



CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday, 3 September 2024
at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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

Councillor Noon (Chair)

Councillor Martin (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Couros, Davis, Elliott,
Giles, Hou, Li and Dr Siebentritt

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 Kurna 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 Kurna 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

On Leave -

Councillor Martin

3. Confirmation of Minutes - 6/8/2024

That the Minutes of the meeting of the City Planning, Development and Business Affairs held on 6 August 2024, be taken as read and be confirmed as an accurate record of proceedings.

View public [6 August 2024 Minutes](#).

4. Declaration of Conflict of Interest

5. Deputations

6. Workshops

Nil

7. Reports for Recommendation to Council

7.1 City of Adelaide's Economic Development Strategy for Endorsement 4 - 59

7.2 City Plan - Adelaide 2036 for Endorsement 60 - 389

8. Reports for Noting

Nil

- 9. Exclusion of the Public** 390 - 392
- In accordance with sections 90(2), (3) and (7) of the *Local Government Act 1999* (SA) the City Planning, Development and Business Affairs will consider whether to discuss in confidence the reports contained within section 10 of this Agenda.
- 10. Confidential Reports for Recommendation to Council**
- 10.1 Code Amendment - Historic Area Statement Update 393 - 652
- 11. Closure**

City of Adelaide's Economic Development Strategy for Endorsement

Strategic Alignment - Our Economy

Public

Tuesday, 3 September 2024
City Planning, Development and Business Affairs Committee

Program Contact:

Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:

Iliia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to present the Economic Development Strategy for endorsement.

At the City Planning, Development and Business Affairs Committee (the CPDBA Committee) meeting on 2 July 2024 ([Link 1](#)), Committee Members received the outcomes of the public consultation on the draft Economic Development Strategy (draft Strategy).

Public consultation reflected support for the draft Strategy from industry, State Government, non-government organisations and the community in particular support for the proposed goals and priorities and for prioritising climate change mitigation through a transition to circular and sustainable business models.

At the CPDBA Committee on 2 July 2024, Committee Members discussed the allocation of roles and responsibilities of the City of Adelaide (CoA) Administration and its subsidiaries, including the Adelaide Economic Development Agency (AEDA), in delivering the Economic Development Strategy.

At its meeting on 9 July 2024, the Council noted the draft Economic Development Strategy Consultation Summary and deferred the item to a workshop at the CPDBA Committee on Tuesday 6 August 2024 ([Link 2](#)) to discuss roles and responsibilities and the night time economy.

Administration noted the following key points for refinement in the final version of the Strategy on 16 July 2024 and 6 August 2024:

- Economic Development Strategy advocacy is led by City of Adelaide and supported by AEDA.
- Alignment of the Economic Development Strategy with the State Government's Economic Statement.
- The need to clearly feature the night time economy in the Economic Development Strategy.
- Definitions of day, evening and night economy should be clear.
- The night time economy intersects the Economic Development Strategy, Adelaide Economic Development Agency (AEDA) Annual Business Plan, Precinct and Place review and other initiatives including Council of Capital City Lord Mayors' (CCCLM) work and the role of the Small Business Strategy.
- Event growth post-COVID within the CoA, including continued support for events of different sizes and scales to attract broad participation, including by families, and recognising a change in consumer behaviours (specifically relating to alcohol consumption and music).
- The importance of transport in bringing people to the City of Adelaide, including a role in advocacy to the State Government regarding public transport, and the accessibility and safety of the city as an economic advantage (also noting a role for the City of Adelaide's Integrated Transport Strategy).
- Continued support for a focus on neighbourhoods and precincts, recognising that different parts of the city play different roles in economic development and prosperity (also noting the draft City Plan recognises the role of different parts of the city through the Local Area Framework).
- The importance of supporting the business sector, including small businesses not seeking to scale up.

RECOMMENDATION

The following recommendation will be presented to Council on 10 September 2024 for consideration

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

THAT COUNCIL

1. Endorses the Economic Development Strategy – A thriving economy for all, as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 3 September 2024.
 2. Authorises the Chief Executive Officer, or delegate, to make minor, syntactical and technical amendments to the document contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 3 September 2024, for the purposes of finalising the document for publication.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Economy Develop a City of Adelaide Economic Development Strategy by 2024 to drive growth.
Policy	This report is to establish a City of Adelaide Economic Development Strategy.
Consultation	Consultation was undertaken from 23 April 2024 to 31 May 2024 in accordance with the engagement plan endorsed by Council on 26 March 2024 (Link 1), including: <ul style="list-style-type: none"> • Emails to key stakeholders • Individual meetings with key stakeholders • Online engagement through Your Say Adelaide • AEDA Summit. A workshop on the draft Economic Development Strategy was held with the CPDBA Committee on 6 August 2024 in accordance with Council's decision on 9 July 2024 (Link 2).
Resource	Not as a result of this report
Risk / Legal / Legislative	The City Planning, Development and Business Affairs Committee (CPDBA) Terms of Reference was established in January 2023 and its purpose includes: <i>To review and, if necessary, guide the development of a city-wide economic development strategy and a local heritage strategy and policy.</i> The Strategy delivers a City of Adelaide priority and responds to recommendations from the independent reviews of AEDA.
Opportunities	The development of an Economic Development Strategy clarifies the role of Council, AEDA, Adelaide Central Market Authority (ACMA), other levels of government and the private sector in economic development and sets strategic directions for the City of Adelaide and its subsidiaries.
24/25 Budget Allocation	The 2024/25 Annual Business Plan and Budget includes an allocation of \$106,000 for implementation of the Economic Development Strategy which supports the overall coordination and delivery of the first year commitments in the Strategy by the City of Adelaide and its subsidiaries.
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The draft City of Adelaide Economic Development Strategy has a ten-year planning horizon and four-year delivery focus from 2024-2028.
24/25 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The purpose of this report is to present the Economic Development Strategy for endorsement.
2. At the City Planning, Development and Business Affairs Committee (the CPDBA Committee) meeting on 2 July 2024 ([Link 1](#)), Committee Members received the outcomes of the public consultation on the draft Economic Development Strategy (draft Strategy).
3. Public consultation reflected support for the draft Strategy from industry, State Government, non-government organisations and the community in particular support for the proposed goals and priorities and for prioritising climate change mitigation through a transition to circular and sustainable business models.
4. At the CPDBA Committee on 2 July 2024, Committee Members discussed the allocation of roles and responsibilities of the City of Adelaide (CoA) Administration and its subsidiaries, including the Adelaide Economic Development Agency (AEDA) in delivering the Economic Development Strategy.
5. At its meeting on 9 July 2024, the Council noted the draft Economic Development Strategy Consultation Summary and deferred the item to a workshop at the CPDBA Committee on Tuesday 6 August 2024 ([Link 2](#)) to discuss roles and responsibilities and the night time economy.

Committee Member Feedback

6. Administration noted the following key points on 16 July 2024 and 6 August 2024:
 - 6.1. The night time economy intersects the Economic Development Strategy, Adelaide Economic Development Agency (AEDA) Annual Business Plan, Precinct and Place review and other initiatives including Council of Capital City Lord Mayors' (CCCLM) work and the role of the Small Business Strategy. There is a need to clearly feature the night economy in the Economic Development Strategy.
 - 6.2. Definitions of day, evening and night economy should be clear and highlighted by AEDA data and the economic profile for the city.
 - 6.3. Event growth post-COVID within the CoA, including continued support for events of different sizes and scales to attract broad participation, including by families, and recognising a change in consumer behaviours (specifically relating to alcohol consumption and music).
 - 6.4. Support for the City of Adelaide to lead advocacy associated with the Economic Development Strategy, and for AEDA to play a supporting role in advocacy.
 - 6.5. Continued support for alignment of the Economic Development Strategy with the State Government's Economic Statement and specific mention in the section on Strategic Alignment.
 - 6.6. The importance of transport in bringing people to the City of Adelaide, including a role in advocacy to the State Government regarding public transport, and the accessibility and safety of the city as an economic advantage (also noting a role for the City of Adelaide's Integrated Transport Strategy).
 - 6.7. Continued support for a focus on neighbourhoods and precincts, recognising that different parts of the city play different roles in economic development and prosperity (also noting the draft City Plan recognises the role of different parts of the city through the Local Area Framework).
 - 6.8. The importance of supporting the business sector, including small businesses not seeking to scale up.

Amendments to the draft Strategy

7. The draft Strategy endorsed by the Council on 26 March 2024 for the purposes of public consultation is provided in [Link 3](#).
8. Proposed amendments to the draft Strategy were outlined in the CPDBA Committee Agenda on 2 July 2024 ([Link 1](#)) and summarised in tabular format.
9. This report updates the proposed amendments to account for Committee Member feedback on 16 July 2024 and 6 August 2024 ([Link 4](#)), including:
 - 9.1. An additional paragraph in the Introduction under the heading 'Our Vision' to reflect the importance of the night time economy (NTE) to the city's economy, as follows:
 - 9.1.1. *Our places will transition effectively from the day time economy to the night time economy by catering for diverse activities in the early evening, late night and early hours.*
 - 9.2. Addition of a definition for the NTE in 'Abbreviations':
 - 9.2.1. *NTE – The NTE includes all economic activity occurring between 6.00pm and 6.00am.*

- 9.3. Additional words (change underlined) to show the focus of safety across the 24-hour period, under Goal 2, Priority:
- 9.3.1. *We will **partner** with State Government and businesses on initiatives that maintain our city as a safe place to live, work and visit, at all hours.*
- 9.4. Additional data added to the 'City Economy at a Glance' relating to night time economy, as follows:
- 9.4.1. 32% of visitor spend occurs in the NTE
- 9.4.2. 938 traditional (food, drink, entertainment) NTE establishments operate in the CoA
- 9.4.3. 10,345 workers are employed in traditional NTE industries (food, drink, entertainment)
- 9.5. Support for existing priority action, under Goal 4, Priority: Invest in well planned neighbourhoods and key destination precincts, led by the City of Adelaide:
- 9.5.1. *We will **advocate** for additional public transport infrastructure that supports access to our businesses and precincts.*
- 9.6. Clarification of action items for CoA and AEDA under Goal 4, Priority: Invest in well planned neighbourhoods and key destination precincts, as to relates to advocacy:
- 9.6.1. *CoA – We will **partner** with the State Government, universities, associations, community and advocacy groups to activate and upgrade precincts.*
- 9.6.2. *AEDA – We will **promote** mainstreet precincts as commercial hubs of economic, cultural and social significance.*
- 9.7. Additional sentence in Goal 5 under 'Priority: Events and experiences of every size and scale', regarding event participation and consumer behaviours (changes underlined):
- 9.7.1. *Festivals, events and creative experiences at all scales are important for the social and cultural life of the city and are significant drivers of our economy. City of Adelaide offers curated city experiences that are designed to enhance place attachment and are specifically focused on increasing vibrancy, visitation and experiences of our city. Our events will attract broad participation, by including specific offers for families and local communities, recognising changes in consumer behaviours.*
- 9.8. Changes to the following priority actions to recognise the City of Adelaide as the lead for advocacy supported by AEDA (changes underlined):
- 9.8.1. *We will promote the City of Adelaide's advocacy and State Government efforts to work with all stakeholders to develop purpose-built student accommodation (PBSA).*
- 9.8.2. *We will promote the City of Adelaide's advocacy to the Federal Government to reform taxation policies which impact housing and for investment and incentives which assist in the development of more affordable and accessible housing.*
- 9.9. New priority action added to Goal 6 under 'Priority: Grow the city's role as a driver of South Australia's economy' consistent with the City of Adelaide's Strategic Plan 2024-2028, as follows:
- 9.9.1. *We will **enable** and support existing small businesses to be agile and responsive to change.*
- 9.10. Rewording of Goal 1, 'Where we want to be' statement from 'Stronger correlation between airport arrivals and city hotel occupancies compared with 2023' to 'Increase the number of airport arrivals and demand for city accommodation compared with 2023'.
- 9.11. Additional words added to Goal 1, 'Where we want to be' statement, 'Grow the number of 4 and 5-star and boutique hotel beds to support international and interstate visitors travelling for work and recreation.'

