting by-laws is set out in legislation and involves multiple steps beyond this report. This includes:
 - 9.1 Referring relevant draft by-laws to the Dog and Cat Management Board (DCMB) together with a report outlining the objectives of any proposed changes, for a 21-day consultation period.
 - 9.2 Following consultation with the DCMB, a 21-day public consultation process.
 - 9.3 Council endorsement of by-laws following consideration of consultation feedback.
 - 9.4 Endorsed by-laws progressing through Government Gazetting and the Legislative Review Committee.

Proposed Changes

10. The proposed changes are minor in nature and are largely a result of legislative, interpretive or grammatical factors, or the modernising of language and terms.
11. [Link 11](#) contains all nine draft by-laws, showing proposed track changes and additions in orange.
12. [Link 11](#) also details explanations for the changes. The majority of explanations explain that proposed edits have been made to either:

- 12.1 Make the document easier to interpret for our community.
- 12.2 Reflect gender neutral language.
- 12.3 Use City of Adelaide terms/language.
- 12.4 Reflect current Legislation.
- 12.5 Remove content that is no longer relevant.

13. Amendments not explained by one of the above categories are listed in the following table:

| By-law No. | New Wording | Explanation |
|--|---|---|
| <p>By-law No. 2 Moveable Signs:</p> <p>3.2</p> <p>9.</p> | <p>Definitions</p> <p>In this By-law:</p> <ul style="list-style-type: none"> Banner means a moveable sign constituted of a strip of cloth, plastic or other material hung or attached to a pole, fence or other structure and includes a tear drop sign; <p>Part 3 – Provisions Applicable to Banners</p> <p>Banners A banner must:</p> <ul style="list-style-type: none"> only be displayed on a road, footpath or road related area; be securely fixed to a pole, fence or other structure so that it does not hang loose or flap; not be attached to any building, structure, fence, vegetation or other item owned by the Council on a road, or other improvement to a road owned by the Council; not be displayed more than one month before and two days after the event it advertises; not exceed 3m² in size. | <p>The addition of 'banners' and the subsequent definition will support many requests Administration receives – often from the business community – to use 'tear drop' advertising signage to promote their business. From a practical perspective this is supported and commonly used in many locations. However, our current by-laws are silent on this option, which has caused operational issues previously.</p> |
| <p>By-law No. 3 Local Government Land 5.10</p> <p>By-law No. 4 Roads 5.6</p> <p>By-law No. 6 Rundle Mall 5.7</p> | <p>Prohibited Activities A person must not:</p> <p>Public Conveniences in any public convenience:</p> <ul style="list-style-type: none"> smoke tobacco or any other substance; deposit anything in a pan, urinal or drain which is likely to cause a blockage; use it for a purpose for which it was not designed or constructed; subject to clause (5.6.5) (5.10.5) (5.7.5), enter the public convenience unless the person is of | <p>Revised conditions regarding the use of public conveniences reflect the model clause drafted by the Legislative Review Committee of Parliament.</p> |

| | | |
|---|--|---|
| | <p>the gender indicated in writing or on a sign located on the public convenience;</p> <ul style="list-style-type: none"> • clause (5.6.4) (5.10.4) (5.7.4) does not apply – • in a genuine emergency; or • to a vulnerable person being assisted by the vulnerable person's caregiver, parent or guardian; or • to a person that is intersex, transgender or gender diverse; or • to a person with a disability; or • to a person assisting a person with a disability; | <p>By-law 3 – clause 5.6.5, By-law 4 – clause 5.10.5 By-law 6 – clause 5.7.5</p> <p>By-law 3 – clause 5.6.4, By-law 4 – clause 5.10.4 By-law 6 – clause 5.7.4</p> |
| <p>By-law No. 5 Waste Management</p> <p>4.4</p> | <p>‘Container’ replaced with the word ‘Bin’</p> <p>Management of Waste System</p> <p>Bins that are placed on the footpath area or road, must be labelled with the address of the premises or business name to which they relate.</p> | <p>Throughout this by-law the use of the word Container has been replaced with the word Bin to be consistent with the language within the draft CoA Kerbside Waste Management Services – Operating Guideline.</p> <p>The proposed new clause will assist in the identification of bins, which will enhance operational matters and the investigation of potential concerns/breaches. This will be implemented in a staged approach.</p> |
| <p>By-law No. 6 Rundle Mall</p> <p>4.5</p> | <p>Activities Requiring Permission A person must not without Permission in Rundle Mall or in the vicinity of Rundle Mall:</p> <p>Fireworks</p> <ul style="list-style-type: none"> • use, discharge or explode any fireworks; | <p>Reference to firearms removed as this duplicates existing legislation that regulates the use, possession etc of firearms</p> |

14. **Attachment A** contains the final version of the 2024 By-laws without track changes.

Next Steps

15. Should the recommendations of this report be endorsed, the next steps are listed below.

15.1. A report to the DCMB and consideration of any resulting recommendations from the 21-day consultation period.

15.2. Release of the draft by-laws for public consultation.

15.3. A report to Council seeking endorsement of draft by-laws, scheduled for August 2024.

16. If significant changes are required post-consultation, further consultation may need to be undertaken in relation to those changes.

17. Following final Council endorsement, proposed by-laws will be published in the Government Gazette and a report referred to the Legislative Review Committee for approval.

18. If there are no objections or amendments, by-laws will take effect four months after they are Gazetted and will be valid until 1 January 2032, unless revoked prior.

DATA AND SUPPORTING INFORMATION

Link 1 - By-law No. 1 - Permits and Penalties – 2018

Link 2 - By-law No. 2 - Moveable Signs – 2018

Link 3 - By-law No. 3 - Local Government Land – 2018

Link 4 - By-law No. 4 - Roads – 2018

Link 5 - By-law No. 5 - Waste Management – 2018

Link 6 - By-law No. 6 – Rundle Mall – 2018

Link 7 - By-law No. 7 - Dogs – 2018

Link 8 - By-law No. 8 - Cats - 2018

Link 9 - By-law No. 9 - Lodging Houses – 2018

Link 10 - Workshop with Elected Members at the 20 February 2024 Committee

Link 11 - Revised City of Adelaide By-laws with track changes and comments

ATTACHMENTS

Attachment A – Final version of the City of Adelaide By-laws 2024

- END OF REPORT -



CORPORATION OF THE CITY OF ADELAIDE

By-law made under the Local Government Act 1999

PERMITS AND PENALTIES BY-LAW 2024

By-law No. 1 of 2024

To provide for a permit system, set penalties for breaches of by-laws, provide for certain matters pertaining to liability and evidence, set regulatory requirements, clarify the construction of Council's by-laws and for related purposes.

Part 1 – Preliminary

1. Short Title

This by-law may be cited as the *Permits and Penalties By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

3.1 In any by-law of the Council, unless the contrary intention is clearly indicated:

3.1.1 **person** includes a natural person, a body corporate, an incorporated association and an unincorporated association;

3.1.2 **the Council** means the Corporation of the City of Adelaide;

3.1.3 **permission** means the permission of the Council, or such other person as the Council may by resolution authorise for that purpose, given in writing prior to the act, event or activity to which it relates.

3.2 In this by-law:

3.2.1 **Approved Form** means the form approved from time to time by the Chief Executive Officer of the Council;

3.2.2 **Authorised Person** has the same meaning as in the *Local Government Act 1999*;

3.2.3 **Drive** and **Driver** have the same meaning as in the *Road Traffic Act 1961*;

- 3.2.4 **Food Business** has the same meaning as in the *Food Act 2001*;
- 3.2.5 **Local Government Land** has the same meaning as in the Council's *By-law No. 3 – Local Government Land*;
- 3.2.6 **Owner** has the same meaning as in the *Road Traffic Act 1961*;
- 3.2.7 **Premises** has the same meaning as in the *Food Act 2001*;
- 3.2.8 **Prescribed Offence** means an offence against a by-law of the Council relating to the driving, parking or standing of vehicles;
- 3.2.9 **Proprietor** has the same meaning as in the *Food Act 2001*;
- 3.2.10 **Road** has the same meaning as in the *Local Government Act 1999*;
- 3.2.11 **Vehicle** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*;
- 3.2.12 **Writing** includes both paper and electronic format.

Part 2 – Permits

4. Council May Grant Permits

If any by-law of the Council states that a person needs a 'permit' or 'permission' to do a specified thing, then the following provisions apply:

- 4.1 The permit must be in writing.
- 4.2 The Council may:
 - 4.2.1 attach conditions to the permit;
 - 4.2.2 change or revoke a condition, by notice in writing; or
 - 4.2.3 add new conditions, by notice in writing.
- 4.3 A person who holds a permit must comply with every condition attached to it. Failure to do so constitutes a breach of this by-law.
- 4.4 The Council may revoke a permit, by notice in writing, if:
 - 4.4.1 a condition of the permit is breached; or
 - 4.4.2 the Council has reasonable grounds for its revocation.
- 4.5 The Council may, by resolution, fix, vary or revoke fees or charges for the granting of a permit to do a specified thing.

Part 3 – Enforcement

5. Offences and Penalties

- 5.1 A person who contravenes, or fails to comply with any by-law of the Council is guilty of an offence and is liable to a maximum penalty being the maximum penalty referred to in the *Local Government Act 1999*, which may be fixed for offences against a by-law.
- 5.2 A person who is found guilty of an offence against any by-law of the Council in respect of a continuing act or omission is liable, in addition to the penalty otherwise applicable, to a further penalty being the maximum amount referred to in the *Local Government Act 1999* which may be fixed for offences of a continuing nature against a by-law.

6. Liability of Vehicle Owners and Expiation of Certain Offences

- 6.1 Without derogating from the liability of any other person, but subject to this clause, if a Vehicle is involved in a Prescribed Offence, the Owner of the Vehicle is guilty of an offence and liable to the same penalty as is prescribed for the principal offence and the expiation fee that is fixed for the principal offence applies in relation to an offence against this clause.
- 6.2 The Owner and Driver of a Vehicle are not both liable through the operation of this clause to be convicted of an offence arising out of the same circumstances, and consequently conviction of the Owner exonerates the Driver and conversely conviction of the Driver exonerates the Owner.
- 6.3 An expiation notice or expiation reminder notice given under the *Expiation of Offences Act 1996* to the Owner of a Vehicle for an alleged Prescribed Offence involving the Vehicle must be accompanied by a notice inviting the Owner, if they were not the Driver at the time of the alleged Prescribed Offence, to provide the Council or officer specified in the notice, within the period specified in the notice, with a statutory declaration:
- 6.3.1 setting out the name and address of the Driver; or
- 6.3.2 if they had transferred Ownership of the Vehicle to another prior to the time of the alleged offence and have complied with the *Motor Vehicles Act 1959* in respect of the transfer - setting out details of the transfer (including the name and address of the transferee).
- 6.4 Before proceedings are commenced against the Owner of a Vehicle for an offence against this section involving the Vehicle, the complainant must send the Owner a notice:
- 6.4.1 setting out particulars of the alleged Prescribed Offence; and
- 6.4.2 inviting the Owner, if they were not the Driver at the time of the alleged Prescribed Offence, to provide the complainant, within 21 days of the date of the notice, with a statutory declaration setting out the matters referred to in clause 6.3.
- 6.5 Clause 6.4 does not apply to:

- 6.5.1 proceedings commenced where an Owner has elected under the *Expiation of Offences Act 1996* to be prosecuted for the offence; or
- 6.5.2 proceedings commenced against an Owner of a Vehicle who has been named in a statutory declaration under this section as the Driver of the Vehicle.
- 6.6 Subject to clause 6.7, in proceedings against the Owner of a Vehicle for an offence against this clause, it is a defence to prove:
 - 6.6.1 that, in consequence of some unlawful act, the Vehicle was not in the possession or control of the Owner at the time of the alleged Prescribed Offence; or
 - 6.6.2 that the Owner provided the complainant with a statutory declaration in accordance with an invitation under this clause.
- 6.7 The defence in clause 6.6.2 does not apply if it is proved that the Owner made the declaration knowing it to be false in a material particular.
- 6.8 If:
 - 6.8.1 an expiation notice is given to a person named as the alleged Driver in a statutory declaration under this clause; or
 - 6.8.2 proceedings are commenced against a person named as the alleged Driver in such a statutory declaration,

the notice or summons, as the case may be, must be accompanied by a notice setting out particulars of the statutory declaration that named the person as the alleged Driver.
- 6.9 The particulars of the statutory declaration provided to the person named as the alleged Driver must not include the address of the person who provided the statutory declaration.

Part 4 – Food Business Notification

7. Food Business Notification Confirmation

- 7.1 Upon receipt and processing of a written notice received from the Proprietor of a Food Business in accordance with Section 86 of the *Food Act 2001* the Council will issue the Proprietor with a food business notification confirmation, in the Approved Form, evidencing that the Proprietor has complied with their obligations pursuant to Section 86 of the *Food Act 2001*.
- 7.2 The Proprietor of a Food Business must, at all times, keep a copy of the food business notification confirmation issued to them by the Council displayed in a prominent position on the Premises of the Food Business that is clearly visible from the outside of the Premises to potential customers, members of the public and passers-by.