Next Steps

- 9.12. Pending Council's decision on the Economic Development Strategy, the document will be finalised and published on the City of Adelaide website.
- 9.13. Implementation of the outcomes sought in the Strategy will commence from 2024/25 and will be used to inform the development of AEDA's Strategic Plan.
- 9.14. Reporting of the Strategy and progress toward targets will be undertaken through the City of Adelaide's City Planning, Development and Business Affairs Committee.

DATA AND SUPPORTING INFORMATION

Link 1 – [City Planning, Development and Business Affairs Committee – Agenda - Tuesday, 2 July 2024](#)

Link 2 – [City Planning, Development and Business Affairs Committee – Agenda – Tuesday, 6 August 2024](#)

Link 3 – [City Planning, Development and Business Affairs Committee - Agenda – Tuesday, 19 March 2024](#)

Link 4 – [Economic Development Strategy – Summary of Changes](#)

ATTACHMENTS

Attachment A – City of Adelaide Economic Development Strategy – A thriving economy for all

- END OF REPORT -

Economic Development Strategy 2024–2028

A thriving economy for all

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.



CITY OF
ADELAIDE

Acknowledgement of Country

City of Adelaide tampendi, ngadlu Kurna yertangga banbabanbalyarnendi (inbarendi). Kurna meyunna yaiya mattanya Womma Tarndanyako.

Parnako yailtya, parnuko tappa purruna, parnuko yerta ngadlu tampendi. Yellaka Kurna meyunna itto yailtya, tappa purruna, yerta kuma burro martendi, burro warriappendi, burro tangka martulyaiendi.

Kumarta yaiya miyurna iyangka yalaka ngadlu tampinhi.

The City of Adelaide 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.



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Abbreviations

ACMA – Adelaide Central Market Authority

The Adelaide Central Market Authority (ACMA) is a subsidiary of the City of Adelaide and is charged with the management, operations and promotion of the Adelaide Central Market to ensure its iconic standing is enhanced and maintained to the benefit of customers, traders, city and the wider community. ACMA's purpose is to be a world leading food and produce market that shares enduring connection with our community.

AEDA – Adelaide Economic Development Agency

The Adelaide Economic Development Agency (AEDA) is a subsidiary of the City of Adelaide. AEDA works with businesses, industry groups, State Government agencies and other relevant organisations to stimulate the city's economic growth.

CoA – City of Adelaide

City of Adelaide is the local government area encompassing postcodes 5000 and 5006.

GDP – Gross Domestic Product

GDP is the measure of the size of a country's economy. It is calculated using the value of total final value of goods and services produced by that economy in a set period of time.

GSP – Gross State Product

GSP is the measure of the size of a state's economy. It is calculated using the value of total final value of goods and services produced by that economy in a set period of time.

GRP – Gross Regional Product

GRP is the measure of the size of a region's, economy, typically the local government area. It is calculated using the value of total final value of goods and services produced by that economy in a set period of time.

NTE – Night Time Economy

The NTE includes all economic activity occurring between 6.00pm and 6.00am.

PBSA – Purpose Built Student Accommodation

PBSA is accommodation built for students, typically close to university campuses.

SME – Small to Medium Enterprises

SME refers to small to medium enterprises. A small enterprise is defined as a business with 1 to 19 full time equivalent employees and a medium enterprise is defined as a business with 20 to 199 full time equivalent employees.

Lord Mayor Foreword

Adelaide is at an inflection point.

The city is transitioning to a once-in-a-generation period of population growth.

With an anticipated doubling of the city's population by 2036, the decisions we make today are going to shape Adelaide's economy for the next generation.

The City of Adelaide's Economic Development Strategy, a thriving economy for all, outlines how to leverage the city's competitive advantages so we can continue to be the place people choose to live, work, and play.

This Strategy allows the City of Adelaide to plan with a vision and ambition about the economic future of our city, setting bold targets that would give Adelaide the chance to be the envy of global cities.

We have an older, less skilled workforce, compared to other capital cities. This Strategy charts a path for us to make Adelaide a destination of choice for younger, more diverse, workers, as the city grows.

It also helps us plan where these new residents might live. The Strategy works with other City of Adelaide Strategies including our Housing Strategy, to ensure, the talent and key workers we attract have somewhere attractive and affordable to live.

Climate change is a key consideration in this Strategy with Adelaide bracing for a future of warmer days, more rain, and greater fire risk – all of which will undermine our economy if we're not proactive and start to build resilience.

If we want our city to transition to a greener and more circular economy, we need to encourage adaptive reuse of buildings, circular industries into our city, and people to walk to work to clear traffic from our streets.

It's also about providing certainty for business owners, potential investors, and residents – matched by a commitment to deliver on our promises.

As Seneca said: "if one does not know to which port one is sailing, no wind is favourable".

Nothing happens by chance, and as Adelaide looks to a future of opportunity and innovation, this Strategy will provide us with a roadmap for how to get there.



A handwritten signature in blue ink, reading "Jane Lomax-Smith". The signature is written in a cursive, flowing style.

Dr Jane Lomax-Smith AM
Lord Mayor

Introduction

Adelaide is a city that offers an enviable lifestyle and a platform to connect with the world. It is a city with confidence.

Adelaide is already set apart globally as one of the most desirable places to live, learn, work and play. Home to internationally recognised festivals and cultural attractions, a global leader in sustainable energy, and a burgeoning start-up scene that encourages collaboration and innovation, Adelaide is primed for growth.

As a capital city, our impact is far beyond being a green city in a park. Adelaide is a gateway for South Australia and plays a vital role in shaping the future of South Australia. Adelaide has a knowledge base and community structures to underpin its vibrant economy.

As the advantage of larger cities shrinks in a future economic environment challenged with expensive housing and long commutes, opportunities have emerged in more affordable globally connected cities enabled by quality of life, digital innovation and remote work.

To remain at the forefront of a networked global economy, the City of Adelaide is in collaboration with other leading cities creating an international web of connected economies.

Our Vision

This Strategy sets out how the City of Adelaide will achieve its vision of a thriving economy for all. It is guided by the long-term aspirations established in the City of Adelaide Strategic Plan 2024–2028:

Our Economy: Growing, innovative and responsive

In ten years Adelaide will be the strong economic focal point of the state, attracting investment and talent from around the world. New and diverse industries will complement and build on our economic strengths and city businesses will be successful and connected to global opportunities.

Located within a metropolitan region of 1.3 million people, we are a capital city of over 27,901 people with an ambition to grow toward 50,000 residents by 2036.

Our growing population will underpin our economic vitality, prioritise social wellbeing, manage environmental sustainability and must address potential challenges quickly and easily to create a sense of community and connectedness.

Our city for the future will be an interconnected collection of unique neighbourhoods, places and precincts that offer diverse local experiences.

Our places will transition effectively from the day time economy to the night time economy by catering for diverse activities in the early evening, late night and early hours.

Partnerships with communities, governments, non-government and industry sectors will ensure that our city is prepared to achieve the ambition we have set for ourselves.

Our Goals

This Strategy sets the direction for the City of Adelaide and its subsidiaries, the Adelaide Economic Development Agency (AEDA), the Adelaide Central Market Authority (ACMA) and the Kadaltilla/Adelaide Park Lands Authority (Kadaltilla). For each of the goals a lead is allocated, either the City of Adelaide or AEDA. It serves as a strategic direction for the city to partner and collaborate with the business community, non-government and government organisations.

Our goals are:

Goal 1: More than the gateway to South Australia

Goal 2: A thriving economy for all












Goal 3: A centre for education and collaboration

Goal 4: A growing economy for a growing population

Goal 5: Australia's festival and creative capital

Goal 6: An easy place to do business

City Economy at a Glance

Our Community				
				
27,901 residents	47% between 18 and 34	20% aged 60 and over	50% renting	45% born overseas
Top Three Industries (by output and value added)				
				
Public Administration and Safety	Professional, Scientific and Technical Services	Financial and Insurance Services		
Night Time Economy (NTE)				
				
32% of visitor spend occurs in the NTE	983 traditional (food, drink, entertainment) NTE establishments in the City of Adelaide	10,345 workers are employed in traditional NTE industries (food, drink, entertainment)		



Where We Are

Goal 1: More than the gateway to South Australia



7.4 million visitors to SA in 2022



151,107 average monthly demand for hotel rooms in 2023



54% market share of SA visitor economy



CBD 7km from international airport

Goal 2: A thriving economy for all



390,000 daily visitors



169,940 jobs in 2023



+29,476 jobs between 2018 and 2023



3.93% average annual jobs growth rate 2018–2023

Goal 3: A centre for education and collaboration



26% of City of Adelaide residents study at TAFE or University



6,100 beds in Purpose Built Student Accommodation



BioMed City the largest health and medical research precinct in the southern hemisphere



Lot Fourteen a globally recognised innovation district, an emerging leader in defence, space, cyber and AI technologies

Goal 4: A growing economy for a growing population



14,660 private dwellings



838 sites with development potential across the city



18.6% of lone person households (private dwellings) are in tertiary education in 2021



90% of city users feel they have safe public city spaces to use

Goal 5: Australia's festival and creative capital



Australia's first UNESCO City of Music



717 small and major events were held in the city's Park Lands and streets in 2023



Major events alone worth \$400 million to SA Economy



SA has the highest number of creative studios per capita in Australia

Goal 6: An easy place to do business



18% of Gross State Product in 2023



\$23.95 billion City of Adelaide Gross Regional Product



12,558 local businesses



130,404 local workers in 2021

Our Role in Economic Development

The City of Adelaide plays a distinct role as the social, commercial, cultural and civic capital and is the economic heart of South Australia. For this Strategy, we define economic development as:

Initiatives that attract talent and stimulate business and investment activity in the city; support a more diversified and productive economy; and improve community well-being.

The City of Adelaide will focus on where we can meaningfully influence and impact the economy at the local, state, national and global scale.

We will use our subsidiaries and partnerships with other levels of government, research institutions, businesses and funding bodies to expand our influence.

We will work with State and Federal counterparts to promote the City of Adelaide and South Australia.

Lead

Leads the South Australian economy through its role as the capital city council, using investment attraction, policy and regulation and sharing knowledge with the business community.

Enable

Enables the local economy and broader South Australian economy to grow to its full potential through evidence-based research, a strong understanding of community needs and network facilitation.

Advocate

Advocates to the South Australian and Federal Governments on behalf of its community (business and residential) for policy and regulatory reform or greater support.

Partner

Partners with government, non-government and private sector partners to deliver our economic development goals and priorities.

Promote

Promotes Adelaide's advantages and all South Australia has to offer together with our partners on a global, national and local scale.



City of Adelaide

The City of Adelaide delivers community development, infrastructure, public realm improvements, commercial operations and through its subsidiaries contributes to economic development in the city.

The City of Adelaide is custodian of the Adelaide Park Lands, is ambitious in its contributions to fighting climate change, and plays host to events of all scales.

Adelaide Economic Development Agency

The Adelaide Economic Development Agency (AEDA) is a subsidiary of the City of Adelaide. AEDA works with businesses, industry groups, State Government agencies and other relevant organisations to stimulate the city's economic growth.

AEDA stimulates growth by attracting investment and supporting businesses, growing the visitor economy, supporting residential growth, growing the city's events calendar, and marketing the city as a whole.

AEDA's remit includes delivering key actions to support investors, emerging sectors, entrepreneurs and business owners to be successful, innovative and responsive to a changing business environment. This includes delivering economic data and insights to

our business community. AEDA is also charged with positioning Rundle Mall as South Australia's premier retail and commercial shopping precinct to sustain Rundle Mall's retail, business and economic viability.

Adelaide Central Market Authority

The Adelaide Central Market Authority (ACMA) is a subsidiary of the City of Adelaide and is charged with the management, operations and promotion of the Adelaide Central Market to ensure its iconic standing is enhanced and maintained to the benefit of customers, traders, city and the wider community. ACMA's purpose is to be a world leading food and produce market that shares enduring connection with our community.

Kadaltilla

The Kadaltilla/Adelaide Park Lands Authority (Kadaltilla) is the principal advisor to both the City of Adelaide and the State Government on the protection, management, enhancement, and promotion of the Adelaide Park Lands. With the Adelaide Park Lands being host to many of the city's festivals and events, they are crucial to the city's economic activity.

Goals and Priorities

The goals and priorities in the Strategy build on Adelaide’s advantages and respond to global trends as we grow.

Priorities may be led by the City of Adelaide or AEDA. Where responsibility for priorities involves multiple leads, the City of Adelaide will be the primary lead.

Goal 1: More than the gateway to South Australia	Goal 2: A thriving economy for all	Goal 3: A centre for education and collaboration
Adelaide’s unique experiences and opportunities attract visitors to our city building our global profile.	An inclusive, equitable and thriving economy, growing the broad range of sectors contributing to Gross State Project (GSP), supporting our community and nurturing people and planet.	A city that is a test bed for ideas, research and collaboration, attracting the best and brightest minds to invent and innovate.
Priority: Enable a thriving visitor economy.	Priority: Enable Aboriginal and Torres Strait Islander and social enterprises.	Priority: Export knowledge for the global green transition.
Priority: Promote Adelaide as a premier tourism location	Priority: Leverage and grow the green economy and green brand.	Priority: Promote Adelaide’s reputation as a centre for health and education.
Priority: Capitalise on our connection with Adelaide Airport to increase visitation.	Priority: Enable small to medium enterprise (SME) growth to increase the city’s contribution to GSP. Priority: Extend the daily cycle of the city into the night.	Priority: Support international student wellbeing and sense of belonging.



Goal 4: A growing economy for a growing population	Goal 5: Australia’s festival and creative capital	Goal 6: An easy place to do business
<p>Grow the city’s population to 50,000 by 2036 through a pipeline of investment and housing.</p>	<p>Leverage our creative strengths and experience in the arts and culture to attract homegrown and world-class talent to power the economy.</p>	<p>Attract, retain and grow businesses through a dynamic, holistic economy.</p>
<p>Priority: Invest in well-planned neighbourhoods and key destination precincts .</p>	<p>Priority: Enable small venues and the live music scene to thrive.</p>	<p>Priority: Grow the city’s role as a driver of South Australia’s economy.</p>
<p>Priority: Enable a pipeline of housing addressing the needs of a diverse market, ensuring accessibility and affordability to attract workers and investment to our city.</p>	<p>Priority: Enable events and experiences of every size and scale.</p>	<p>Priority: Enable start-ups and entrepreneurship.</p>
<p>Priority: Encourage repurposing, adaptive reuse and improvement of buildings and facilities.</p>	<p>Priority: Promote the economic contribution of the creative industry sector.</p>	<p>Priority: Enable jobs in emerging sectors to support a growing population.</p>
	<p>Priority: Enable art in our streets and the Adelaide Park Lands.</p>	<p>Priority: Support small and medium enterprises to scale-up.</p>



Advantage Adelaide

Adelaide has a unique blend of competitive advantages that stem from a tapestry of people, culture and places that make Adelaide an attractive place to live, work, visit and play.

A City of Firsts

Adelaide has a history of firsts. These include early government reform, from leading with the first elected town council in Australia, to women's suffrage; leading in technology and culture, in establishing Australia's first 10 gigabyte city to enable business efficiency and as Australia's first UNESCO City of Music.

Adelaide is a scale that affords risk-taking and the adoption of new technologies while offering an enviable quality of life, through well-established community infrastructure. This strong Adelaide spirit has seen us withstand the tides of global social and economic disruption, and emerge with a reputation as a leading commercial, knowledge sharing and ideas exchange city.

Sustainable Population Growth

Adelaide is developing a City Plan – Adelaide 2036 to fulfil our ambition to grow the city's residential population to 50,000 by 2036.

Green Grid

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 power. The State Government has committed to a fully decarbonised grid by 2030 and is working to meet this deadline by 2027. Doing business in South Australia contributes less to climate change and we can build on our reputation of being clean, green and sustainable.

Climate Resilience

In addition to reducing our contributions to climate change through net zero and decarbonisation of our grid, Adelaide is committed to climate resilience in all that we do. Through our Integrated Climate Strategy 2030 we will adapt to our climate by understanding risks, preparing our infrastructure and assets to withstand change, ensuring our community is prepared.

Adelaide Park Lands

Adelaide is a city of nature, unrivalled by any other Australian capital city. The National Heritage Listed Adelaide Park Lands cover 760 hectares as a unique part of Adelaide's character and culture. The Adelaide Park Lands receive approximately 10 million visits a year, for a wide variety of purposes. Their highly variable landscapes include open woodlands and grasslands, creeks, wetlands, a river, sporting fields, event spaces, formal gardens, playgrounds, roads and paths.

Education

Adelaide has several highly-ranked universities and has developed a strong reputation and corresponding growth in international education over many years. As a generator of ideas, workforce and a major contributor to South Australia's Gross State Product (GSP), our university sector enhances Adelaide's international reputation.

State Capital

Adelaide is a small city of some 16km² and 27,000 residents, but is also the capital city for South Australia. We are agile and ready for innovation.

Education and Workforce

26% of our community are studying at TAFE or University and 53% of resident workers hold a bachelor's degree or higher, compared to the just over a third of the workforce nationally.

Innovation

Adelaide is a centre for education, defence, innovation, medical research and space technology, and has seen growth in residential apartments, purpose-built student accommodation, office towers and international hotels. The Australian Space Agency, Adelaide BioMed City, South Australian Health and Medical Research Institute (SAHMRI) and Lot Fourteen continue to boost the city's reputation and capacity for innovation. Adelaide offers abundant technology-based opportunities to build partnerships globally.

Digital

Enabled through Adelaide's status as Australia's only 10-Gig City, the professional services, science and technology sector is primed to lead the development of new technologies nationally and internationally.

Liveability

Adelaide is consistently ranked as one of the most liveable cities in the world, based on its quality health care, education, culture, economic and political stability, and environment.

Australia's Festival Capital

Adelaide's year-round festival and event calendar contributes significantly to the city's economy. These benefits extend throughout the state including to the regions through spin-offs for festivals such as Illuminate Adelaide and Adelaide Fringe.

Global Trends and Challenges

City of Adelaide will use its strengths to address globally trends and challenges including:

- Geopolitical shifts – recent years have tested global supply chains and power structures.
- Climate change – responding to climate change requires significant investment, coordination and cooperation across all levels of government, businesses and financiers. The city must continue to mitigate climate challenges through decarbonisation, sustainability and the circular economy, new technology and new ways of doing business.
- Technological advancements and digital transformation – the 21st century has seen significant advances in technology and transformed the way we live and work. Technological change can be a challenge, particularly with the rise of misinformation and disinformation, and an opportunity with Adelaide leading in technological advances.
- Labour transition – historically, South Australia has had several economic challenges which have slowed its economic growth in comparison to the rest of Australia. In a tight labour market, Adelaide is ideally suited to support employers to better respond to employee demands for flexible and meaningful work that fits with family and lifestyle. This includes skills attraction and retention, particularly in digital and critical technology sectors.
- Societal equity and housing crisis – Australian society is becoming increasingly unequal, with heightened costs of living and failing housing affordability. All levels of government must cooperate to address the urgent need for affordable and key worker housing.





Goal 1: More than the gateway to South Australia

Adelaide’s unique experiences and opportunities attract visitors to our city building our global profile.



Awarded Australia’s best capital city airport, 7 kilometres from the city



25.9 million visitor nights in SA in 2022



7.4 million visitors to SA in 2022



51,000 interstate and international business delegates in 2022



10,000 hotel rooms across greater Adelaide

Adelaide is home to world-renowned festivals and events, connecting visitors to some of Australia’s best wine regions as well as restaurants, hotels, and landscapes.