Part 5 – Miscellaneous

8. Evidence

In proceedings for a Prescribed Offence, an allegation in an Information¹ that:

- 8.1 a specified place was a Road or Local Government Land; or
- 8.2 a specified Vehicle was driven, parked or left standing in a specified place; or
- 8.3 a specified Vehicle was parked or left standing for the purposes of soliciting business from a person or offering or exposing goods for sale; or
- 8.4 a specified place was not set aside by the Council for the purposes of the driving, parking or standing of vehicles; or
- 8.5 a specified person was an Authorised Person; or
- 8.6 a specified provision was a condition of a specified permit granted under paragraph 4 of this by-law; or
- 8.7 a specified person was the Owner or Driver of a specified vehicle; or
- 8.8 a person named in a statutory declaration under paragraph 6 of this by-law for the Prescribed Offence to which the declaration relates was the Driver of the Vehicle at the time at which the alleged offence was committed; or
- 8.9 an Owner or Driver of a Vehicle for a Prescribed Offence was given notice under paragraph 6 of this by-law on a specified day,

is proof of the matters so alleged in the absence of proof to the contrary.

9. Construction

Every by-law of the Council is subject to any Act of Parliament and Regulations made thereunder.

10. Revocation

Council's *By-law No. 1 – Permits and Penalties*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]
Chief Executive Officer

¹ **Information** means an Information and Summons filed for the purposes of commencing prosecution proceedings against a defendant in accordance with the *Joint Criminal Rules 2022*.

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999

MOVEABLE SIGNS BY-LAW 2024**By-law No. 2 of 2024**

To set standards for moveable signs on roads, to provide conditions for and the placement of such signs, to protect public safety and to protect or enhance the amenity of the area of the Council.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Moveable Signs By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

- 3.1 **Authorised Person** has the same meaning as in the *Local Government Act 1999*;
- 3.2 **Banner** means a moveable sign constituted of a strip of cloth, plastic or other material hung or attached to a pole, fence or other structure and includes a tear drop sign;
- 3.3 **Boundary** means that line between private property and the Road or Road Related Area;
- 3.4 **Business** means the business or organisation to which a Moveable Sign relates;
- 3.5 **Business Premises** means the premises from which a business, trade or calling is conducted;
- 3.6 **Ceremonial Street** means any Road declared as such by the Council;
- 3.7 **Footpath Area** means:

- 3.7.1 that part of the Road between the boundary of the Road and the edge of the carriageway of the Road on the same side as that boundary; or
- 3.7.2 a footway, laneway or other place made or constructed for the use of pedestrians and not for the use of Vehicles;
- 3.8 **Local Government Land** means land owned by the Council or under the Council's care, control and management;
- 3.9 **Moveable Sign** has the same meaning as in the *Local Government Act 1999*;
- 3.10 **Road** has the same meaning as in the *Local Government Act 1999* and includes a footpath;
- 3.11 **Road Related Area** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*;
- 3.12 **Vehicle** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*.

Part 2 – Provisions Applicable to Moveable Signs

4. Design and Construction

A Moveable Sign must:

- 4.1 be of a kind known as an 'A' frame sign, a Sandwich Board sign, an inverted 'T' sign or, with the permission of the Council, a sign of some other kind;
- 4.2 be designed, constructed and maintained in good quality and condition so as not to present a hazard to any member of the public;
- 4.3 be of strong construction so as to be stable when in position and be able to keep its position in adverse weather conditions;
- 4.4 not contain sharp or jagged edges or corners;
- 4.5 not be unsightly or offensive in appearance or content;
- 4.6 not rotate or contain moving parts;
- 4.7 not contain flashing lights or be illuminated internally;
- 4.8 be constructed of timber, cloth, metal, plastic or plastic coated cardboard, or a mixture of such materials;
- 4.9 not have balloons, flags, streamers or other material attached to it;
- 4.10 not exceed 900 mm in perpendicular height, or have a base with any side exceeding 600 mm in length;
- 4.11 in the case of an 'A' Frame or Sandwich Board sign:
 - 4.11.1 be hinged or joined at the top; and

4.11.2 be of such construction that its sides shall be securely fixed or locked in position when erected; and

4.12 in the case of an inverted 'T' sign, contain no struts or supports that run between the display area and the base of the sign.

5. **Appearance**

A Moveable Sign must, in the opinion of an Authorised Person:

5.1 be painted or otherwise detailed in a competent and professional manner;

5.2 be aesthetically appealing, legible and simply worded to convey a precise message;

5.3 be of such design and contain such colours as are compatible with the architectural design of the premises adjacent to the moveable sign, and which relate well to the townscape and overall amenity of the locality in which it is situated;

5.4 contain combinations of colour and typographical styles which blend in with and reinforce the heritage qualities of the locality and the buildings where it is situated; and

5.5 not detract from or conflict with traffic, safety or direction signs or signals.

6. **Placement**

A Moveable Sign must:

6.1 only be placed on the Footpath Area of a Road;

6.2 be adjacent to the Business Premises to which it relates;

6.3 be placed no closer than 600 mm from the edge of the carriageway of a Road;

6.4 not be placed on a Footpath Area less than 1.8 m from any structure, object, tree, bush or plant (including another Moveable Sign);

6.5 not be fixed, tied, chained to or leaned against any other structure, object, tree, bush or plant (including another Moveable Sign);

6.6 not be placed on the sealed part of any Footpath Area, unless the sealed part is wide enough to contain the sign and still leave a clear thoroughfare for pedestrians of a width of at least 1.8 m;

6.7 not be placed on a Footpath Area unless the Footpath Area is at least 3 m wide;

6.8 not be placed within 1.8 m of the corner of a Road;

6.9 not be placed on a landscaped area;

6.10 not be placed on a designated parking area or within 1.8 m of an entrance to or exit from premises;

- 6.11 not be placed within 1.8 m of an intersection;
- 6.12 not unreasonably restrict the use of the Footpath Area or endanger the safety of members of the public;
- 6.13 not be placed so as to interfere with the reasonable movement of persons using the Footpath Area in the vicinity of or adjacent to where the Moveable Sign is positioned or endanger the safety of members of the public;
- 6.14 not be placed on any Footpath Area adjacent to a Road which contains a designated bus, taxi, disabled or loading zone;
- 6.15 not be placed within 1.8 m of a construction site;
- 6.16 not be placed on a Ceremonial Street; and
- 6.17 not be placed so as to obstruct or impede a Vehicle door when opened, provided that the Vehicle is parked lawfully on the carriageway.

7. Restrictions

- 7.1 A Moveable Sign must:
 - 7.1.1 only display material which advertises a Business being conducted on premises which is immediately adjacent to the Moveable Sign, or the products available from that Business;
 - 7.1.2 be limited to one Moveable Sign per Business Premises;
 - 7.1.3 only be displayed when the Business to which the Moveable Sign relates is open to the public;
 - 7.1.4 be securely fixed in position such that it cannot be blown over or swept away in adverse weather conditions;
 - 7.1.5 not be in such a position or in such circumstances that the safety of any person or user of the Road is at risk;
 - 7.1.6 not be displayed during the hours of darkness unless it is in a clearly lit area and clearly visible; and
 - 7.1.7 not be displayed on a median strip, traffic island or on the carriageway of a Road.
- 7.2 If in the opinion of the Council a Footpath Area or other area forming the boundary of any Road is unsafe for any Moveable Sign to be displayed or placed the Council may by resolution prohibit or restrict the display or placement of a Moveable Sign or the times at which a Moveable Sign may be displayed or placed in that area.

8. Signs on Local Government Land

A person must not, without permission, display or cause to be displayed a Moveable Sign on any Local Government Land or rest on or attach to any Vehicle on any Local Government Land any Moveable Sign, except a Moveable Sign:

- 8.1 attached to a licensed taxi or bus;
- 8.2 on or attached to a Vehicle belonging to any council and which has been placed on or attached to the Vehicle with the consent of the council to which the Vehicle belongs;
- 8.3 on or attached to a Vehicle which only has a sign or signs painted on or glued to it, the main purpose of which is to identify it as belonging to a Business; or
- 8.4 comprising a sunscreen on a Vehicle, where any message or trade name or mark on the sunscreen does not advertise a Business being carried on in the vicinity of the place the Vehicle is parked, or the products available from that Business.

Part 3 – Provisions Applicable to Banners

9. Banners

A banner must:

- 9.1 only be displayed on a road, footpath or road related area;
- 9.2 be securely fixed to a pole, fence or other structure so that it does not hang loose or flap;
- 9.3 not be attached to any building, structure, fence, vegetation or other item owned by the Council on a road, or other improvement to a road owned by the Council;
- 9.4 not be displayed more than one month before and two days after the event it advertises;
- 9.5 not exceed 3m² in size.

10. Exemptions

- 10.1 Subparagraphs 7.1 and 7.2 of this by-law do not apply to a Moveable Sign which is displayed and used to advertise a garage sale taking place from residential premises provided that no more than four Moveable Signs per residential premises may be displayed at any one time in relation to a garage sale taking place at that residential premises.
- 10.2 A requirement of this by-law will not apply where permission has been granted for the Moveable Sign to be displayed contrary to the requirement.
- 10.3 This by-law will not apply to a Moveable Sign which is:
 - 10.3.1 placed on a Road pursuant to an authorisation under the *Local Government Act 1999*, or another Act; or
 - 10.3.2 designed to direct people to the open inspection of any land or building that is available for purchase or lease; or
 - 10.3.3 related to a State or Commonwealth election and is displayed during the period commencing at 5.00pm on the day before the issue of writ

or writs for the election and ending at the close of polls on polling day;
or

- 10.3.4 related to a referendum and is displayed during the course and for the purpose of that referendum.

Part 4 – Enforcement

11. Removal of Non-complying Moveable Signs

11.1 If:

- 11.1.1 the design or construction of a Moveable Sign that has been placed on a Road does not comply with a requirement of this by-law; or
- 11.1.2 the positioning of a Moveable Sign does not comply with a requirement of this by-law; or
- 11.1.3 any other relevant requirement of this by-law is not complied with; or
- 11.1.4 the sign unreasonably:
 - 11.1.4.1 restricts the use of the Road; or
 - 11.1.4.2 endangers the safety of members of the public

an Authorised Person may order the owner of the Moveable Sign to remove it from the Road.

- 11.2 A person must comply with an Order of an Authorised Person made pursuant to subparagraph 11.1 of this by-law.
- 11.3 If the Authorised Person cannot find the owner, or the owner fails to comply immediately with the Order made pursuant to subparagraph 11.1 of this by-law, the Authorised Person may remove the Moveable Sign.
- 11.4 If a Moveable Sign that is removed pursuant to subparagraph 11.3 of this by-law, is not claimed within thirty days of such removal, the Authorised Person may sell, destroy or otherwise dispose of the Moveable Sign as the Authorised Person thinks fit.
- 11.5 The owner or other person entitled to recover a Moveable Sign removed pursuant to subparagraph 11.3 of this by-law must pay to the Council any reasonable costs incurred by the Council in removing, storing and attempting to dispose of the Moveable Sign before being entitled to recover the Moveable Sign.

12. Removal of Complying Moveable Signs

- 12.1 The owner of, or other person responsible for, a Moveable Sign must remove or relocate the Moveable Sign at the request of an Authorised Person if, in the reasonable opinion of that Authorised Person, and notwithstanding compliance with this by-law, there is any hazard or obstruction or there is likely to be a hazard or obstruction arising out of the location of the Moveable Sign.

- 12.2 The owner of, or other person responsible for, a Moveable Sign must remove or relocate the Moveable Sign at the request of an Authorised Person for the purpose of special events, parades, roadworks or in any other circumstances which, in the reasonable opinion of the Authorised Person, requires relocation or removal of the Moveable Sign to protect public safety or to protect or enhance the amenity of a particular locality.