As the capital city of South Australia and its economic engine, Adelaide is more than a gateway to South Australia. Adelaide offers strong links to international trade, cultural, and tourism markets.

Added to the National Heritage List in 2008, Adelaide is a place of outstanding national heritage significance. Adelaide is a city defined by its planned, grid street pattern, six town squares separated by the River Torrens/Karrawirra Pari, and encircled by the Adelaide Park Lands. Home to a third of South Australia’s State Heritage Places and many more local heritage places, the City of Adelaide recognises the importance and strong economic contribution of heritage to Adelaide.

The multi-billion dollar revitalisation of the Riverbank Precinct includes an expanded Adelaide Convention Centre for conferences and events; sports and concerts at Adelaide Oval; The Drive, South Australia’s home of tennis; performances at the Adelaide Festival Centre; entertainment in the casino precinct; and Lot Fourteen, South Australia’s world-class innovation district, all connected by pedestrian walkways and a river footbridge.

Adelaide-based festivals and events are an important driver of regional visitation and contribute to steadily increasing visitor spend across the state. Adelaide is also a host city to a broad range of business events and conferences and in 2022 welcomed 51,000 interstate and international business delegates to our city. These events filled our hotel rooms mid-week, providing visitors from interstate and overseas with a first impression of all Adelaide has to offer.



Priorities for more than the gateway to South Australia

Priorities	Where we are	Where we want to be	Lead
Enable a thriving visitor economy	31,400 Adelaide Visitor Information Centre attendees in 2023	Invest in Adelaide Visitor Information Centre tourism assets to increase visitation and improve visitor experience	AEDA
	151,107 average monthly demand for hotel rooms in 2023, with an increase of 8% compared to 2022	Grow the number of 4 and 5-star and boutique hotel beds to support international and interstate visitors travelling for work and recreation.	
	252,000 bed nights generated from hosting major business events in 2023	Grow the number and scale of business events hosted each year.	
Promote Adelaide as a premier tourism location	2.1 million visitors to the City of Adelaide in 2022	Increase the number of people who visit the city annually to 2.5 million by 2028 through local, interstate and international visitation	AEDA and City of Adelaide
	\$5.4 billion expenditure from interstate visitors in 2023	Increase spending across the city	AEDA and City of Adelaide
	The Adelaide Park Lands are National Heritage listed	Investigate opportunities to promote visitation to the Adelaide Park Lands as a 'Top Ten' South Australian destination	City of Adelaide
Capitalise on our connection with Adelaide Airport to increase visitation	In 2023, both interstate and international arrivals surpassed 2022 levels, with international arrivals showing a stronger recovery, peaking in December 2023	Increase the number of airport arrivals and demand for city accommodation compared with 2023	AEDA

Priority: Enable a thriving visitor economy

Lead: AEDA

The visitor economy is an important contributor to the city's continued economic growth. The City of Adelaide and AEDA are committed to supporting retail, local businesses, tourism operators and events and festivals operating within the city in addition to promoting Adelaide as a world-class city for tourism and events.

We will **partner** to encourage the diversification of offerings in Rundle Mall beyond its reputation as

Adelaide's premier retail precinct, through expansion of its entertainment and hospitality offerings, providing people with new reasons to visit the city.

We will **partner** with a range of tourism operators, across accommodation, tours, attractions and events, to build networks and opportunities for growth, including support with developing tourism packages that will appeal to city residents and visitors and facilitate networks between tourism operators.

We will **partner** in the development of a more diverse range of tourism products and new experiences that support the visitor economy.

We will **advocate** for a diverse range of events building on the business events and conference sector worth \$2.5 billion in South Australia.

Priority: Promote Adelaide as a premier tourism location

Lead: AEDA

Tourism and the visitor economy is a key growth sector for South Australia to thrive and is an important driver of the state's economy. Across the state, the tourism industry employs 34,000 South Australians, and as of June 2023, is worth a record-high \$9.9 billion. While much of this economic benefit flows to regional communities and supports our state's wine, food and nature experiences, Adelaide maintains a 54% market share of the South Australian visitor economy.

We will **promote** Adelaide's reputation for delivering great experiences through enhanced destination marketing.

We will **promote** growth in the number of 4 and 5-star and boutique hotel beds in the city to support an increase in international visitors.

We will **advocate** to the South Australian Tourism Commission for increased coordination of Council and State Government agencies on product development, event programming and promoting the city.

We will **partner** with the South Australian Tourism Commission on marketing and promotion strategies to sell Adelaide's unique attributes and emerging opportunities and refresh the way in which information is provided to visitors in the city.

Lead: City of Adelaide

Adelaide Central Market is one of the largest undercover fresh food markets in the Southern Hemisphere and offers food experiences found nowhere else in Australia. The Adelaide Central Market is recognised locally and internationally as a leading, vibrant, diverse and unique fresh produce market. The Adelaide Central Market precinct will undergo significant development in the coming years including Market Square and Tapangka (the redevelopment of the former Bus Depot on Franklin Street).

We will **partner** on the revitalisation of the Adelaide Central Market precinct as a stimulus for new opportunities for the Adelaide Central Market traders and new businesses within the broader precinct in conjunction with ACMA.

We will **lead** investigations to promote visitation to the Park Lands as a 'Top 10' South Australian destination with the advice of Kadaltilla/Adelaide Park Lands Authority.

Priority: Capitalise on our connection with Adelaide Airport to increase visitation

Lead: AEDA

Adelaide is positioned between the hills and the sea with the River Torrens/Karrawirra Pari meandering through its centre. The City of Adelaide is conveniently located less than seven kilometres from Adelaide Airport, a globally connected hub serving as the gateway to South Australia and enabling the movement of more than 8 million passengers a year. Dubbed the '20-minute city', Adelaide offers one of the shortest commute times in the nation, with the airport located just two runway lengths away from the city.

We will **partner** with the Adelaide Airport to promote Adelaide as a destination and support their strategy to increase direct flights to Adelaide.

We will **promote** our enviable position as a capital near our international airport and embrace our role as a gateway to South Australia.

What has been done

Accessible Adelaide

The City of Adelaide and Adelaide Airport share an ambition to make Adelaide an accessible and inclusive place to visit and are sharing knowledge of inclusive practices for visitors.

Civic Events

The City of Adelaide's ongoing program of civic events foster connections with visiting international delegations and build our sister city relationships, international diplomacy and strategic connections with internationally significant markets.

Visitor Information Service

The city's Visitor Information Service provides advice and information to 45,000 visitor inquiries prior to their travel to Adelaide and while in Adelaide. This includes welcoming Cruise Ships, pop up information booths at events such as Tour Down Under and the weekend mobile service in Rundle Mall.

Tourism Product Development

AEDA is working with tourism operators and attractions to expand the range of bookable products they have on offer.

Destination Marketing

AEDA partners with organisations such as Wotif/ Expedia, Accor, TripAdvisor and South Australian Tourism Commission to promote overnight stays and visits to Adelaide.

Rundle Mall

AEDA manages the Rundle Mall levy to market and activate Rundle Mall, attract new brands and diversify its product offering so it is seen as Adelaide's premier retail destination.





Goal 2: A thriving economy for all

An inclusive, equitable and thriving economy, growing the broad range of sectors contributing to GSP, supporting our community and nurturing people and planet.



390,000
daily visitors



Around half travel to
the city for work
or study



150,000 visits from
metropolitan
Adelaide, regional
South Australia,
interstate
and overseas



100% net renewable
energy generation
by 2030



Green city within
760 hectares of
park lands

Adelaide is located on the land of Kaurna people, the traditional owners of the land; it always was, and it always will be Kaurna land. There is much to learn about Adelaide's settlement and history including from the voices of Aboriginal and Torres Strait Islander people. The Australian Aboriginal Cultures Gallery at the South Australian Museum celebrates the cultural achievements of Aboriginal and Torres Strait Islander people, the world's oldest continuous living culture.

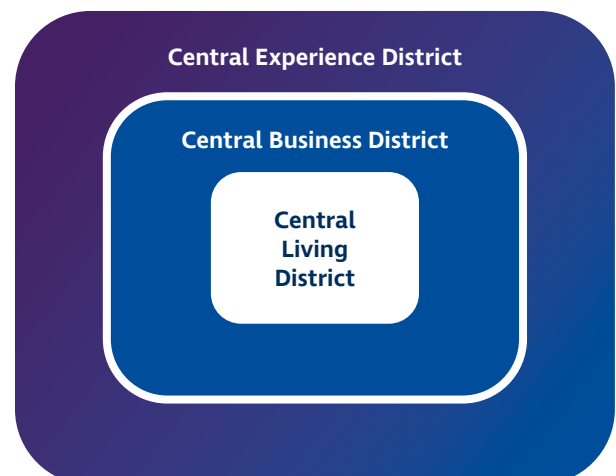
Adelaide is more than a central business district, it is a multi-faceted capital city with strengths as a central experience district and central living district.

City economies continually evolve in their relationships with place and people. Adelaide is no exception.

The growth in, and importance of, our residential community to our economic development is increasing, as is the role of the Adelaide Park Lands and festivals for bringing people to experience the city.

These roles play out in diverse precincts and neighbourhoods across Adelaide and North Adelaide and the expansive Adelaide Park Lands, and exert a strong economic influence. The city's thriving small bars and laneways and all year-round festivals are significant drivers of the city's night time economy and require a diverse workforce with proximal housing that is affordable for people whose employment is typically low-waged, episodic and insecure.

The City of Adelaide aims for an economy that is inclusive and for all people to have the opportunity to contribute to, participate in, and benefit from.



Priorities for a thriving economy for all

Priorities	Where we are	Where we want to be	Lead
Enable Aboriginal and Torres Strait Islander and social enterprises	The Circle First Nations Entrepreneur Hub opened at Lot Fourteen in 2021 and currently has 325 Aboriginal business members. The Circle is a joint State and Federal Government Initiative.	Increase the use of social enterprises and Aboriginal and Torres Strait Islander owned businesses through City of Adelaide procurement	City of Adelaide
Leverage and grow the green economy and green brand	Social and environmental consciousness as a key feature of Adelaide society	Green values-based attraction of talent and businesses	City of Adelaide and AEDA
Enable SME growth to increase the city's contribution to GSP	The city's businesses are comprised of 35% small businesses and 3.7% medium businesses	Increase the size and number of city-based medium-sized businesses	AEDA
Extend the daily cycle of the city into the night	32% of expenditure in Adelaide in the night time economy	Night time expenditure is above 2022 levels	City of Adelaide and AEDA
	10,345 workers in traditional NTE industries (food, drink and entertainment)		

Priority: Enable Aboriginal and Torres Strait Islander and social enterprises

Lead: City of Adelaide

The City of Adelaide embarked on a journey of reconciliation with local Aboriginal and Torres Strait Islander communities in 1997 and adopted its first Reconciliation Action Plan in 2008. The City of Adelaide has a long-standing, positive working relationship with the Kaurna community as the Traditional Owners and custodians of the Adelaide Plains, on which the city is located, and the Kaurna Yerta Aboriginal Corporation as the peak body of cultural authority.