Part 5 – Miscellaneous

13. Revocation

Council's *By-law No. 2 – Moveable Signs*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]

Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999

LOCAL GOVERNMENT LAND BY-LAW 2024**By-law No. 3 of 2024**

For the management of all land vested in or under the care, control and management of the Council.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Local Government Land By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

- 3.1 **Authorised Person** has the same meaning as in the *Local Government Act 1999*;
- 3.2 **Boat** means any boat, craft, raft or other vessel designed or constructed for the purpose of carrying persons on water;
- 3.3 **Building** includes any structure and or fixture of any kind whether for human habitation or not;
- 3.4 **Central Market** means portion of allotment 11 in Filed Plan 26448, being portion of the land comprised in Certificate of Title Volume 6118 Folio 750, and being that portion that was previously comprised as Town Acres 333 and 380 in the Council's area, but excludes that area above ground level car park known as UPark on Central Market;
- 3.5 **E-Cigarette** means:
 - 3.5.1 a device that is designed to generate or release an aerosol or vapour for inhalation by its user in a manner similar to the inhalation of smoke from an ignited tobacco product; or

- 3.5.2 a device of a kind resolved by the Council and notified by notice in the *Gazette* to be an E-Cigarette;
- 3.6 **Electoral Matter** has the same meaning as in the *Electoral Act 1985*;
- 3.7 **Emergency Vehicle** has the same meaning as in the *Australian Road Rules* and the *Road Traffic (Road Rules) Ancillary and Miscellaneous Provisions Regulations 2014*;
- 3.8 **Horse Riding Track** means the area set aside primarily for the purpose of riding horses in Lefevre Park / Nantu Wama (Park 6) located in the North Park Lands between Robe Terrace, Medindie Road, LeFevre Terrace and Kingston Terrace or any other area that the Council may by resolution designate for that purpose;
- 3.9 **Liquor** has the same meaning as in the *Liquor Licensing Act 1997*;
- 3.10 **Livestock** has the same meaning as in the *Livestock Act 1997*, but does not include dogs and cats;
- 3.11 **Local Government Land** means all land vested in or under the care, control and management of the Council (except streets and roads);
- 3.12 **Model Aircraft** includes a drone;
- 3.13 **National Soldiers Memorial** means the land described in Section 2(1) of the *National Soldiers Memorial Act 1949*;
- 3.14 **Offensive** includes threatening, abusive, insulting or annoying behaviour and 'offend' has a complementary meaning;
- 3.15 **Playspace** means:
- 3.15.1 any fenced area on or in which there is playspace equipment or other installed devices for the purpose of children's play; or
- 3.15.2 any unfenced area within 15 m of playspace equipment or other installed devices for the purposes of children's play;
- 3.16 **Public Place** has the same meaning as in the *Local Government Act 1999*;
- 3.17 **River Torrens** means any part of the River Torrens situated within the area of the Council, including, but not limited to:
- 3.17.1 the waters known as Torrens Lake;
- 3.17.2 the waters impounded by the dam referred to in Section 25 of the *Adelaide Park Lands Act 2005*; and
- 3.17.3 any watercourse or drain leading to the River Torrens;
- 3.18 **Road** has the same meaning as in the *Local Government Act 1999* and includes a footpath;
- 3.19 **Smoke** means:

- 3.19.1 in relation to a Tobacco Product, smoke, hold, or otherwise have control over, an ignited Tobacco Product; or
- 3.19.2 in relation to an E-Cigarette, to inhale from, hold or otherwise have control over, an E-Cigarette that is in use;
- 3.20 **Tobacco Product** has the same meaning as in the *Tobacco Products Regulation Act 1997*;
- 3.21 **Vehicle** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*;
- 3.22 **Waters** includes any body of water, including a pond, lake, river, creek or wetland under the care, control and management of the Council;
- 3.23 **Wheeled Recreational Device** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*.

Part 2 – Management of Local Government Land

4. Activities Requiring Permission

A person must not without permission on any Local Government Land:

4.1 Alteration of Local Government Land

make an alteration to the land, including:

- 4.1.1 altering the construction or arrangement of the land to permit or facilitate access from an adjacent property; or
- 4.1.2 erecting or installing a structure (including pipes, wires, cables, fixtures, fittings and other objects) in, on, across, under or over the land; or
- 4.1.3 changing or interfering with the construction, arrangement or materials of the land; or
- 4.1.4 changing, interfering with or removing a structure (including pipes, wires, cables, fixtures, fittings or other objects) associated with the land; or
- 4.1.5 planting a tree or other vegetation on the land, interfering with the vegetation on the land or removing vegetation from the land;

4.2 Amplification

use an amplifier or other device whether mechanical or electrical for the purpose of amplifying sound;

4.3 Athletic and Ball Sports and Games

- 4.3.1 promote, organise or take part in any organised athletic sport in any area to which this subparagraph applies;

- 4.3.2 play or practice the game of golf in any area to which this subparagraph applies;
- 4.3.3 play any organised competition sport, as distinct from organised social play, in any area to which this subparagraph applies;

4.4 **Boats**

subject to the provisions of the *Harbors and Navigation Act 1993* and the *Marine Safety (Domestic Commercial Vessel) National Law*:

- 4.4.1 hire or offer for hire a boat, raft, pontoon or other watercraft or use same for commercial purposes;
- 4.4.2 launch, propel, float or otherwise use any boat, raft, pontoon or other watercraft on any Waters;

4.5 **Boat Ramps**

- 4.5.1 launch or retrieve a boat other than from a boat ramp constructed for that purpose;
- 4.5.2 allow any vehicle to remain stationary on any boat ramp longer than is necessary to launch or retrieve a boat;

4.6 **Bridge Jumping**

jump or dive into any Waters from any bridge or any other structure;

4.7 **Burials and Memorials**

- 4.7.1 bury, inter or spread the ashes of any human or animal remains;
- 4.7.2 erect any memorial;

4.8 **Business Use**

conduct, provide or offer to provide services for monetary consideration, including but not limited to personal training services;

4.9 **Camping and Tents**

- 4.9.1 camp or remain overnight whether in the open, a building, a vehicle or otherwise;
- 4.9.2 erect any tent or other structure;

4.10 **Canvassing**

convey any advertising, religious or other message to any bystander, passer by or other person except for any message or material:

- 4.10.1 that is related to a Commonwealth or State election and is conveyed during the period commencing at 5.00pm on the day before the issue

of the writ or writs for the election and ending at the close of polls on polling day; or

- 4.10.2 that is related to an election under the *Local Government Act 1999*, or the *Local Government (Elections) Act 1999* and is conveyed during the period commencing four weeks immediately before the date that has been set (either by or under either Act) for polling day and ending at the close of voting on polling day; or
- 4.10.3 that is related to, and conveyed, during the course of and for the purpose of a Referendum;

4.11 **Closed Lands**

enter or remain on any part of Local Government Land including any Waters:

- 4.11.1 at any time during which the Council has declared that the part shall be closed to the public, and which is indicated by a sign adjacent to the entrance to that part of the land;
- 4.11.2 where the land is enclosed with fences and/or walls, and gates have been closed and locked; or
- 4.11.3 where admission charges are payable, without paying those charges;

4.12 **Collections and Donations**

collect anything from any passer-by or ask for or receive or indicate that they desires a donation of money or any other thing;

4.13 **Depositing Rubbish etc**

deposit any structure, goods, materials, earth, soil, clay, gravel, sand, timber, stones, pebbles or any other matter or substance (including any liquid substance);

4.14 **Distribution**

give out or distribute any hand bill, book, notice, leaflet, or other printed matter to any bystander, passer-by or other person except any hand bill, book, notice, leaflet or other printed matter:

- 4.14.1 that is related to a Commonwealth or State election and is placed, given out or distributed during the period commencing at 5.00pm on the day before the issue of the writ or writs for the election and ending at the close of polls on polling day; or
- 4.14.2 that is related to an election under the *Local Government Act 1999*, or the *Local Government (Elections) Act 1999* and is placed, given out or distributed during the period commencing four weeks immediately before the date that has been set (either by or under either Act) for polling day and ending at the close of voting on polling day; or
- 4.14.3 that is related to and placed, given out or distributed during the course of and for the purpose of a Referendum;

4.15 Entertainment and Busking

- 4.15.1 sing, busk, perform, chant, recite, mime or play any recording or upon any musical instrument so as to appear to be for the purpose of entertaining other persons;
- 4.15.2 conduct or hold any concert, festival, show, public gathering, circus, meeting, performance or any other similar activity;

4.16 Erection of Structures

- 4.16.1 erect a fence or hoarding, if:
 - 4.16.1.1 the fence or hoarding is made of or contains barbed or razor wire; or
 - 4.16.1.2 the fence is not easily visible at night and thereby creates a danger to users of the land;
- 4.16.2 erect, place, use or allow to remain:
 - 4.16.2.1 a ladder or trestle;
 - 4.16.2.2 any other equipment, appliance, object or material likely to cause an obstruction or danger to any person;
- 4.16.3 park, place, use or allow to remain a mobile crane, scissor lift, elevated platform vehicle or cherry picker;

4.17 Fires

subject to the *Fire and Emergency Services Act 2005*, light any fire except:

- 4.17.1 in a place provided by the Council for that purpose; or
- 4.17.2 in a portable barbeque, as long as the barbeque is used in an area that is clear of flammable material for a distance of at least 4 m;

4.18 Fireworks

use, discharge or explode any fireworks;

4.19 Flora and Fauna

subject to the *Native Vegetation Act 1991* and the *National Parks and Wildlife Act 1972*:

- 4.19.1 damage, pick, disturb, interfere with or remove any plant or flower thereon;
- 4.19.2 lead or drive any animal or stand or walk on any flower bed or garden;
- 4.19.3 deposit, dig, damage, disturb, interfere with or remove any soil, stone, wood, clay, gravel, pebbles, timber, bark or any part of the land;

- 4.19.4 take, interfere with, tease, harm or disturb any animal, bird, marine creature or insect or the eggs or young of any animal, bird, marine creature or insect;
- 4.19.5 pick, collect, take, interfere with or disturb any fruit, nuts, berries or native seeds;
- 4.19.6 disturb, interfere with or damage any burrow, nest or habitat of any animal bird;
- 4.19.7 use, possess or have control of any device for the purpose of killing or capturing any animal, bird or marine creature;
- 4.19.8 burn any timber or dead wood;

4.20 **Liquor**

consume, carry or be in possession or in charge of any Liquor on any Local Government Land comprising Parks or Reserves to which the Council has resolved this subparagraph shall apply;

4.21 **Livestock**

- 4.21.1 cause or allow any Livestock to stray onto, move over, graze or be left unattended;
- 4.21.2 cause or allow any Livestock to enter, swim, bathe or remain in any Waters located on Local Government Land to which the Council has resolved this subparagraph shall apply;
- 4.21.3 lead or drive any Livestock, except where the Council has set aside a track or other area for use by or in connection with an animal of that kind;
- 4.21.4 allow any Livestock to damage any flower bed, garden, tree, lawn or other item or place;
- 4.21.5 train any Livestock;

4.22 **Model Aircraft, Boats and Cars**

- 4.22.1 fly or operate a Model Aircraft, boat or model/remote control car which by the use thereof may cause or be likely to cause injury or discomfort to any person being on or in the vicinity of Local Government Land or detract from or be likely to detract from another person's lawful use and enjoyment of the land;
- 4.22.2 fly or operate a Model Aircraft, boat or model/remote control car on land to which the Council has resolved this subparagraph shall apply;

4.23 **Obstructions**

- 4.23.1 obstruct any path, footpath, track, gateway or other area;

- 4.23.2 erect, place, use or allow to remain over any path, footpath, track, gateway or other area any object including, but not limited to, any planter box, hoarding, crane, cherry picker, elevated platform vehicle, scaffolding, stage, ladder, trestle, appliance, or other equipment.

4.24 **Organised Ceremonies and Events etc**

hold, conduct or participate in a funeral, marriage ceremony, game, picnic, other event or entertainment on any Local Government Land except where the number of persons attending the event or entertainment does not exceed 20;

4.25 **Overhanging Articles**

suspend or hang any article or thing from any building, verandah, pergola, post or other structure where it might present a nuisance or danger to any person using Local Government Land;

4.26 **Playing Area**

use or occupy any playing area:

- 4.26.1 in such a manner as to damage or be likely to damage the surface of the playing area and/or infrastructure (above and under ground level);
- 4.26.2 in any manner contrary to the purpose for which the playing area was intended to be used or occupied;
- 4.26.3 contrary to directions of the Council made by resolution and indicated on a sign displayed adjacent to the playing area;

4.27 **Preaching and Canvassing**

preach, canvass, harangue, tout for business or conduct any survey or opinion poll except:

- 4.27.1 in any area where the Council has, by resolution, determined this restriction shall not apply; or
- 4.27.2 any opinion poll that is related to a Commonwealth or State election and is conducted during the period commencing at 5.00pm on the day before the issue of the writ or writs for the election and ending at the close of polls on polling day; or
- 4.27.3 any opinion poll that is related to an election under the *Local Government Act 1999*, or the *Local Government (Elections) Act 1999* and is conducted during the period commencing four weeks immediately before the date that has been set (either by or under either Act) for polling day and ending at the close of voting on polling day; or
- 4.27.4 any opinion poll that is related to and is conducted during the course of and for the purpose of a Referendum;

4.28 Public Exhibitions and Displays

- 4.28.1 allow or cause any public exhibition or display;
- 4.28.2 allow or cause to be displayed any bills, advertisements or other papers or items or mark with any substance or apply any stickers or stencils to a building or structure on Local Government Land or other public place except any bills, advertisements or other papers or items:
 - 4.28.2.1 that are related to a Commonwealth or State election and are displayed during the period commencing at 5.00pm on the day before the issue of the writ or writs for the election and ending at the close of polls on polling day; or
 - 4.28.2.2 that are related to an election under the *Local Government Act 1999*, or the *Local Government (Elections) Act 1999* and are displayed during the period commencing four weeks immediately before the date that has been set (either by or under either Act) for polling day and ending at the close of voting on polling day; or
 - 4.28.2.3 that are related to and displayed during the course of and for the purpose of a Referendum;

4.29 Riverbank

drive or propel a Vehicle onto or from a riverbank other than by a ramp or thoroughfare constructed on the riverbank or provided by the Council for that purpose;

4.30 Rubbish and Rubbish Dumps

- 4.30.1 interfere with, remove or take away any rubbish that has been discarded at any rubbish dump on Local Government Land;
- 4.30.2 remove, disperse or interfere with any rubbish (including bottles, newspapers, cans, containers or packaging etc) that has been discarded in a Council bin on Local Government Land;

4.31 Swimming

swim, bathe or wash in any Waters to which this subparagraph applies;

4.32 Trading

- 4.32.1 carry on the business of buying or selling, or offering or exposing for sale, or hiring or leasing any goods or services including, but not limited to any Vehicle, watercraft or aircraft; or
- 4.32.2 set up a Vehicle, stall, stand, table, tray, carpet or other structure for the apparent purpose of buying or selling, or offering or exposing for sale, or hiring or leasing any goods or services including, but not limited to any Vehicle, watercraft or aircraft;

4.33 Vehicles

drive or propel any vehicle on local government land unless on an area or road that is constructed or set aside by the Council for that purpose.