While there is still more to do, we are committed to Aboriginal and Torres Strait Islander employment outcomes, leadership development and support for Aboriginal and Torres Strait Islander enterprises.

Social enterprises are businesses that put people and planet first. Social procurement is when organisations use their buying power to generate social value above and beyond the value of the goods, services, or construction being procured.

We will **lead** in our procurement of social enterprises and Aboriginal Torres Strait Islander owned businesses.

We will **partner** with the Circle First Nations Entrepreneur Hub and Supply Nation to support Aboriginal and Torres Strait Islander businesses.

Priority: Leverage and grow the green economy and green brand

Lead: City of Adelaide

Local governments are uniquely positioned to shape social, cultural and behavioural practices of visitors, residents and businesses toward more sustainable practices in daily life. This can occur through a combination of community awareness campaigns as well as direct stimuli, such as financial and non-financial incentives that encourage sustainable outcomes.

A green economy improves our capacity to adapt to climate change, develop systems built on circular economy principles and reduce waste and consumption, leading to more effective use of resources.

Responding to climate change requires significant investment, coordination and cooperation across all levels of government, businesses and financiers.

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

The City of Adelaide will foster critical connections and support industry in this transition by leveraging the city's points of differentiation. Working with the City of Adelaide's Integrated Climate Strategy, we will focus on six key areas:

1. Food: Reduce food waste generation and increase diversion of food waste from landfill.
2. Festivals: Avoid waste generation, recover more resources, and boost circular economy in festivals and events.
3. 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.
4. Fit-outs: Support fit-outs in city businesses to include circular economy and move higher up on the Resource Recovery Hierarchy.
5. Furniture: Reduce the level of waste generated from discarded furniture, in particular from student accommodation and high turnover accommodation.
6. Fix-it (Repair): Boost community resilience, reduce cost of living and keep materials in circulation through skill-share and repair.

We will **partner** on projects that support local businesses to transform into a low carbon and circular economy.

Lead: AEDA

We will **promote** our sustainability and green credentials locally and internationally to attract like-minded businesses, investment and visitors.

Priority: Enable SME growth to increase the city's contribution to GSP

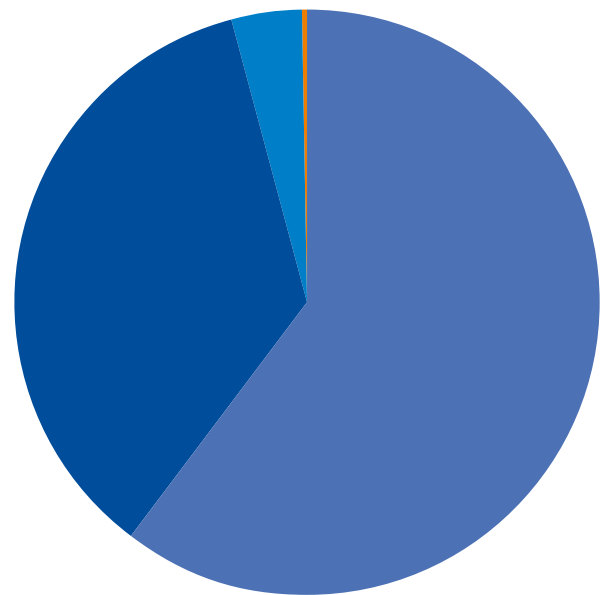
Lead: AEDA

Contributing to 18% of the state's economy, the city's central business district is a key driver of South Australia's economy. This vital economic activity occurs across 12,558 businesses, with the majority (62%) of these businesses being microbusinesses (non-employing), followed by 33% small businesses and 4% medium businesses.

We will **promote** opportunities for collaboration, knowledge sharing, networks and relationships for local businesses.

We will **enable** businesses by creating efficiencies and reducing barriers to support, small, medium and large scale businesses to open and thrive in our city.

City of Adelaide's Business Mix



62.25%	Micro (non-employing)	4.09%	Medium (20-199 employees)
33.43%	Small (1-19 employees)	0.24%	Large (over 200 employees)

Priority: Extend the daily cycle of the city into the night

The City of Adelaide's night time economy contributes to 32% of visitor spend. Adelaide will be designed for the night as well as the day, attracting people to spend more time in our safe and welcoming city.

Lead: City of Adelaide

We will **partner** with State Government and businesses on initiatives that maintain our city as a safe place to live, work and visit, at all hours.

Lead: AEDA

We will **partner** on programs that enable night time activation and support our workers and business of the night-time economy, enhancing visitor experience and talent attraction.

What has been done

The Night Shift

The City of Adelaide partnered with the Melbourne Centre for Cities at the University of Melbourne to deliver the Night Shift project, an Australian Research

Council project. This research considers the role of workers to the economy in the early evening to early morning.

Night Time Economy Benchmarks

As a capital city council, Adelaide participates in regularly benchmarking of the night time economy with our interstate counterparts.

Project Night Light

Project Night Light was a 12-month pilot project involving 12 venues to research the experience of women and gender diverse people coming into the city and supporting practical measures to create safer environments for all people. The City of Adelaide has shared the research findings with partners and is advocating for broad implementation.

MTPConnect Partnership

AEDA is working with MTPConnect through its Strategic Partnership Program to establish an Adelaide Healthtech Accelerator which will work with emerging healthtech firms to scale-up.





Goal 3: Adelaide as a centre for education and collaboration

A city that is a test bed for ideas, research and collaboration, attracting the best and brightest minds to invent and innovate.



\$2.5 million in exports through education institutions in 2022–23



53% of city workers have a Bachelor Degree or higher



47% of our residents are aged between 18 and 34



Internationally recognised innovation precincts and universities.

Adelaide is a centre for education, defence, innovation, medical research and space technology, and has seen growth in residential apartments, purpose-built student accommodation, office towers and international hotels. The Australian Space Agency, Adelaide BioMed City, South Australian Health and Medical Research Institute (SAHMRI), Australian Defence Technologies Academy and Lot Fourteen continue to boost the city’s reputation and capacity for innovation.

The creation of the new Adelaide University through the merger of the University of South Australia and the University of Adelaide, presents an opportunity for the city to enhance its status as a globally competitive city for tertiary education, graduate employment, research and innovation.

International education in South Australia is a significant contributor to economic growth. The industry is worth around \$2 billion in export income, an estimated 1.8% of total GSP, and creates 19,900 jobs.

We have approximately 85,000 students attending university in South Australia each year, but a significant proportion leave annually to pursue opportunities after graduation. To take advantage of Adelaide’s economic opportunities in the coming decade, our ambition is for these students to stay, or return to Adelaide after gaining valuable experience.



Priorities for a centre for education and collaboration

Priorities	Where we are	Where we want to be	Lead
Export knowledge for the global green transition	Emerging climate technology sectors and leading approaches to circular economy		AEDA
Promote Adelaide's reputation as a centre for health and education	An emerging BioMed precinct linked to internationally ranked education and research institutions	A city which leads in innovation and research through our world-class universities and ecosystems of innovation, entrepreneurship, creative and high-technology sectors	AEDA
	Lot Fourteen an established world-class innovation district with 103 members, dedicated to solving complex global challenges		
Support international student wellbeing and sense of belonging	40,000 students from over 130 countries chose to live and study in Adelaide	A city that supports international student residents to connect to the local city community for improved social, physical and mental wellbeing and resilience	City of Adelaide and AEDA

Priority: Export knowledge for the global green transition

Lead: AEDA

Adelaide performs well in knowledge economy exports generating research and innovation. Key knowledge economy industries include Education and Training, Professional, Scientific and Technical Services, and Information Media and Telecommunications. In addition to Accommodation and Food; and Arts and Recreation Services; these are Adelaide's most established and growing industries.

Climate technology is an emerging industry sector with the potential to generate significant economic activity. Adelaide and South Australia's continued green credentials support industry in determining where to invest. Supporting these industries to cluster will position Adelaide as a magnet for like-minded companies and boost our capacity to export knowledge.

We will **enable** connection between businesses and industries well poised to capitalise on the economic benefits of a circular economy.

We will **promote** Adelaide's green credentials to attract new climate tech industries.

Priority: Promote Adelaide's reputation as a centre for health and education

Lead: AEDA

South Australia is a leading global location for digital health research and innovation. With the flagship precincts of Adelaide BioMed City and Lot Fourteen, Adelaide is home to world class researchers, companies, government, academia, infrastructure, teaching and clinical care to create unique opportunities for innovation.

The Adelaide BioMed precinct at the western end of North Terrace supports 2,000 researchers and more than 10,000 employees with a focus that connects local, national and international clinical research, innovation, education, academia and care. The \$3.6 billion BioMed City is one of the largest health and life sciences clusters in the southern hemisphere.

We will **enable** universities and industry to grow and support the development of current and emerging sectors such as medical, technology, creative and professional services sectors.

Priority: Support international student wellbeing and sense of belonging

Lead: City of Adelaide

Research has shown us that some international students have difficulty finding suitable accommodation and experience financial stress living in Adelaide. The City of Adelaide supports students to make Adelaide a place to call home.

We will **enable** universities and the education sector by delivering opportunities for international students to connect and engage with local communities.

Lead: AEDA

We will **promote** the City of Adelaide's advocacy and State Government efforts to work with all stakeholders to develop purpose-built student accommodation (PBSA).

What has been done

International Students

The City of Adelaide partnered with the Centre for Research in Educational and Social Inclusion at the University of Adelaide and Bupa in 2023 to understand the role of community engagement in promoting the resilience and wellbeing of international students in our city.

Study Adelaide

Study Adelaide is a partnership of the Department for Industry, Innovation and Science, the City of Adelaide, AEDA, Flinders University, The University of Adelaide and University of South Australia with support from TAFE SA, SA Government schools and over 50 participating member institutions. Study Adelaide supports international students to live and study in Adelaide including social event and activities, information and accommodation support. This partnership is important for assisting international students through their studies and to future job opportunities and promote Adelaide as a destination for students.

Graduate Program

In 2023 the City of Adelaide launched its graduate program to support the transition of early graduates into the workforce as part of the City of Adelaide's commitment to be an employer of choice.

The inaugural program, which commenced in January 2024, has seen the engagement of five graduates across of range of business areas. Each placement is offered for a period of two years, with the program also incorporating a strong element of learning and development opportunities for graduates.





Goal 4: A growing economy for a growing population

Grow the city's population to 50,000 by 2036 through a pipeline of investment and housing.



90% of City Users feel they have safe public city spaces to use



6,922 people who live in the city also work in the city



838 sites with development potential across the city



6,100 beds in purpose-built student accommodation

Adelaide is consistently voted one of the world's most liveable cities. Home to internationally recognised festivals and cultural attractions, a leader in sustainable energy, an enviable climate, and a burgeoning start-up scene which encourages collaboration and innovation.

We want to celebrate and build on our strengths to continue to hold the accolade of a liveable city and share with the world what makes Adelaide a great place to live, learn, work and play.

Adelaide continues to demonstrate its value as an economic, social and cultural driver of opportunity for its people and places. The City of Adelaide has responded well to a challenging economic environment involving national economic recovery from the COVID-19 pandemic, climate instability and inflationary and labour market pressures. According to City User Reports, perceptions of city safety improve year on year, with 90% of city users in 2023 reporting having safe public spaces to use in the city.

The City of Adelaide has an aspiration to grow its population to 50,000 residents by 2036. Significant residential growth will result in increased business opportunities spanning most local industries, from jobs created in housing construction to more customers for local traders, and greater demand for health, education and transport services.

A growing residential population will support city businesses as the role of cities world-wide changes. Working alongside the City of Adelaide's Housing Strategy – Investing in our Housing Future, and City Plan – Adelaide 2036, we will ensure that residents have options to live in quality and affordable housing close to where they work. We will also ensure diversity in housing supply to allow people to live in the city through all life stages, from working families to our experienced work force choosing to remain in the city on retirement.



Priorities for a growing economy for a growing population

Priorities	Where we are	Where we want to be	Lead
Invest in well-planned neighbourhoods and key destination precincts	Seven precinct groups funded to stimulate key areas of the city	Activate and upgrade precincts to stimulate investment, visitation and maximise opportunities	City of Adelaide and AEDA
	City foot traffic sensors counted 141 million people in key areas in 2023	Increase foot traffic in key and emerging precinct year on year by 1.5%	
Enable a pipeline of housing addressing the needs of a diverse market, ensuring accessibility and affordability to attract workers and investment to our city	Housing Strategy – Investing in our Housing Future	Increase the proportion of people who both live and work in the city	City of Adelaide and AEDA
Encourage repurposing, adaptive reuse and improvement of buildings and facilities	Adaptive Reuse City Housing Initiative (ARCHI) established in partnership with the State Government	Target for 50 adaptive reuse dwellings delivered annually as set out in the Housing Strategy	City of Adelaide and AEDA

Priority: Invest in well planned neighbourhoods and key destination precincts

Lead: City of Adelaide

Adelaide's opportunities for economic development are through people and placemaking. Our priorities for economic development, integrated with City Plan – Adelaide 2036, will help drive sustainable residential growth, economic vitality, prioritise social wellbeing, manage environmental imperatives and deal with potential challenges quickly and easily to create a sense of community and connectedness.

Building on existing plans and commitments, our City Plan – Adelaide 2036 will promote city growth centred around the needs of its people, now and into the future. City Plan will help current and future residents, businesses and investors feel confident about investing in our growing city.

Our approaches to economic development will be place-based with an emphasis on maintaining the identity of our places and leveraging a community development approach to neighbourhoods and precincts. The streetscape environment has a

significant impact on business success, and the individuality of these areas brings vibrancy to our city.

The Adelaide Park Lands are Adelaide's most defining feature. They are an important asset that supports our natural systems and biodiversity, underpins our internationally recognised events and festivals as well as hosting a variety of sporting, recreation and leisure activities. The Adelaide Plan was established as a basis for attracting settlers and providing a high degree of amenity, and this Plan endures today in the form of the National Heritage listed Adelaide Park Lands and City Layout. They are the city's backyard, playground, meeting space and more.

We will **lead** the transformation of our mainstreets to support local traders, businesses and residents.

We will **lead** in the development of a digital mapping tool that provides data and insights for investment.

We will **lead** the development of neighbourhood and structure plans across the city that accommodate our population growth target of 50,000 by 2036 and support businesses.

We will **lead** in the delivery of public realm improvements including streetscapes, greening and investment in the Adelaide Park Lands.

We will **partner** with the State Government, universities, associations, community and advocacy groups to activate and upgrade precincts.

We will **advocate** to the State Government for investment and better planning controls that contribute towards our goal to increase canopy cover to 40% by 2035.

We will **advocate** for additional public transport infrastructure that supports access to our businesses and precincts.

We will **advocate** for an assessment of the economic, environmental, social and cultural contributions of the Adelaide Park Lands to the city and South Australia.

We will **enable** local participation in the planning and governance of neighbourhoods and precincts.

We will **enable** economic activity through strategic investments in infrastructure (physical, social and cultural) to utilise different parts of the city.

Lead: AEDA

We will **lead** in the diversification of residential mix through investment attraction, advocacy and marketing of the city.

We will **promote** mainstreet precincts as commercial hubs of economic, cultural and social significance.

We will **enable** precincts that have a significant or growing mass of businesses operating within them.

Priority: Enable a pipeline of housing addressing the needs of a diverse market, ensuring accessibility and affordability to attract workers and investment to our city

Lead: City of Adelaide

To meet our ambition to grow the population to 50,000 by 2036, and create sustainable and diverse neighbourhoods across the city, we will need an additional 1,000 dwellings per year over this timeframe (based on occupancy of 1.8 per household).

The City of Adelaide is committed to making appropriate interventions to foster and grow a new affordable rental asset class to provide appropriate

rental housing, including for key workers, as outlined in our Housing Strategy – Investing in our Future.

We will **advocate** to the State and Federal Governments for financial incentives and initiatives which result in more affordable housing in the private rental market, including opportunities available through the Housing Australia Future Fund.

We will **advocate** to the State Government to reform government fees and charges applied to residential development in the city to ensure development is not placed at a financial disadvantage to development elsewhere in Greater Adelaide.

We will **partner** with private, public and community housing developers to increase and fast track the supply of affordable housing.

Lead: AEDA

We will **promote** the City of Adelaide's advocacy to the Federal Government to reform taxation policies which impact housing and for investment and incentives which assist in the development of more affordable and accessible housing.

Priority: Encourage repurposing, adaptive reuse and improvement of buildings and facilities

Lead: City of Adelaide

Adaptive reuse is one initiative through the broader housing supply chain that will support population growth and diversity targets, as well as sustainability and heritage objectives for the City of Adelaide.

We will **enable** dwelling potential in underutilised buildings to be unlocked and provide an additional mode of housing supply across the existing housing spectrum through the Adaptive Reuse City Housing Initiative (ARCHI).

We will **lead** research to understand adaptive reuse potential and promote the benefits of adaptive reuse including embodied energy, activating underutilised and vacant space, and revitalising heritage and character buildings.

Lead: AEDA

We will **promote** the city as a location for investment into adaptive reuse.

What has been done

Mainstreet Master Plans

Plans have been developed to revitalise four mainstreets in the city and North Adelaide, Melbourne Street, Hutt Street, Hindley Street and O'Connell Street.

Housing Strategy – Investing in our Housing Future

This Economic Development Strategy works alongside the Housing Strategy to ensure that residents have options to live in quality and affordable housing close to where they work. As a city characterised by private and social renting, with very low current rental vacancy rates, the quality and affordability of housing must be available to a growing population.

ARCHI

The South Australian Government and City of Adelaide have jointly funded the Adaptive Reuse City Housing Initiative (ARCHI), through the Capital City Committee to explore and progress adaptive reuse outcomes, including shop top housing, and an ambition to support the delivery of 50 dwellings annually.

Property Strategy

The Property Strategy recognises the role of the City of Adelaide's property portfolio as a lever to shape and accelerate city liveability, growth and investment. It aims to optimise the performance of the Council's property portfolio ensuring the effective use of assets with improved alignment to strategic, community and financial objectives.

Development Stimulus

The City of Adelaide led stimulus projects supporting the local economy and communities including 88 O'Connell Street, Tapangka (the redevelopment of the former Bus Depot on Franklin Street) and Market Square.





Goal 5: Australia's festival and creative capital

Leverage our creative strengths and experience in the arts and culture to attract home grown and world class talent to power the economy.



Australia's first UNESCO City of Music in 2015



Host to Adelaide Fringe, the largest Fringe Festival outside of Edinburgh



Adelaide Festival contributed \$57.6 million to GSP in 2023



717 small and major events were held in the city's Park Lands and streets in 2023



SA is home to 12% of Australia's game developers

Creativity is part of Adelaide's identity, with arts and cultural festivals, galleries and artisans aplenty.

Adelaide, part of the UNESCO Creative Cities Network, pushes the boundaries of creative expression as Australia's home of visual effects, film post-production and video gaming. The creative economy is a key factor in place activation and visitor experience, including through festivals and events, contributing to vibrancy, generating business activity, and attracting international visitation.

As Australia's Festival Capital, Adelaide has one festival beginning just as another ends. We attract the world's best to entertain and engage audiences all year round. Major festivals and events continue to play an important role in inviting and enticing people to visit the city. Whether it is sporting matches at Adelaide Oval, live music, or major events and festivals such as Adelaide Fringe and Illuminate Adelaide, there is a direct relationship between events and expenditure.

While North Terrace is a boulevard of cultural exploration, we have eclectic spaces across our city including the globally recognised JamFactory in our west end.

South Australia has the highest number of creative studios per capita than other Australian jurisdictions, attracting skilled gaming talent locally, nationally and internationally. South Australia is the national leader in game production investment and is committed to supporting growth of the sector.

Lot Fourteen and Lion Arts Centre are well established centres for creativity. Game Plus, a collaborative workspace for game developers and related specialist technology start-ups, provides a hub for the sector in the Adelaide CBD.

Adelaide is also a place for the celebration of heritage and cultural heritage through public arts and events, story-telling and opportunities for deep understanding of Kurna culture.