5. Prohibited Activities

A person must not on any Local Government Land:

5.1 Birds

feed any bird;

5.2 Climbing

climb on or over any fixture, fitting, plant, object or building other than in a Playground or other similar area that the Council has indicated by signage set aside for that purpose;

5.3 Damaging or Defacing Property

attach any object, including an animal on a leash or a bike to any tree, gate, fence or other fixture other than a designated bicycle rack;

5.4 Fishing

5.4.1 fish in any Waters on Local Government Land to which the Council has resolved this subparagraph shall apply;

5.4.2 fish from any bridge or other structure on Local Government Land to which the Council has resolved this subparagraph shall apply;

5.5 Interference with Permitted Use

interrupt, disrupt or interfere with any other person's use of Local Government Land which is permitted or for which permission has been granted;

5.6 Playing Games

play or practice a game:

5.6.1 which is likely to cause damage to the land or anything in or on it;

5.6.2 which endangers the safety or interferes with the comfort of any person;

5.6.3 in any area where a sign indicates that the game is prohibited;

5.7 Repairs to Vehicles

perform the work of repairing, washing, painting, panel beating or other work of any nature on or to any Vehicle, provided that this subparagraph shall not extend to running repairs in the case of breakdown;

5.8 Smoking

5.8.1 Smoke in any building on Local Government Land;

5.8.2 Smoke on any Local Government Land or part thereof to which the Council has resolved this subparagraph shall apply;

5.9 Solicitation

tout or solicit customers for the parking of Vehicles or for any other commercial purpose whatsoever;

5.10 Public Conveniences

in any public convenience:

5.10.1 smoke tobacco or any other substance;

5.10.2 deposit anything in a pan, urinal or drain which is likely to cause a blockage;

5.10.3 use it for a purpose for which it was not designed or constructed;

5.10.4 subject to clause 5.10.5, enter the public convenience unless the person is of the gender indicated in writing or on a sign located on the public convenience;

5.10.5 clause 5.10.4 does not apply –

5.10.5.1 in the case of a genuine emergency;

5.10.5.2 to a vulnerable person being assisted by the vulnerable person's caregiver, parent or guardian; or

5.10.5.3 to a person that is intersex, transgender or gender diverse; or

5.10.5.4 to a person with a disability; or

5.10.5.5 to a person assisting a person with a disability.

5.11 Use of Council Rubbish Bins

deposit any commercial waste or other rubbish emanating from commercial premises in any Council rubbish bin;

5.12 Use of Equipment

use any form of equipment or property belonging to the Council other than in the manner and for the purpose for which it was designed;

5.13 Waste

deposit in any receptacle any rubbish emanating from domestic or trade purposes, unless designated by a sign or signs;

5.14 Waters

wash clothes in, and/or add any substance to any Waters;

5.15 Wheeled Recreational Devices

use a Wheeled Recreational Device on any part of Local Government Land to which this subparagraph applies.

Part 3 – Restrictions Applying in Specific Areas**6. Central Market**

In addition to the prohibitions generally applying to Local Government Land, a person must not do any of the following in the Adelaide Central Market without the permission of the Council:

6.1 Animals

bring into or allow any animal to remain (except an Assistance Dog as defined in the *Dog and Cat Management Act 1995*);

6.2 Forklifts

6.2.1 drive or use a forklift;

6.2.2 fail to carry proof of being qualified to drive a forklift;

6.2.3 fail to equip any forklift with an amber flashing warning device and an audible reversing warning device.

7. Horse Riding Track

In addition to the prohibitions generally applying to Local Government Land, a person must not do any of the following on a Horse Riding Track:

7.1 ride a horse at a gallop;

7.2 train a racehorse, trotting horse or quarter horse; or

7.3 ride or drive a horse with or attached to any cart or Vehicle.

8. National Soldiers Memorial

In addition to the prohibitions generally applying to Local Government Land, a person must not do any of the following in or on the National Soldiers Memorial or in or on the forecourt and gardens surrounding the National Soldiers Memorial:

8.1 affix any object or erect any fixture;

8.2 sit or lie upon any part of the building;

8.3 lie or stand on any seat; or

- 8.4 drive any vehicle, bicycle, small wheeled recreational vehicle including roller blades.

Part 4 – Miscellaneous

9. Directions

A person must comply with any reasonable direction or request from an Authorised Person relating to:

- 9.1 that person's use of the land;
- 9.2 that person's conduct and behaviour on the land;
- 9.3 that person's safety on the land;
- 9.4 the safety and enjoyment of the land by other persons.

10. Removal of Animals and Exclusion of Persons

10.1 If any animal is found on Local Government Land in breach of a by-law:

10.1.1 any person in charge of the animal shall forthwith remove it from that land on the request of an Authorised Person; and

10.1.2 any Authorised Person may remove any animal from the land if the person fails to comply with the request, or if no person is in charge of the animal.

10.2 An Authorised Person may direct any person who is considered to be committing, or has committed, a breach of a by-law to leave Local Government Land.

11. Removal of Obstructions

If an object is obstructing any part of Local Government Land then the Council may remove the object provided that this paragraph shall not apply to any object that has been placed on Local Government Land with the permission of the Council or the object has been placed on the Local Government Land by some other lawful authority.

12. Exemptions

The restrictions in this by-law do not apply to any Police Officer, Council Officer or employee acting in the course and within the scope of that person's normal duties, or to a contractor while performing work for the Council and while acting under the supervision of a Council Officer, or an emergency worker when driving an Emergency Vehicle in an emergency situation.

13. Application of Paragraphs

Any of subparagraphs 4.3, 4.20, 4.21.2, 4.22.2, 4.31, 5.4, 5.8.2 and 5.15 of this by-law shall apply only in such portion or portions of the area as the Council may by resolution direct in accordance with Section 246(3)(e) of the *Local Government Act 1999*.

14. Revocation

Council's *By-law No. 3 – Local Government Land*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]

Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999

ROADS BY-LAW 2024**By-law No. 4 of 2024**

For the management of roads vested in or under the control of the Council.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Roads By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

- 3.1 **Authorised Person** has the same meaning as in the *Local Government Act 1999*;
- 3.2 **Electoral Matter** has the same meaning as in the *Electoral Act 1985*;
- 3.3 **Emergency Vehicle** has the same meaning as in the *Australian Road Rules* and the *Road Traffic (Road Rules - Ancillary and Miscellaneous Provisions) Regulations 2014*;
- 3.4 **Livestock** has the same meaning as in the *Livestock Act 1997*;
- 3.5 **Model Aircraft** includes a drone;
- 3.6 **Road** has the same meaning as in the *Local Government Act 1999*;
- 3.7 **Vehicle** has the same meaning as in the *Road Traffic Act 1961* and the *Australian Road Rules*;
- 3.8 **Wheeled Recreational Device** has the same meaning as in the *Road Traffic Act 1961*.

Part 2 – Management of Roads

4. Activities Requiring Permission

A person must not without permission on any Road:

4.1 Advertising

- 4.1.1 display any sign other than a Moveable Sign which is displayed on a Road in accordance with the Council's *Moveable Signs By-law 2024*;
- 4.1.2 place or maintain any goods on the Road or park or stand a Vehicle on the Road for the purpose of:

- 4.1.2.1 soliciting any business from any person; or

- 4.1.2.2 offering or exposing goods or services for sale

provided that this subparagraph 4.1.2 shall not apply to a person who is simply travelling along a Road.

4.2 Amplification

use an amplifier or other device whether mechanical or electrical for the purpose of amplifying sound;

4.3 Bicycles

chain, lock or affix a bicycle to any pole, fence or other structure on a Road where the bicycle may cause an obstruction or damage the structure, other than on a structure specifically designed and set aside by the Council for that purpose;

4.4 Bridge Jumping

jump or dive from any bridge or other structure;

4.5 Distribute

give out or distribute any hand bill, book, notice, leaflet, or other printed matter to any bystander, passer-by or other person except any hand bill, book, notice, leaflet or other printed matter:

- 4.5.1 that is related to a Commonwealth or State election and is placed, given out or distributed during the period commencing at 5.00pm on the day before the issue of the writ or writs for the election and ending at the close of polls on polling day; or

- 4.5.2 that is related to an election under the *Local Government Act 1999*, or the *Local Government (Elections) Act 1999* and is placed, given out or distributed during the period commencing four weeks immediately before the date that has been set (either by or under either Act) for polling day and ending at the close of voting on polling day; or

4.5.3 that is related to and placed, given out or distributed during the course of and for the purpose of a Referendum;

4.6 Donations

ask for or receive or indicate that he or she desires a donation of money or any other thing, or otherwise solicit for religious or charitable purposes;

4.7 Fires and Fireworks

4.7.1 subject to the *Fire and Emergency Services Act 2005*, light any fire except in a place provided by the Council for that purpose;

4.7.2 use, discharge or explode any fireworks;

4.8 Hatches

leave any hatch connected with adjacent premises unattended when open;

4.9 Livestock

lead or drive any Livestock on any Road except in those areas that the Council has by resolution designated for that purpose;

4.10 Model Aircraft and Cars

fly or operate a Model Aircraft or model/remote control car on any Road to which the Council has resolved this subparagraph applies;

4.11 Preaching and Canvassing

preach, canvass, harangue or otherwise solicit for religious purposes except on any Road or part thereof where the Council has, by resolution, determined this restriction shall not apply;

4.12 Public Exhibitions and Displays

4.12.1 sing, busk or play any recording or use any musical instrument;

4.12.2 conduct or hold any concert, festival, show, public gathering, circus, meeting, performance or any other similar activity;

4.12.3 cause any public exhibitions or displays, except on any Road or part thereof where the Council has, by resolution, determined this restriction shall not apply;

4.13 Repairs to Vehicles

perform the work of repairing, washing, painting, panelbeating or other work of any nature on or to any Vehicle, provided that this paragraph shall not extend to running repairs in the case of breakdown;

4.14 Rubbish

remove, disperse or interfere with any rubbish (including bottles, newspapers, cans, containers or packaging etc) that has been discarded in a Council bin;

4.15 Tents and Camping

4.15.1 camp or remain overnight whether in the open, a building, a vehicle or otherwise;

4.15.2 erect any tent or other structure;

4.16 Touting for Business

tout for business;

4.17 Use of Council Rubbish Bins

deposit any commercial waste or other rubbish emanating from commercial premises in any Council rubbish bin;

4.18 Venue Management

allow patrons or potential patrons of a venue under their management or control to queue outside the venue;

4.19 Wheeled Recreational Devices

use a Wheeled Recreational Device on a footpath.

5. Prohibited Activities

A person must not on a Road;

5.1 Birds

feed any bird;

5.2 Climbing

climb on or over any fixture, fitting, plant, object or building;

5.3 Damaging or Defacing Property

attach any object to any tree, gate, fence or other fixture;

5.4 Glass

wilfully break any glass, china or other brittle material;

5.5 Interference with Permitted Use

interrupt, disrupt or interfere with any other person's use of the Road which is permitted or for which Permission has been granted;

5.6 Public Conveniences

in any public convenience:

- 5.6.1 smoke tobacco or any other substance;
- 5.6.2 deposit anything in a pan, urinal or drain which is likely to cause a blockage;
- 5.6.3 use it for a purpose for which it was not designed or constructed;
- 5.6.4 subject to clause 5.6.5, enter the public convenience unless the person is of the gender indicated in writing or on a sign located on the public convenience;
- 5.6.5 clause 5.6.4 does not apply –
 - 5.6.5.1 in a genuine emergency; or
 - 5.6.5.2 to a vulnerable person being assisted by the vulnerable person's caregiver, parent or guardian; or
 - 5.6.5.3 to a person that is intersex, transgender or gender diverse; or
 - 5.6.5.4 to a person with a disability; or
 - 5.6.5.5 to a person assisting a person with a disability;

Part 3 – Miscellaneous

6. Directions

A person must comply with any reasonable direction or request from an Authorised Person relating to:

- 6.1 that person's use of the Road;
- 6.2 that person's conduct and behaviour on the Road;
- 6.3 that person's safety on the Road;
- 6.4 the safety and enjoyment of the Road by other persons.

7. Removal of Animals and Persons

- 7.1 If any animal is found on any part of a Road in breach of a by-law:
 - 7.1.1 any person in charge of the animal must immediately remove it from that part of the Road on the request of an Authorised Person; and
 - 7.1.2 an Authorised Person of the Council may remove the animal if a person fails to comply with the request, or if no person is in charge of the animal.

7.2 A person who is committing or has committed a breach of this by-law must immediately comply with a direction of an Authorised Person to leave that part of the Road.

7.3 Any Authorised Person may remove any person from a Road who is found committing a breach of a by-law, but must not use force in doing so.

8. Removal of Objects

If any goods, materials, object or substance has been left on a Road in breach of this by-law an Authorised Person or their agent may remove the item and dispose of it in a manner that Authorised Person thinks fit and may recover the costs of so doing from the person responsible as a debt.

9. Exemptions

The restrictions in this by-law do not apply to any Police Officer, Council Officer or employee acting in the course and within the scope of that person's normal duties, or to a Contractor while performing work for the Council and while acting under the supervision of a Council Officer, or an Emergency Worker when driving an Emergency Vehicle in an emergency situation.

10. Application of Paragraph

Subparagraph 4.10 of this by-law shall apply only in such portion or portions of the area as the Council may by resolution direct in accordance with Section 246(3)(e) of the *Local Government Act 1999*.

11. Revocation

Council's *By-law No. 4 – Roads*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]

Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999

WASTE MANAGEMENT BY-LAW 2024**By-law No. 5 of 2024**

To regulate and control the removal of domestic and commercial waste from premises.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Waste Management By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the Act.

3. Definitions

In this by-law:

- 3.1 **Commercial and Industrial Waste (General)** has the same meaning as in the Environment Protection Authority Waste Guidelines;
- 3.2 **Commercial Cardboard** means non-contaminated cardboard generated by commercial premises but excludes Recyclables, contaminants such as wax boxes, milk cartons, boxes soiled by food, paints or oils, plastic or polystyrene;
- 3.3 **Bin** includes without limitation any Domestic Waste Bin, Green Organics Bin or Recyclables Bin provided by the Council or some other Bin provided for the purposes of a private or commercial waste collection;
- 3.4 **Domestic Waste** means any kind of domestic waste including putrescibles generated from residences, but excludes liquids, metals (other than food containers), building materials, stones, bricks, soil, lead acid batteries, any dangerous or toxic waste, Commercial and industrial Waste (General), Listed Waste, Hazardous Waste or Radioactive Waste;
- 3.5 **Domestic Waste Bin** means a Bin provided or designated by the Council for the reception of Domestic Waste (maximum weight 60 kg);
- 3.6 **Footpath Area** means:

- 3.6.1 that part of the Road between the boundary of the Road and the edge of the carriageway of the Road on the same side as that boundary; or
- 3.6.2 a footway, laneway or other place made or constructed for the use of pedestrians and not for the use of Vehicles;
- 3.7 **Green Organics** means any clean organic matter consisting of lawn clippings, plants, vegetables, leaves, prunings, horse manure or other materials for which permission has been given by the Council but excludes any item larger than 15 cm in diameter, Domestic Waste, Commercial and Industrial Waste (General), Listed Waste, Hazardous Waste or Radioactive Waste;
- 3.8 **Green Organics Bin** means a Bin provided or designated by the Council for the reception of Green Organics (maximum weight 70 kg);
- 3.9 **Hard Waste** means solid waste arising from domestic premises which is not suitable for collection using a kerbside bin system and includes any internal and external household items, but excludes any Domestic Waste, Commercial and Industrial Waste (General), Listed Waste, Hazardous Waste, Radioactive Waste or waste that is not deemed suitable for collection by the Council;
- 3.10 **Hazardous Waste** has the same meaning as in the Environment Protection Authority Waste Guidelines;
- 3.11 **Listed Waste** has the same meaning as in the Environment Protection Authority Waste Guidelines;
- 3.12 **Private Thoroughfare** means a private street, road, lane, footway, alley, court or thoroughfare that the public is allowed to use and have access to;
- 3.13 **Radioactive Waste** has the same meaning as in the Environment Protection Authority Waste Guidelines;
- 3.14 **Recyclables** means newspapers, magazines, clean paper and cardboard, clean plastic container of a type specified by the Council, clean tins and cans, clean glass and clean milk and juice containers and other materials for which permission has been given by the Council;
- 3.15 **Recyclables Bin** means a Bin provided or designated by the Council for the reception of Recyclables;
- 3.16 **Road** has the same meaning as in the *Local Government Act 1999*.

Part 2 – Management of Waste System

4. Provision of Bins

- 4.1 Every occupier of premises, must keep Bins designated by the Council on the premises, other than for the purpose of facilitating the relevant kerbside collection service.
- 4.2 Bins must be kept clean.
- 4.3 Bins which are placed on a Footpath Area or a Road must be kept closed at all times.

- 4.4 Bins that are placed on the footpath area or road, must be labelled with the address of the premises or business name to which they relate.

5. Management of Kerbside Collection Services

5.1 Domestic Waste

An occupier of premises must ensure that the Domestic Waste Bin only contains Domestic Waste.

5.2 Recyclables

- 5.2.1 An occupier of premises must ensure that the Recyclables Bin only contains Recyclables.

5.3 Green Organics

- 5.3.1 An occupier of premises must ensure that the Green Organics Bin only contains Green Organics.

5.4 Damage

- 5.4.1 An occupier of premises must ensure that each Bin is maintained so that it is not damaged or worn to the extent that:

- 5.4.1.1 it is not robust or watertight;
- 5.4.1.2 it is unable to be moved on its wheels (if any) efficiently;
- 5.4.1.3 the lid does not seal on the Bin when closed; or
- 5.4.1.4 its efficiency or use is otherwise impaired.

- 5.4.2 If a Bin provided by the Council presented for collection is, in the opinion of the Council or the operator of the relevant kerbside collection service, damaged or worn so as to make removal of the contents impracticable, the kerbside collection service will not be provided unless and until the damage or wear is rectified.

5.5 Collection Services

- 5.5.1 An occupier of premises must facilitate the collection and removal of household waste, commercial waste, Recyclables and Green Organics from their premises by placing the relevant Bin in accordance with subparagraph 5.5.2 of this by-law on the day of or the night before (and not before these times) the scheduled collection day.

- 5.5.2 An occupier of premises must ensure that the Bin containing the relevant kind of material is placed out for collection:

- 5.5.2.1 on the Footpath Area in front of and on the same side as the premises, abutting the edge of (but not on) the carriageway and positioned so that the side of the Bin on which the hinges of the lid are situated faces the premises; or

- 5.5.2.2 in another position as approved or directed by the Council; and
- 5.5.2.3 not under the overhanging branches of street trees; and
- 5.5.2.4 not so as to impede the passage of pedestrian or other traffic.
- 5.5.3 An occupier of:
 - 5.5.3.1 commercial premises must remove the Bin from the Footpath Area and Road:
 - (a) within one hour of the collection, if the collection has occurred during business hours; or
 - (b) by 9:00am on the day of collection, if the collection has occurred outside of business hours;
 - 5.5.3.2 premises other than commercial premises must remove the Bin from the Footpath Area and Road on the same day that the collection has taken place.
- 5.5.4 An occupier of premises must facilitate the collection and removal of Hard Waste from their premises by placing the Hard Waste out for collection:
 - 5.5.4.1 on the day of or the night before (and not before these times) the scheduled collection day;
 - 5.5.4.2 on the Footpath Area in front of and on the same side as the premises, abutting the edge of (but not on) the carriageway, or in another position as approved or permitted by the Council; and
 - 5.5.4.3 not so as to impede the passage of pedestrian traffic.

5.6 Commercial Cardboard

Where the Council makes available a Commercial Cardboard kerbside collection service an occupier of commercial premises:

- 5.6.1 must ensure that any Commercial Cardboard presented for collection is flattened, bundled and stacked;
- 5.6.2 who presents Commercial Cardboard for collection must ensure that:
 - 5.6.2.1 any Commercial Cardboard which is bundled is tied with string or nylon and not with wire, cable or similar materials; or
 - 5.6.2.2 any Commercial Cardboard which is not bundled is placed in another cardboard box; and

5.6.2.3 is placed on the Footpath Area or the Road at the collection point designated by the Council no earlier than 3:00pm and no later than 6:00pm on the collection day; and

5.6.3 must ensure that any Commercial Cardboard presented for collection is not placed on a Footpath Area or the Road so as to impede the passage of pedestrian or other traffic.

Part 3 – Enforcement

6. Interference with Waste Bins

A person must not remove, disburse or interfere with any waste that has been placed on a Footpath Area or a Road.

7. Private Thoroughfare

The owner or occupier of a Private Thoroughfare shall keep the thoroughfare clean and free of refuse, rubbish and waste material.

Part 4 - Miscellaneous

8. Revocation

Council's *By-law No. 5 – Waste Management*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]
Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999 and the City of Adelaide Act 1998

RUNDLE MALL BY-LAW 2024**By-law No. 6 of 2024**

For the management of Rundle Mall.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Rundle Mall By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

3.1 **Authorised Person** has the same meaning as in the *Local Government Act 1999*;

3.2 **Building** includes any structure and/or fixture of any kind whether for human habitation or not;

3.3 **E-Cigarette** means:

3.3.1 a device that is designed to generate or release an aerosol or vapour for inhalation by its user in a manner similar to the inhalation of smoke from an ignited tobacco product; or

3.3.2 a device of a kind resolved by the Council and notified by notice in the *Gazette* to be an E-Cigarette;

3.4 **Emergency Worker** has the same meaning as in the *Australian Road Rules* and the *Road Traffic (Road Rules) Ancillary and Miscellaneous Provisions Regulations 2014*;

3.5 **Model Aircraft** includes a drone;

- 3.6 **Permission** means the permission of the Council, or such other person as the Council may by resolution authorise for that purpose, given in writing prior to the act, event or activity to which it relates;
- 3.7 **Smoke** means:
- 3.7.1 in relation to a Tobacco Product, smoke, hold, or otherwise have control over, an ignited Tobacco Product; or
 - 3.7.2 in relation to an E-Cigarette, to inhale from, hold or otherwise have control over, an E-Cigarette that is in use;
- 3.8 **Tobacco Product** has the same meaning as in the *Tobacco Products Regulation Act 1997*;
- 3.9 **Wheeled Recreational Device** has the same meaning as in the *Road Traffic Act 1961*.

Part 2 – Management of Rundle Mall

4. Activities Requiring Permission

A person must not without Permission in Rundle Mall or in the vicinity of Rundle Mall:

4.1 Amplification

use an amplifier or other device whether mechanical or electrical for the purpose of amplifying sound;

4.2 Athletic and Ball Sports and Games

- 4.2.1 promote, organise or take part in any athletic sport, ball sport or game;
- 4.2.2 play or practice any game which is likely to cause damage to Rundle Mall or any fixtures or fittings thereon;

4.3 Burials and Memorials

- 4.3.1 spread the ashes of any human or animal remains;
- 4.3.2 erect any memorial;

4.4 Erection of Structures

- 4.4.1 erect a fence or hoarding;
- 4.4.2 erect, place, use or allow to remain:
 - 4.4.2.1 a ladder, step-ladder, trestle, stage, scaffolding, planter box, crate or any item used as a platform; or
 - 4.4.2.2 any other equipment, appliance, object or material likely to cause an obstruction or danger to any person;

4.4.3 park, place, use or allow to remain a mobile crane, scissor lift, elevated platform vehicle or cherry picker;

4.5 Fireworks

use, discharge or explode any fireworks;

4.6 Model Aircraft and Cars

fly or operate a Model Aircraft or model/remote control car;

4.7 Organised Ceremonies and Events etc

hold, conduct or participate in a funeral, marriage ceremony, picnic, or other like event or entertainment;

4.8 Overhanging Articles

suspend or hang any article or thing from any Building, verandah, pergola, post or other structure;

4.9 Rubbish and Rubbish Dumps

remove, disperse or interfere with any rubbish (including bottles, newspapers, cans, containers or packaging etc) that has been discarded in a Council bin;

4.10 Touting for Business

tout for business.

5. Prohibited Activities

A person must not in Rundle Mall or in the vicinity of Rundle Mall:

5.1 Birds

feed any bird;

5.2 Climbing

climb on or over any fixture, fitting, plant, object or building;

5.3 Damaging or Defacing Property

5.3.1 deface, damage, paint, write, cut names or make marks on any tree, rock, gate, fence, building, sign or other property of the Council;

5.3.2 attach any object, including an animal on a leash or a bike to any tree, gate, fence or other fixture other than a designated bicycle rack;

5.4 Glass

wilfully break any glass, china or other brittle material;

5.5 Interference with Permitted Use

interrupt, disrupt or interfere with any other person's use of the Rundle Mall which is permitted or for which Permission has been granted;

5.6 Missiles

throw, roll or discharge any stone, substance or missile to the danger of any person, property or animal;

5.7 Public Conveniences

in any public convenience:

5.7.1 smoke tobacco or any other substance;

5.7.2 deposit anything in a pan, urinal or drain which is likely to cause a blockage;

5.7.3 use it for a purpose for which it was not designed or constructed;

5.7.4 subject to clause 5.7.5, enter the public convenience unless the person is of the gender indicated in writing or on a sign located on the public convenience;

5.7.5 clause 5.7.4 does not apply –

5.7.5.1 in a genuine emergency; or

5.7.5.2 to a vulnerable person being assisted by the vulnerable person's caregiver, parent or guardian; or

5.7.5.3 to a person that is intersex, transgender or gender diverse; or

5.7.5.4 to a person with a disability; or

5.7.5.5 to a person assisting a person with a disability.

5.8 Smoking

Smoke in any area to which the Council has resolved this subparagraph shall apply;

5.9 Wheeled Recreational Devices

use a Wheeled Recreational Device.

6. Removal of Obstructions

If an object is obstructing any part of Rundle Mall then the Council may remove the object provided that this paragraph does not apply to any object that has been placed in Rundle Mall with the Permission of the Council or by some other lawful authority.