Priorities for Australia’s festival and creative capital

Priorities	Where we are	Where we want to be	Lead
Enable small venues and the live music scene to thrive	In 2019 Adelaide hosted 426 performances in 70 venues and North Adelaide hosted 69 performances in six venues	Adelaide is activated by enabling music in our places and spaces	City of Adelaide
Enable events and experiences of every size and scale	A year-round calendar of unique events	An enhanced year-round event calendar, with experiences found throughout the city	City of Adelaide and AEDA
	Adelaide’s Festivals had an economic contribution of \$116.7 million, and 1,089 full-time equivalent (FTE) jobs in 2019–20	Grow as Australia’s Festival Capital	
Promote the economic contribution of the creative industries	\$1.45 billion added to the State’s economy in 2018–19	Increase employment opportunities in creative industries	City of Adelaide and AEDA
	Employed 15,785 full time equivalent employees in 2018–19		
Enable art in our streets and the Adelaide Park Lands	Adelaide is known for its Street Art and recognised nationally. The City of Adelaide owns and maintains a significant collection of permanent public art valued at approximately \$55 million	Adelaide is a must visit destination, renowned for its playful, thought provoking, unexpected and world class art experiences	City of Adelaide

Priority: Enable small venues and the live music scene to thrive

Lead: City of Adelaide

South Australian businesses in the music and performing arts sector directly contributed \$183.4 million in Gross Value Add (GVA) to the local economy and was the highest employing sector within the creative industries, providing some 4,559 jobs.

The City of Adelaide is committed to keeping Adelaide buzzing with live music, including as host to the Adelaide City of Music.

We will **promote** events, concerts and performances of live music.

We will **enable** small venues and night time activation through initiatives that support live music in the city.

We will **enable** live music via funding programs for artists, community groups and arts organisations to present creative arts and cultural projects that activate the city and amplify Adelaide’s status as a UNESCO City of Music.

Priority: Enable events and experiences of every size and scale

Lead: City of Adelaide

Festivals, events and creative experiences at all scales are important for the social and cultural life of the city and are significant drivers of our economy. City of Adelaide offers curated city experiences that are designed to enhance place attachment and are specifically focused on increasing vibrancy, visitation and experiences in our city. Our events will attract broad participation by including specific offers for families and local communities, and recognise changes in consumer behaviours.

As has been experienced in the city's east, consistency in festivals and events bring benefits to local businesses through increased foot traffic and spending, both on direct event-related expenses, such as tickets and food and beverage, and flow-on purchases of accommodation, transport, and general goods and services.

The City of Adelaide has identified the need to expand successful event infrastructure already in place in Rymill Park to other areas of the city including Light Square.

We will **lead** a cultural infrastructure assessment to identify further opportunities to support festivals and events and maximise the benefits to the surrounding area.

We will **enable** economic activity in the north-west of the CBD through expanded event infrastructure that drives new activation and events.

We will **promote** the city's reputation for exceptional and unique arts and cultural experiences by encouraging and providing arts, culture and events partnerships, grants and sponsorship opportunities.

We will **advocate** for the continued growth of the events and festivals industry, through building our capacity to present work in the public realm.

We will **enable** the visitor experience by identifying new opportunities to use the Adelaide Town Hall for economic activities.

Lead: AEDA

We will **promote** the city as Australia's premier festival and event destination with the aim of increasing visitation and investment.

Priority: Promote the economic contribution of the creative industry sector

Lead: AEDA

Coupled with attractive operating costs, a highly skilled workforce and world class facilities, our city is well placed to increase the economic contribution from the creative industry sector. As a priority growth sector for South Australia, creative industries are a key driver of original content, jobs and economic development in our state.

Creative businesses in South Australia directly contributed an estimated \$1.45 billion in value added and 15,785 FTE jobs to the South Australian economy in 2018–19. This grew from \$1.41 billion in 2014–15 despite total FTE workers employed in creative businesses declining 0.4%. Much of this activity occurs at Adelaide based festivals and arts, culture and music venues. The City of Adelaide recognises the value of industries that originate in the city and are an important driver of regional visitation and increasing visitor spend across the South Australia.

We will **promote** our creatives and creative city status through marketing, storytelling and showing events in partnership with the State Government.

We will **promote** the gaming industry to capitalise on record growth globally, and a doubling of revenue to \$226 million for the Australian video game development industry since 2016.

We will **enable** arts, culture and music through programs that support events and festivals.

Priority: Enable art in our streets and the Adelaide Park Lands

Lead: City of Adelaide

As a creative city we are a magnet for a more diverse population of residents and local, state and international visitors. The City of Adelaide is an exemplar of city planning and we are focused on future planning for an affordable city where artists and other creatives can live, and produce and sell their work.

Public art is an expression of Adelaide's cultural richness and creativity. It reflects how we express who we are as individuals and our community identity.

Public art is for everyone, encouraging people to engage with place. Public art adds vibrancy, reflects the city's unique identity, its people and their stories. Art can be experiences, it can stimulate expression, surprise with the unexpected, and invite people to stop, explore and return.

We will **partner** with Aboriginal and Torres Strait Islander artists and creatives to communicate with all communities about the importance of cultural heritage, stories, interpretation and truth telling.

We will **partner** with the Arts and Culture sector to develop and implement a cultural policy that supports artists and audience development.

We will **partner** with Kurna and other local Aboriginal and Torres Strait Islander tourism providers to support the development of tourism products and cultural experiences in the city.

We will **advocate** to the State Government and private sector for affordable housing, studio and retail spaces, as well as presentation opportunities for creatives in our city.

We will **enable** arts and culture by providing information, support and funding to develop content, venues and promotional material that is accessible and inclusive.



What has been done

Social and Cultural Infrastructure Research

The City of Adelaide has undertaken two key pieces of research on social infrastructure and cultural infrastructure to better understand the infrastructure needs in these areas and recommend priorities for investment.

Festival City Adelaide

Established in 2012, Festival City Adelaide is the peak body for South Australia's festivals and events. Its vision is that Adelaide is recognised nationally and internationally as Australia's Festival Capital.

Events Industry Support

The City of Adelaide invests in the Adelaide Park Lands providing infrastructure to make events possible and increasingly sustainable, through access to South Australia's largely renewable electricity grid and recycled water.

Game Plus Support (GPS) Program

The GPS Program is a joint initiative of Pirie Street co-working space Game Plus and AEDA. The program assists participants find their way into the game development industry through a co-working space, marketing support and strong industry guidance to further enhance ideas, skills and talent to create viable businesses.

Laneways

In recognition of our rich history of musical icons, the City of Adelaide has renamed five city laneways after legendary musicians who have called Adelaide home; Paul Kelly, No Fixed Address, Cold Chisel and Sia Furler. Each laneway features a specially commissioned artwork inspired by the laneway's namesake.

Street Art

Adelaide is internationally recognised for its street art culture and large-scale wall murals that reflect our multi-cultural and diverse artistic culture.

The Art of Connection

The City of Adelaide has been a key stakeholder of The Mill. Supporting over 1,000 artists annually, The Mill is a vital artist space in Adelaide's CBD which includes studios and workshops as well as two galleries and a performing arts space.

Annual Events and Festivals Sponsorship Program

The City of Adelaide and AEDA support public events and festivals through the Annual Events and Festivals Sponsorship program.





Goal 6: An easy place to do business

Attract, retain and grow businesses through a dynamic, holistic economy.



12,558 local businesses



Rundle Mall as the nation's best retail precinct in 2021



130,404 local workers in 2021



64% of city businesses perceive the city is a good place to do business

Adelaide is an enterprising city, brimming with confidence – it is not just embracing change, it is leading it. The city remains one of Australia's most competitive places to do business, with city rents up to 58 per cent lower than eastern states. As a globally connected city, Adelaide is an ideal location for a businesses working locally and internationally.

As South Australia's state capital, Adelaide is a major employer and economic driver, representing 18% of South Australia's GSP and generating Gross Regional Product (GRP) of around \$22 billion (2021–22). Adelaide is ideally suited to support employers responding to employee demands for flexible and meaningful work that fits with family and lifestyle.

The environment for city-based bricks and mortar retail continues to evolve with the expansion of online shopping and an increase in hybrid working arrangements. The number of jobs in the city continues to grow; however, a lesser proportion of those workers may be located in the city on any given day.

Residential growth will increase foot traffic and vibrancy in our city's laneways and precincts and increase demand for boutique city retail and hospitality. Increased foot traffic will also support Rundle Mall, South Australia's premier shopping, entertainment and lifestyle destination. Voted the nation's best retail precinct in 2021, Rundle Mall is one of the country's largest outdoor shopping precincts.



An easy place to do business

Priorities	Where we are	Where we want to be	Lead
Grow the city's role as a driver of South Australia's economy	18% of Gross State Product	Increase city contribution to Gross State Product	AEDA
	\$23.95 billion City of Adelaide Gross Regional Product in 2021–2022	Increase the number of new businesses and investment in the city	
Enable start-ups and entrepreneurship	62% microbusinesses (non-employing)	Scaling-up of microbusinesses to small and medium enterprises	AEDA
Enable jobs in emerging sectors that support a growing population	16.4% of workers in health care and social assistance in 2023	Grow the proportion of workers in emerging industry sectors	AEDA
	15.7% workers professional, scientific and technical services in 2023		
Support small and medium enterprises to scale-up	33% small businesses 4% medium businesses	Growth by upscaling micro, small and medium enterprises into larger businesses	AEDA

Priority: Grow the city's role as a driver of South Australia's economy

Lead: AEDA

Adelaide has a strength in the knowledge economy, which is anticipated to further strengthen as South Australia grows and the CBD becomes increasingly important for institutional and human capital.

We will **promote** Adelaide to reinforce its position as the state's central business district and amplify Adelaide's reputation as a place to learn, work and base a business.

We will **partner** with key stakeholders to progress economic development and growth outcomes across all sectors in the city to increase city contribution to Gross State Product.

We will **enable** and support existing small businesses to be agile and responsive to change.

Priority: Enable start-ups and entrepreneurship

Lead: AEDA

Adelaide thrives on entrepreneurial spirit and start-ups are welcomed by a supportive community.

Entrepreneurs can take advantage of diverse funding options and resources to help launch and scale their businesses, with acceleration programs, mentorships and over 18 co-working spaces to work from.

The value of the startup ecosystem in Greater Adelaide increased 347 percent from \$348 million in 2020 to \$1.56 billion in 2023. The Startup Genome Global Startup Ecosystem Report ranks Adelaide as a Top 5 city within the Oceania region.

We will **promote** key institutions such as university entrepreneur hubs and business growth centres as well as Lot Fourteen and BioMed City, and look to where we can support new and innovative start-ups.

We will **promote** Renew Adelaide to unlock the potential of vacant spaces in the city for start-ups and entrepreneurs.

We will **partner** with organisations and businesses such as MTPConnect, Renew Adelaide, SouthStart and the University of Adelaide's ThinkLab, to support start-up businesses throughout the start-up business lifecycle.

Priority: Enable jobs in emerging sectors that support a growing population

Lead: AEDA

Talented people are crucial to bring the city to its full potential, therefore the city has an ambition to attract a younger, highly skilled and more diverse workforce. The City of Adelaide's workforce is already younger and more highly skilled than the rest of South Australia.