Part 3 – Miscellaneous

7. Permits

Despite the Council's *Permits and Penalties By-law 2024*, where this by-law states that a person needs a 'permit' or 'Permission' to do a specified thing, then the following provisions apply:

- 7.1 The permit must be in writing.
- 7.2 The Council may:
 - 7.2.1 attach conditions to the permit;
 - 7.2.2 change or revoke a condition, by notice in writing; or
 - 7.2.3 add new conditions, by notice in writing.
- 7.3 A person who holds a permit must comply with every condition attached to it. Failure to do so constitutes a breach of this by-law.
- 7.4 The Council may revoke a permit, by notice in writing, if:
 - 7.4.1 the holder of the permit fails to comply with a condition attached to it; or
 - 7.4.2 the permit is of a continuing nature, and the Council has reasonable grounds for revoking it.
- 7.5 The Council may, by resolution, fix, vary or revoke fees or charges for the granting of a permit to do a specified thing.
- 7.6 For the avoidance of doubt, where Permission is required under this by-law, that Permission is granted under this paragraph 7 and the Council's *Permits and Penalties By-law 2024* shall not apply for the purposes of that Permission.

8. Offences and Penalties

- 8.1 Despite the Council's *Permits and Penalties By-law 2024*:
 - 8.1.1 A person who contravenes, or fails to comply with any by-law of the Council is guilty of an offence and is liable to a maximum penalty being the maximum penalty referred to in the *City of Adelaide Act 1998*, which may be fixed for offences against a by-law;
 - 8.1.2 A person who is found guilty of an offence against any by-law of the Council in respect of a continuing act or omission is liable, in addition to the penalty otherwise applicable, to a further penalty being the

maximum amount referred to in the *Local Government Act 1999* which may be fixed for offences of a continuing nature against a by-law.

- 8.2 For the avoidance of doubt, where a penalty is imposed for an offence against this by-law, that penalty is imposed under this paragraph 8 and the Council's *Permits and Penalties By-law 2024* shall not apply for the purposes of that penalty.

9. **Application of Paragraphs**

Paragraph 5.8 of this by-law shall apply only in such part or parts of the area of the Council as the Council may by resolution determine in accordance with Section 246(3)(e) of the *Local Government Act 1999*.

10. **Exemptions**

The restrictions in this by-law do not apply to any police officer, emergency worker, Council Officer or employee of the Council acting in the course and within the scope of that person's normal duties, or to a contractor while performing work for the Council.

11. **Revocation**

Council's *By-law No. 6 – Rundle Mall*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]

Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999 and the Dog and Cat Management Act 1995

DOGS BY-LAW 2024**By-law No. 7 of 2024**

To limit the number of dogs that can be kept on premises and to provide for the control and management of dogs in the Councils area.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Dogs By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

- 3.1 **Approved Kennel Establishment** means a building, structure, premises or area approved by the relevant authority pursuant to the *Planning, Development and Infrastructure Act 2016* or otherwise lawfully established for the keeping of Dogs on a temporary or permanent basis;
- 3.2 **Assistance Dog** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.3 **Control**, in relation to a Dog, includes the person having ownership, possession or charge of, or authority over, the Dog;
- 3.4 **Dangerous Dog** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.5 **Dog** means an animal of the species *canis familiaris* that is over three months of age or has lost its juvenile canines, but does not include a dingo or cross of a dingo;
- 3.6 **Effective Control** means a person exercising effective control of a Dog either:
 - 3.6.1 by means of a physical restraint;

- 3.6.2 by command, the Dog being in close proximity to the person, and the person being able to see the Dog at all times;
- 3.7 **Local Government Land** has the same meaning as in the *Local Government Act 1999*;
- 3.8 **Park** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.9 **Playspace** means any enclosed area in which there is equipment, apparatus or other installed devices for the purpose of children's play, or within 5 metres of such devices if there is no enclosed area;
- 3.10 **Premises** includes land and a part of any premises or land whether used or occupied for domestic or nondomestic purposes except an Approved Kennel Establishment;
- 3.11 **Prescribed Breed** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.12 **Public Place** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.13 **Small Dwelling** means a self-contained dwelling commonly known as an apartment, flat, service flat, home unit or the like.

Part 2 – Dog Management and Control

4. Limit on Dog Numbers

A person must not, without the Council's permission, keep:

- 4.1 more than one Dog in a Small Dwelling;
- 4.2 more than two Dogs on any Premises other than a Small Dwelling.

5. Exemptions

The limits set out in paragraph 4 of this by-law do not apply:

- 5.1 to an Approved Kennel Establishment operating in accordance with all required approvals and consents; or
- 5.2 to any business involving Dogs which is registered in accordance with the *Dog and Cat Management Act 1995*; or
- 5.3 if the Council has exempted any Premises from compliance with paragraph 4 of this by-law by the granting of an exemption.

6. Dog Free Areas

- 6.1 A person must not allow a Dog in that person's Control to be in, or remain in a Dog Free Area.
- 6.2 For the purposes of this paragraph, a **Dog Free Area** is any:

6.2.1 Local Government Land; or

6.2.2 Public Place,

to which the Council has resolved this paragraph applies.

6.3 The restrictions in subparagraph 6.1 do not apply to any Assistance Dog.

7. Dogs on Leashes

7.1 A person must not allow a Dog under that person's Control to be in, or remain in, a Dog on Leash Area unless the Dog is secured by a strong leash not exceeding two metres in length which is either:

7.1.1 tethered securely to a fixed object capable of securing the Dog; or

7.1.2 held by a person capable of controlling the Dog and preventing it from being a nuisance or a danger to other persons.

7.2 For the purposes of this paragraph, a **Dog on Leash Area** is any:

7.2.1 Local Government Land or Public Place to which the Council has resolved that this paragraph applies;

7.2.2 Park when organised sport is being played; or

7.2.3 enclosed Playspace or if a Playspace is not enclosed land within five metres of Playspace equipment.

8. Dog Exercise Areas

8.1 Subject to paragraphs 6, 7 and 8.4, a person may enter any Dog Exercise Area for the purpose of exercising a Dog under his or her control.

8.2 For the purposes of this paragraph, a **Dog Exercise Area** is any:

8.2.1 Park; or

8.2.2 Local Government Land that the Council has resolved is a Dog Exercise Area.

8.3 A person must ensure that any Dog under their control remains under Effective Control while the Dog is in a Dog Exercise Area.

8.4 A person must not cause, suffer or permit any Dog of a Prescribed Breed or a Dangerous Dog under that person's control, charge or authority to be or remain in a Dog Exercise Area.

Part 3 – Miscellaneous

9. Application of Paragraphs

9.1 The Council may from time to time, by resolution, identify Local Government Land as a Dog Exercise Area in accordance with subparagraph 8.2.2 of this by-law.

- 9.2 Paragraphs 6 and 7.2.1 of this by-law shall apply only in such portion or portions of the Council's area as the Council may by resolution direct from time to time in accordance with Section 246(3)(e) of the *Local Government Act 1999*.
- 9.3 Where the Council makes a resolution under either of subparagraphs 9.1 or 9.2, the Council's Chief Executive Officer must ensure that:
- 9.3.1 the area is denoted by signs erected by the Council; and
- 9.3.2 information is provided to the public on the Council's website and in any other manner determined by the Council's Chief Executive Officer.

10. Revocation

Council's *By-law No. 7 – Dogs*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]

Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999 and the Dog and Cat Management Act 1995

CATS BY-LAW 2024**By-law No. 8 of 2024**

To provide for the control and management of cats in the Council's area.

Part 1 – Preliminary**1. Short Title**

This by-law may be cited as the *Cats By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the *Gazette* in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

In this by-law:

- 3.1 **Approved Kennel Establishment** means a building, structure, premises or area approved by the relevant authority pursuant to the *Planning, Development and Infrastructure Act 2016*, or otherwise lawfully established for the keeping of cats on a temporary or permanent basis;
- 3.2 **Cat** has the same meaning as in the *Dog and Cat Management Act 1995*;
- 3.3 **Keep** includes the provision of food or shelter;
- 3.4 **Premises** includes land and a part of any premises or land whether used or occupied for domestic or nondomestic purposes except an Approved Kennel Establishment.

Part 2 – Cat Management and Control**4. Limit on Cat Numbers**

- 4.1 A person must not on any Premises, without the Council's permission, keep more than two Cats over three months in age.
- 4.2 The limit in subparagraph 4.1 of this by-law does not apply:
 - 4.2.1 to an Approved Kennel Establishment; or

- 4.2.2 to pet shops approved by the relevant authority pursuant to the *Planning, Development and Infrastructure Act 2016* or otherwise lawfully established; or
- 4.2.3 to a veterinary practice approved by the relevant authority pursuant to the *Planning, Development and Infrastructure Act 2016*, or otherwise lawfully established; or
- 4.2.4 to premises of a person who carries on a business as a cat breeder provided that the person is lawfully operating such business in accordance with all relevant approvals and any conditions reasonably imposed by the Council; or
- 4.2.5 where:
 - 4.2.5.1 the Council is satisfied that no insanitary condition is being caused by Cats being kept on the Premises; and
 - 4.2.5.2 the Council is satisfied that no nuisance is being caused to any neighbour by reason of odour from cat urine or by reason of any of the Cats wandering from the Premises; and
 - 4.2.5.3 all Cats over the age of three months (or such later age as is considered appropriate and advised in writing by a veterinary surgeon) kept on the Premises are desexed.

5. Notices

- 5.1 The Council may serve a notice on the occupier of Premises or the owner of a cat requiring specific action to be taken to ensure compliance with this by-law.
- 5.2 The person to whom a notice is given pursuant to this by-law must comply with the requirements of the notice.
- 5.3 If the person to whom a notice is given fails to comply with the requirements of the notice, the Council may then carry out the requirements of the notice and recover its costs from that person.

Part 3 – Miscellaneous

6. Revocation

Council's *By-law No. 8 – Cats*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the _____ day of _____ 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]
Chief Executive Officer

**CORPORATION OF THE CITY OF ADELAIDE**

By-law made under the Local Government Act 1999

LODGING HOUSES BY-LAW 2024**By-law No. 9 of 2024**

For the controlling, licensing, inspecting and regulating of lodging houses.

Part 1 - Preliminary**1. Short title**

This by-law may be cited as the *Lodging Houses By-law 2024*.

2. Commencement

This by-law will come into operation four months after the day on which it is published in the Gazette in accordance with Section 249(5) of the *Local Government Act 1999*.

3. Definitions

3.1 **Authorised Person** means a person appointed by Council as an authorised person or officer under the *Local Government Act 1999*, the *Planning, Development and Infrastructure Act 2016* or the *South Australian Public Health Act 2011*;

3.2 **Building** has the same meaning as in the *Planning, Development and Infrastructure Act 2016*;

3.3 **Licence** means a licence issued under this by-law;

3.4 **Lodging House** includes any building or part thereof of a building providing accommodation where the occupants share facilities (toilets, ablutions and kitchens) for individual use, but shall not include any building which comes within the definition of unit nor any motel, hotel, health care facility or any premises licenced under the *Supported Residential Facilities Act 1992*;

3.5 **Long Term Accommodation** means where lodgings are provided for ten or more consecutive days;

3.6 **Short Term Accommodation** means where lodgings are provided for less than ten consecutive days;

3.7 **Proprietor** in relation to a Lodging House means the owner of the undertaking carried on at the Lodging House;

- 3.8 **Unit** includes any self-contained suite of rooms designed, intended or adopted, for separate occupation including bathroom and sanitary conveniences provided for that occupation.

4. **Licences**

- 4.1 A person must not let any building for lodgings or for the purpose of board or lodging without a Licence.
- 4.2 A Licence may be issued at the discretion of the Council, or such other person authorised by resolution of the Council for that purpose, and entitles the holder to conduct the business of a Lodging House at the Building specified in the Licence and on the conditions set out in the Licence.

5. **Licence Application Requirements**

- 5.1 Any person who wishes to operate a Lodging House, or renew the Licence of an existing Lodging House, must make application to the Council.
- 5.2 A fire safety survey of the Lodging House shall be undertaken:
- 5.2.1 prior to the issuing of a Licence pursuant to this by-law; and
- 5.2.2 each year that the Lodging House is Licensed under this by-law, in order to determine the current fire safety standard of the Lodging House.
- 5.3 Subject to subparagraph 5.5, every application for renewal of a Licence of a Lodging House must, subject to any determination to the contrary by the Council, or such other person as the Council may authorise by resolution for that purpose, be delivered to the Council on or before 30 September in each year.
- 5.4 Subject to subparagraph 5.5, a Lodging House Licence expires on 31 October in each year.
- 5.5 The Council, or such other person as the Council may authorise by resolution for that purpose, may, if in its discretion it sees fit, renew a Licence for a period not exceeding two years.

6. **Fees**

A person licensed under this by-law must pay to the Council an annual Licence fee fixed by the Council, payable upon the granting of an application for Licence or renewal of existing Licence.

7. **Licence Conditions, Revocation and Suspension**

- 7.1 A Lodging House Licence is subject to the conditions set out in the Licence and as the Council, or such other person authorised by resolution of the Council for that purpose, deems appropriate.
- 7.2 Conditions may be imposed, varied or deleted from such Licence by the Council, or such other person authorised by resolution of the Council for that purpose, at any time by notice in writing to the Licence holder.

- 7.3 A Licence holder must at all times comply with Licence conditions.
- 7.4 The Council, or such other person authorised by resolution of the Council for that purpose, may at any time, by notice in writing, revoke or suspend a Licence:
- 7.4.1 if the Council considers that the building in respect of which the Licence holder is licensed is, by reason of its condition, unsuitable to continue to be used as a Lodging House including, but not limited to the fire safety of the premises;
 - 7.4.2 if the Council has reasonable cause to believe that the Licence holder has committed an offence against this by-law, the *Local Government Act 1999*, the *South Australian Public Health Act 2011*, the *Food Act 2001*, [the Planning, Development and Infrastructure Act 2016](#) or the *Supported Residential Facilities Act 1992*;
 - 7.4.3 if the Council considers that the Licence holder is unsuitable to continue as the proprietor of the Lodging House;
 - 7.4.4 if the Licence holder breaches a condition of the Licence; or
 - 7.4.5 for any other reason the Council may deem necessary.

8. Alterations

A person must not, without the permission of the Council or an Authorised Person:

- 8.1 add to or alter any Lodging House; or
- 8.2 use any part of a Lodging House in any other manner contrary to its permitted use or the terms of the Licence.

9. Inspections

- 9.1 An Authorised Person may at any reasonable time enter and inspect a Lodging House for the purposes of undertaking an inspection of the Lodging House.
- 9.2 The proprietor of a Lodging House or any person in a Lodging House must not hinder or obstruct any Authorised Person either alone or in the company of another person for the purposes of making an inspection of a Lodging House.
- 9.3 Every lodger must allow access to their room to any Authorised Person of the Council for the purposes of inspecting the room.

Part 2 – Miscellaneous

10. Revocation

Council's *By-law No.9 – Lodging Houses*, published in the *Gazette* on 23 August 2018, is revoked on the day on which this by-law comes into operation.

The foregoing by-law was duly made and passed at a meeting of the Council of the Corporation of the City of Adelaide held on the day of 2024 by an absolute majority of the members for the time being constituting the Council, there being at least two thirds of the members present.

.....
[insert]
Chief Executive Officer

Encroachment Policy 2024 for Endorsement

Strategic Alignment - Our Places

Public

Tuesday, 4 June 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 Council with a further opportunity to discuss the draft Encroachment Policy as resolved at the Council meeting on 14 May 2024. The report and associated Policy have been revised based on feedback at the City Planning Development and Business Affairs Committee on 7 May 2024, and seeks adoption of the Encroachment Policy contained in **Attachment A**.

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 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 including clearer guidance on where balconies are permitted in the city as well as maintenance requirements.

RECOMMENDATION

The following recommendation will be presented to Council on 11 June 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 7.5 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 4 June 2024.
2. Adopts the Encroachment Policy contained in Attachment B to Item 7.5 on the Agenda for the meeting of City Planning, Development and Business Affairs Committee held on 4 June 2024 and notes that this will replace the Encroachment Policy dated 11 February 2020.
3. Authorises the Acting Chief Executive to make minor typographical, syntactical and technical amendments to the document contained in Attachment B to Item 7.5 on the Agenda for the meeting of the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 4 June 2024, for the purposes of finalising the documents.
4. Requests the Administration work with State Government Agency, Planning and Land Use Services, to review the design of apartment buildings including the provision of balconies as raised by Planning and Land Use Services in their submission summarised in Attachment A to Item 7.5 on the Agenda for the meeting of City Planning, Development and Business Affairs Committee held on 4 June 2024.

IMPLICATIONS AND FINANCIALS

| | |
|---|---|
| City of Adelaide 2024-2028 Strategic Plan | <p>Strategic Alignment – Our Places</p> <p>Encourage bold, interesting and purposeful development that supports the changing needs of our community and city.</p> |
| Policy | <p>This report proposes amendments to Council's Encroachment Policy dated 11 February 2020.</p> <p>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.</p> <p>The draft Encroachment Policy for consultation aligns with:</p> <ul style="list-style-type: none"> • 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 | <p>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:</p> <ul style="list-style-type: none"> • Planning and Design Code • <i>Local Government Act, 1999 (SA)</i> • <i>Planning, Development and Infrastructure Act, 2016 (SA)</i> • <i>Encroachments Act, 1944 (SA)</i> |
| 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.
7. The Policy has been updated to provide clearer guidance on where balconies are permitted in the city and to include a new statement in the Policy regarding maintenance, breaches and enforcement. Changes made to the draft Policy following the Council meeting on 14 May 2024 are shown in **Attachment B** in red text with yellow highlighting.

Public Consultation

8. Public consultation opened on 29 January 2024 and closed on 26 February 2024 and involved:
 - 8.1. Public notice in the Advertiser.
 - 8.2. Letter to key stakeholders including:
 - 8.2.1. Department for Infrastructure and Transport
 - 8.2.2. Urban Development Institute of Australia
 - 8.2.3. Planning and Land Use Services division of the Department for Trade and Investment (PLUS)
 - 8.2.4. Urban Development Institute of Australia SA
 - 8.2.5. Property Council of Australia SA
 - 8.2.6. The Office for Design and Architecture
 - 8.2.7. Australian Institute of Architects.
 - 8.3. Your Say Adelaide survey.
 - 8.4. Information sheets and the Policy available online and at the Customer Centre, Libraries and Community Centres.
 - 8.5. Open invitation to meet with a member of Administration to discuss the content of the Policy.
 - 8.6. Internal consultation process.

9. A consultation summary report is provided in **Attachment A**, in summary:
 - 9.1. A total of eight submissions were received from key stakeholders and the community.
 - 9.2. Three (3) formal submissions were received from the key stakeholders listed in 7.2, they are:
 - 9.2.1. Department for Infrastructure and Transport
 - 9.2.2. The Office for Design and Architecture
 - 9.2.3. PLUS (late submission).
 - 9.3. 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:
 - 9.3.1. Notes the State Planning Commission intends to progress a Code Amendment in 2024 to review design guidance for apartment-type accommodation.
 - 9.3.2. Recognises the alignment between the Policy and the State Planning Commission's initiative to provide appropriate flexibility in building design.
 - 9.3.3. 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.
 - 9.4. Five (5) submissions were received from community members via Your Say Adelaide.
 - 9.5. Key issues raised during public consultation included:
 - 9.5.1. Ensuring encroachments do not impact the safe operation of the Council road network.
 - 9.5.2. 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.
 - 9.5.3. Encroachments for the adaptive reuse of heritage buildings should be limited.
 - 9.5.4. Measurement standards should be consistent with performance criteria outlined in recognised standards or guidelines such as the Austroads Guide to Road Design.
10. 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:
 - 10.1. 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.
 - 10.2. 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.
 - 10.3. Insert a requirement for under footpath service connections to private property to be via the shortest route available.
 - 10.4. Insert a requirement that an accepted encroachment must not hinder, damage or interfere with existing or future City of Adelaide or State Government infrastructure.
 - 10.5. Amend requirements for verandah, awnings and pergolas such that encroachments:
 - 10.5.1. Are not fixed to canopy columns or pillars to pavements.
 - 10.5.2. Do not extend beyond the traditional verandah post alignment.
 - 10.5.3. 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.
 - 10.6. Amend requirements for balconies to ensure:
 - 10.6.1. 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.
 - 10.6.2. Above first floor balcony encroachments are not located along Frome Road.

Council resolution on 14 May 2024

11. Council has resolved on 14 May 2024 that the Encroachment Policy be referred to the City Planning, Development and Business Affairs Committee for further discussion.

Next Steps

12. 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.
 - 12.1. All applications received from the date of adoption will be assessed against the new Policy.
 - 12.2. 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: <i>They do not hinder, damage or interfere with existing or future City of Adelaide or State Government infrastructure</i> |
| | | 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 <i>Planning Development and Infrastructure Act 2016</i> or the <i>Local Government Act 1999</i> 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 <i>Planning, Development and Infrastructure Act 2016</i> (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 building 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 <i>Tobacco Products Regulation Act 1997</i> . Since 1 July 2016, smoking is no longer permitted in public outdoor dining areas under section 52 of the <i>Tobacco Products Regulation Act 1997</i> . 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. | <p>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:</p> <ul style="list-style-type: none"> • Adelaide Event Guidelines • Adelaide Park Lands Event Guidelines • Adelaide Park Lands Events Policy <p>Encroachments over parks and reserves are not covered by the Encroachment Policy.</p> |
| 7 | YourSay Submission | <p>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.</p> <p>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.</p> <p>The policy currently lacks explicit guidance on how breaches will be addressed. In the absence of a clear</p> | <p>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.</p> <p>To ensure relevance and consistency with appropriate standards the Encroachment Policy is reviewed regularly.</p> <p>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.</p> <p><i>The Local Government Act 1999, Planning, Development and Infrastructure Act 2016 and Planning, Development and</i></p> |

| | Stakeholder | Summary of Submission | Administrative Response |
|---|---------------------------|---|---|
| | | <p>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.</p> | <p><i>Infrastructure (General) Regulations 2017</i> 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.</p> <p>The City of Adelaide undertakes enforcement action in accordance with relevant legislation.</p> <p>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.</p> |
| 8 | YourSay Submission | <p>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.</p> | <p>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.</p> <p>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.</p> |

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.

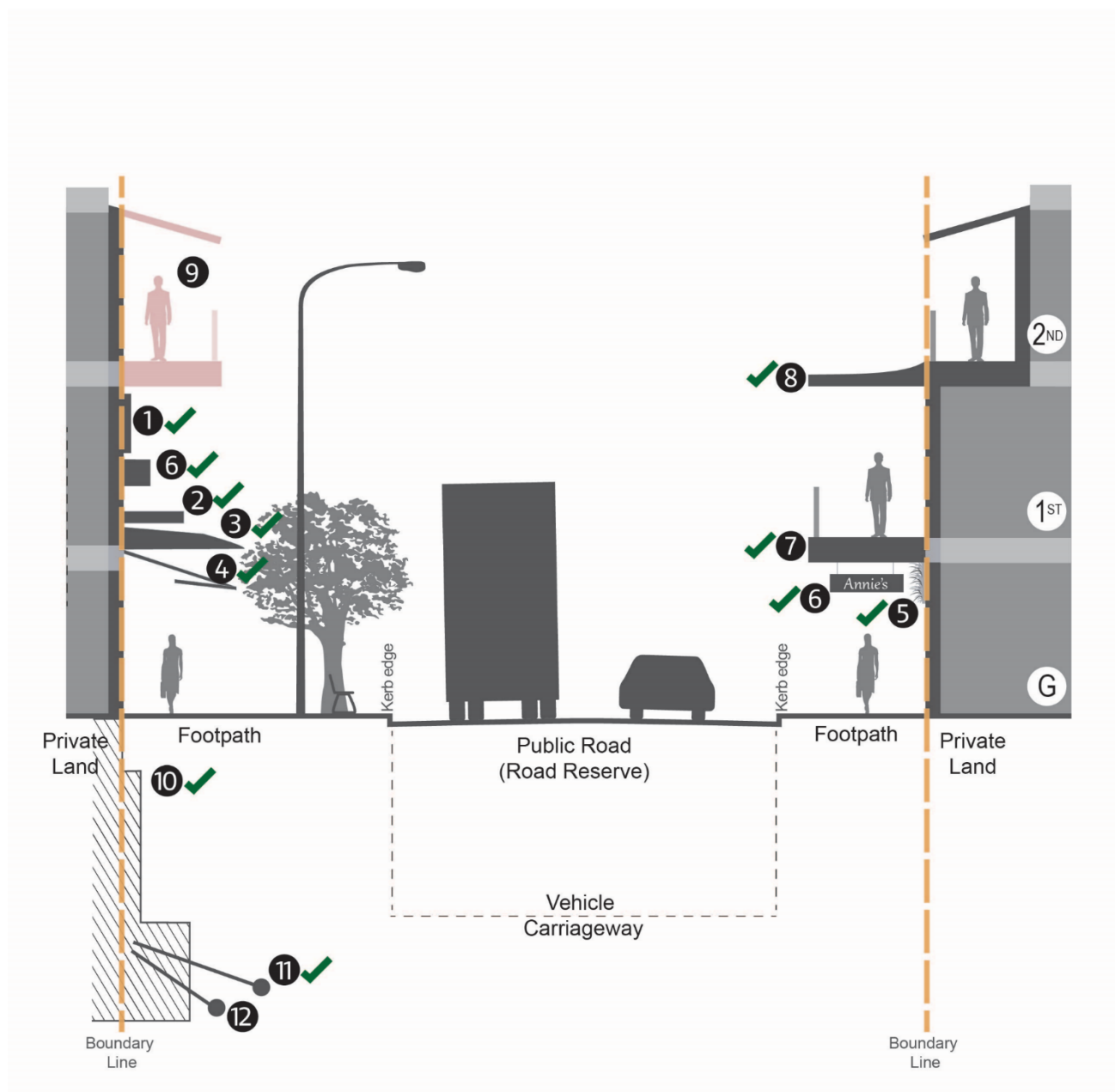
It includes facilities such as carriageways, road reserve, footpaths, pavement and associated features for public travel and is all the area of land that is within the boundaries of a road.

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 | 7. Verandah and First Floor Balcony Encroachment. |
| 2. External Shading Device Encroachment. | 8. First Floor Verandah/Awning Encroachment. |
| 3. Fixed Awning Encroachment. | 9. Above First Floor Balcony Encroachment. |
| 4. Retractable Awning Encroachment. | 10. Concrete Piling Encroachment. |
| 5. Green Wall Encroachment. | 11. Temporary Ground Anchor Encroachment. |
| 6. Under and Above Canopy Sign 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:

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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

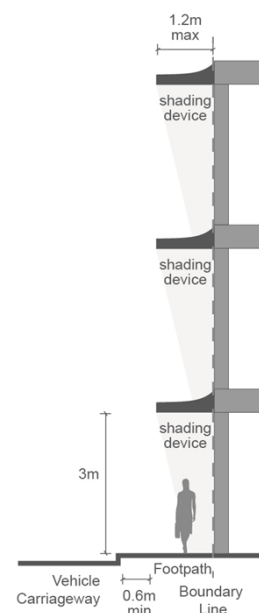
External cladding encroachments added to existing buildings MUST:

- ☐ 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.



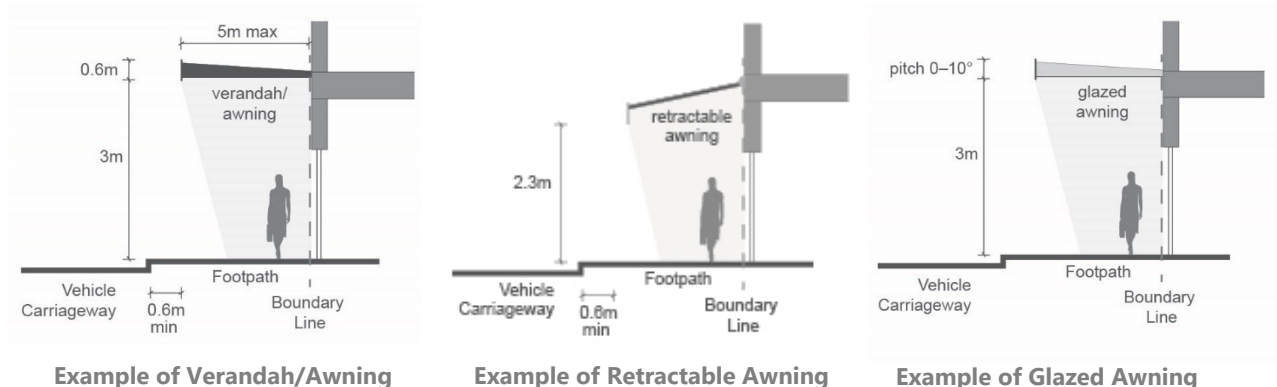
Example of External Shading Devices

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 narrowing 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.

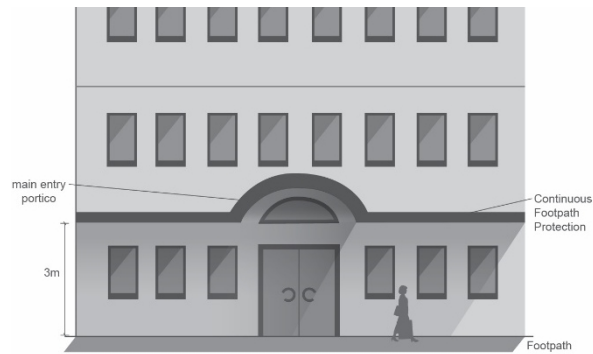


4.2.5. ENTRANCE PORTICOS

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 narrowing 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.

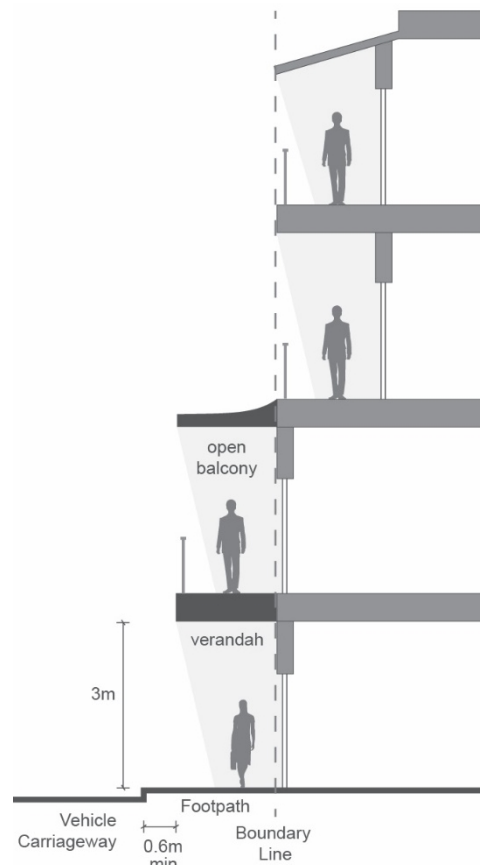


Example of Main Entry Porticos

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 NOT only be considered at the City Squares as part of the City Layout on the National Heritage Listing detailed in Figure 2, unless where balconies the proposed balcony encroachments 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).

Above first floor balcony encroachments MAY BE considered in locations outside of the above locational criteria. If ~~encroaching balconies~~ above first floor balcony encroachments 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:

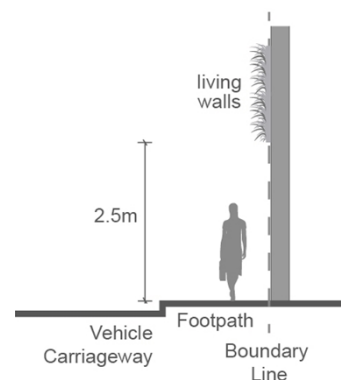
- ☐ being no greater than 30% of the street frontage on every level of the building; and
- ☐ having no more than 50% of each balcony area encroaching over the public realm; and
- ☐ having a maximum encroachment projection of 1 metre; and
- ☐ being designed to be open in form and appearance rather than 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.

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:

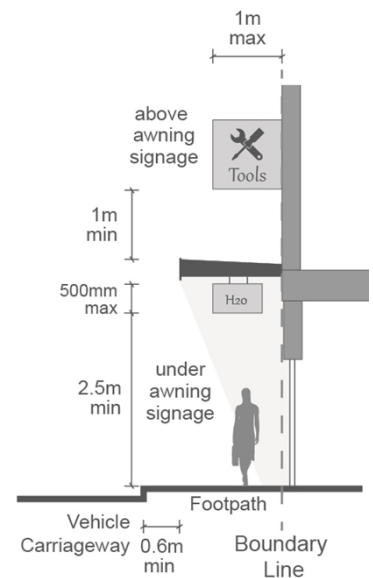
- ☐ have a minimum setback of 600mm from the kerb edge or 1 metre from a [trunk and/or major limb of a](#) street tree, light pole or street furniture;
- ☐ [not avoid](#) narrowing the width of the footpath to less than [1.8 2](#) metres;
- ☐ avoid obstructing pedestrian movement in and out of a building;
- ☐ 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.



Example of Under and Above
Awning Signage

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 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~~

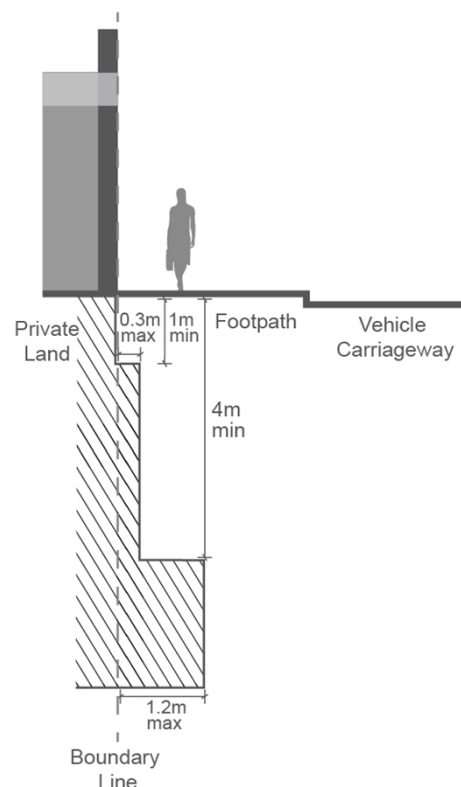
Where the above circumstances exist, footings and pilings **MUST**:

- ☐ 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.

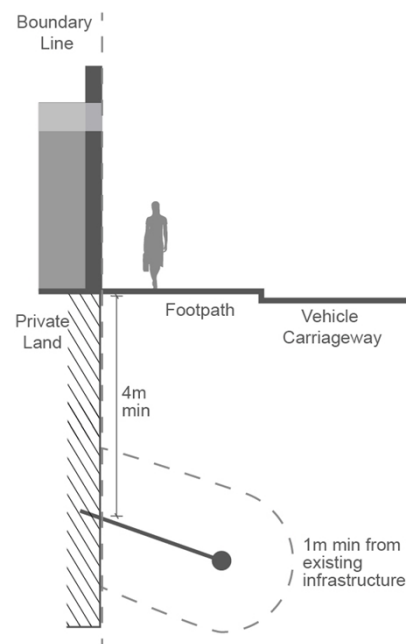
Temporary ground anchors **MUST**:

- ☐ 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.

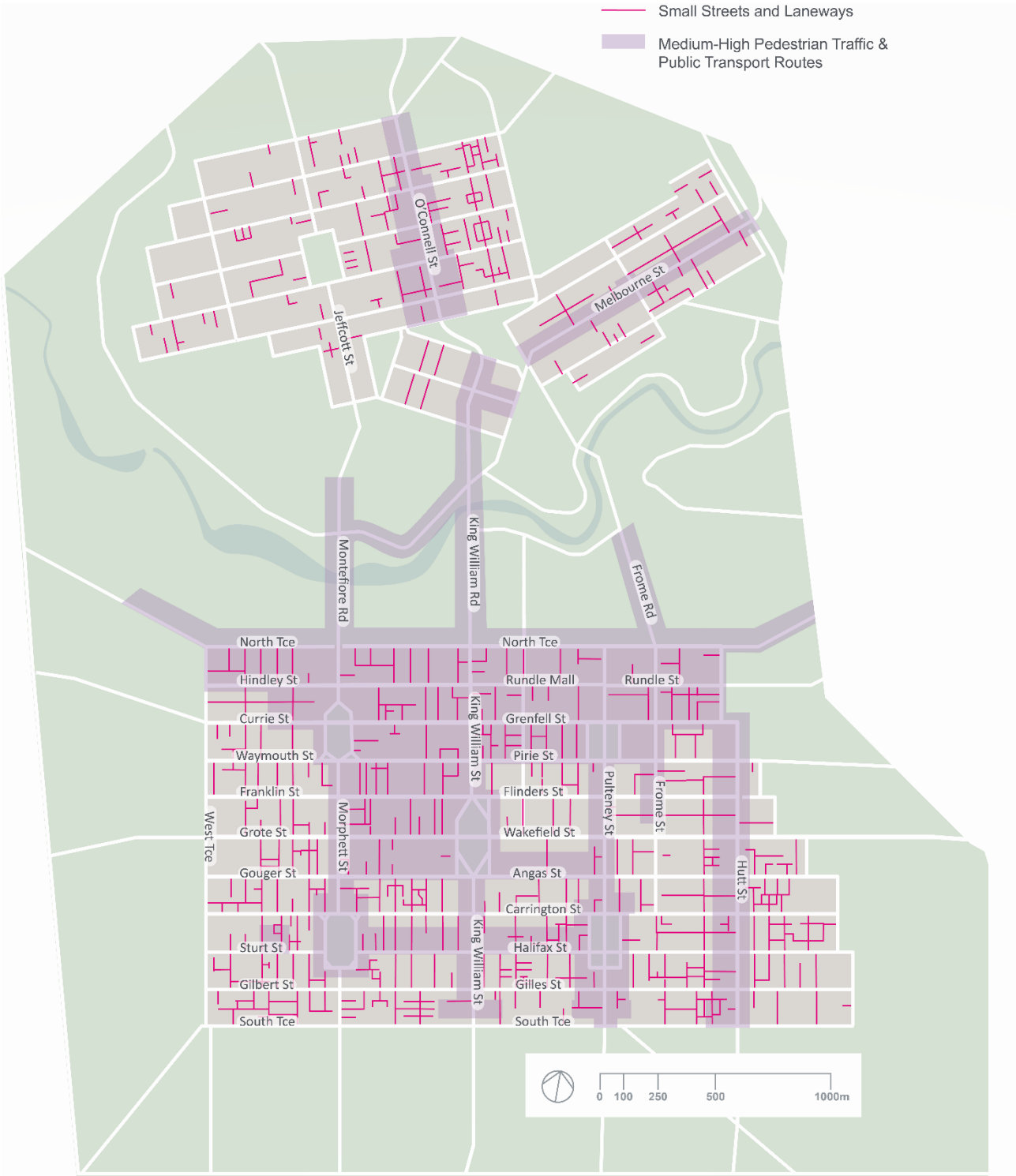
5. MAINTENANCE, BREACHES AND ENFORCEMENT

Lighting, service pit/ hatches, cabling, services, ground anchors, footings and pilings will be subject to individual technical assessment by Administration. Technical assessments and encroachment permits may be subject to conditions, maintenance requirements.

6. 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