In 2022, 51% of City of Adelaide's workforce were aged between 25 and 44 and 53.2% of the city's workforce had a bachelor or higher degree.

Between 2016 and 2021, the largest growth in workers in the City of Adelaide was in Internet and Digital Services, which covers computer system design, software publishing, internet publishing and broadcasting, internet service providers and data processing services.

Professional, Scientific and Technical Services in the City of Adelaide economy have also experienced an annual average growth rate of 6.1% between 2018 and 2023. This aligns with stakeholder consultations and the South Australian Government's campaign to attract businesses to the state.

A high average annual growth rate in the employment size of the Electricity, Gas, Water and Waste industries has also been experienced, which, as population-serving industries, is likely linked to recent population growth. Accommodation and Food Services industry, an established specialisation, experienced an average annual growth rate in employment of 3.1% between 2018 and 2023.

We will **partner** with government, universities and businesses to attract investment and improve employment opportunities in Adelaide.

We will **promote** collaboration between key city institutions including the universities, Lot Fourteen and Bio-Med City to achieve economies of scale and scope through specialisation.

Priority: Support small and medium enterprises to scale-up

Lead: AEDA

Adelaide's opportunities lie in our ability to invest in people and support small to medium enterprises to thrive.

Micro, small and medium sized enterprises play an important entrepreneurial role in economic development, but the true economic value comes when small enterprises upscale and become employment generators. The CBD's offerings of amenities, retail convenience, networking opportunities, and a thriving social scene cater to the needs of a growing business.

We will **enable** small businesses to grow and medium enterprises with aspirations to upscale, while actively attracting new medium enterprises to South Australia. The city will work to sustain the trend of relocation of businesses from city fringe locations into the Adelaide CBD.

We will **enable** a business-friendly environment for businesses of all sizes to thrive. We will have a particular focus on small and medium sized enterprises, so that they benefit from healthy competition and the ability to cluster and collaborate.

We will **enable** businesses to grow by piloting projects, research and offering grants that support small and medium enterprises.

What has been done

Welcome to Adelaide Program

AEDA works closely with businesses, either opening their doors for the first time or relocating to the CBD and North Adelaide, through its Welcome to Adelaide program.

Ten Gigabit

The Ten Gigabit Adelaide project is an Australian first, offering symmetrical speeds of up to 10Gbps to 1,000 commercial city buildings for unparalleled access to low cost, high-speed data networks.

City Business Newsletter

Fortnightly the City Business Newsletter lands in businesses' inboxes to share the latest business news, resources, incentives such as the City of Adelaide Sustainability Incentives Scheme, grants and more. The City Tourism Newsletter also goes out regularly to the city's tourism businesses.

Rundle Mall

As South Australia's premier retail precinct, AEDA provides marketing, advocacy and governance services to improve the economic outcomes for Rundle Mall's diverse range of stakeholders.

Start-up Support

AEDA partners with SouthStart and the University of Adelaide's ThinkLab to support growth-ready businesses in the city through tailored and intensive programs. AEDA continues to invest in Renew Adelaide to support entrepreneurs to trial new business ideas in underutilised spaces.

Advantage Adelaide

AEDA developed an investment prospectus, Advantage Adelaide, to promote Adelaide to potential investors and businesses interested in relocating.



Partnering For Impact

Global, national, and state perspectives on our economy for the future highlight the immediate and ongoing opportunities for the city. The City of Adelaide will partner at all levels, with the private and not-for-profit sector in delivering our economic development goals and priorities.

Global

Adelaide's international connections, relationships and partnerships play a vital role in our future success and growth. This includes networks between the City of Adelaide, Sister Cities, and institutions such as universities. From diplomatic visits to educational exchanges, our relationships are diverse, dynamic and promote social economic growth for all partners.

National

The City of Adelaide is a member of the Council of Capital City of Lord Mayors (CCCLM) with its 50-year history of advancing the shared interests of Australian capital cities. Current priorities include economic development and research, housing and homelessness, and climate action.

State

The City of Adelaide collaborates with a series of State Government departments to progress shared economic development goals including the Department of Premier and Cabinet, Department for Energy and Mining, Department for Trade and Investment and the South Australian Tourism Commission.

Capital City Committee (CCC)

The CCC is an intergovernmental body established under the *City of Adelaide Act 1998* to enhance and promote Adelaide as the capital city of the state. The CCC pursues collaborative initiatives that benefit Adelaide and all South Australians. Projects related to the Economic Development Strategy which have benefited from CCC partnerships include City Plan – Adelaide 2036 and the Adaptive Reuse City Housing Initiative.

Private and community sectors

City of Adelaide will establish new and support existing partnerships with private and not-for-profit organisations. The City of Adelaide also invests (cash and in-kind) to individuals and organisations applying for support through our funding programs.

Renew Adelaide

Since 2010 Renew Adelaide, a not-for-profit organisation, has curated precincts and spaces in Adelaide for emerging and unique businesses through an innovative program utilising untenanted properties. The work of Renew Adelaide has created opportunities for local businesses and brought vibrancy to vacant shopfronts, helping businesses establish into traditional bricks-and-mortar retailing.

University Sector

The City of Adelaide and AEDA work with the university sector on the practical application of a broad range of leading edge research and supports the transition of students to employment through workplace experiences.

Through internships and work experience programs with the City of Adelaide, to funding ThinLab at the University of Adelaide, these collaborations are important contributions for emerging innovators.

Strategic Partnerships Program

The Strategic Partnerships Program focuses on supporting start-ups, scale-ups, and business growth in the City of Adelaide. The program envisions a thriving ecosystem by providing financial assistance for proposals that enhance business growth, leverage innovation assets, improve access to finance, and promote innovation and adaptability.

Business Events Adelaide

The City of Adelaide and AEDA support Business Events Adelaide, which connects organisations with local event hosts to run conferences, conventions and meetings in South Australia, bringing delegates daily to experience the City of Adelaide, Greater Adelaide and South Australia.

Strategic Alignment

This Strategy has been developed for alignment with the priorities of the South Australian Government and forms an important strategic document under the City of Adelaide Strategic Plan 2024–2028.

Federal Government

Adelaide City Deal

The Adelaide City Deal is a 10-year agreement between the Australian Government, the Government of South Australia and the City of Adelaide to grow Adelaide as an innovative and vibrant city. Governments are working together to deliver projects and initiatives that support the growth of businesses and jobs, encourage the growth of Adelaide’s population, and build on the city’s global reputation in the arts and culture. Total funding for the Adelaide City Deal is \$699 million and has included projects such as Lot Fourteen and the Australian Space Agency Headquarters.

The City of Adelaide has been allocated \$10 million for its projects. The projects include the Adelaide Free Wi-Fi network, replacement of the Adelaide City Safe CCTV Network, which have both been completed, and the Experience Adelaide Visitor Centre which is ongoing.

State Government

South Australian Economic Statement

The 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’. The South Australian Economic Statement establishes three missions:

1. Capitalise on the global green transition
2. Be a partner of choice in an insecure world
3. Build South Australia’s talent.

The State Government has announced it will establish a new Economic Development Board for South Australia, which will engage with industry, business, and the community to advise on how best to act on the Statement.

Other key strategies include:

State Infrastructure Strategy

The State Infrastructure Strategy will focus on economic growth in alignment with the SA Economic Statement, identify the key challenges and opportunities in providing and managing infrastructure, consider how we can maximise the use of existing assets, identify requirements for new infrastructure, including policy and other reforms required and make recommendations for future priorities to ensure economic growth, sustainability and liveability for South Australians.

Greater Adelaide Regional Plan

The State Government is developing the Greater Adelaide Regional Plan in 2024. This significant strategic land use planning process will direct growth of Greater Adelaide for the next 30 years.

South Australian Small Business Strategy

The South Australian Small Business Strategy 2023–2030 recognises the value of small businesses to the South Australian economy and is designed to support small businesses in adapting, growing and succeeding.

Statewide Innovation Model

The Statewide Innovation Model involves dedicated spaces with the physical, digital and social infrastructure required to accelerate new ideas into widespread economic outcome. The City of Adelaide is home to Lot Fourteen and BioMed City two of the seven innovation districts.

Local Government

City of Adelaide Strategic Plan 2024–2028

The Strategic Plan sets the approach for the City of Adelaide to be:

Our Adelaide. Bold. Aspirational. Innovative.

It includes five long-term aspirations for Our Community, Our Environment, Our Economy, Our Places and Our Corporation. The Strategic Plan is delivered through the Council's Annual Business Plan and Budget.

Other key strategies include:

City Plan – Adelaide 2036

City Plan will support City of Adelaide's target of 50,000 residents by 2036 while ensuring that existing strengths such as the economic value of land, clusters and main streets are improved and protected.

Integrated Climate Strategy

The City of Adelaide has developed an 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.

Housing Strategy – Investing in our Housing Future

This Economic Development Strategy works alongside the Housing Strategy to ensure that residents have options to live in quality and affordable housing close to where they work. As a city characterised by private and social renting, with very low current rental vacancy rates, the quality and affordability of housing must be available to a growing population.

Property Strategy

The Property Strategy recognises the role of the City of Adelaide's property portfolio as a lever to shape and accelerate city liveability, growth and investment. It aims to optimise the performance of the Council's property portfolio ensuring the effective use of assets with improved alignment to strategic, community and financial objectives.

Disability, Access and Inclusion Plan

The Disability, Access and Inclusion Plan 2024–2028 sets out the City of Adelaide's aspirations for being a city that is inclusive and welcoming to all. A key focus of the Plan is improving the accessibility of businesses through development of skills and knowledge in the sector and through support for businesses to invest in upgrades that make their venues more inclusive.

Integrated Transport Strategy (in progress)

The City of Adelaide is developing an Integrated Transport Strategy to consider the way people access the city and move within it, including identifying priority infrastructure investment and promoting a better walking experience.

International Engagement Plan

A modern, prosperous city needs to be globally connected. The ability to create and maintain strong international relationships is critical to remaining relevant and building competitive advantage. Adelaide is a diverse and multicultural city with many international connections across a broad range of sectors and has developed an International Engagement Plan to support its international relationships.

Reconciliation Action Plan (draft)

The City of Adelaide is developing its eleventh Reconciliation Action Plan 2024–2027 which includes a focus on Aboriginal art, storytelling and interpretation, Aboriginal employment, leadership and development, and Aboriginal and Torres Strait Islander enterprises.

AEDA Strategic Plan (in progress)

AEDA is developing a Strategic Plan to focus its strategic operations in line with its Charter. The annual activities of AEDA are set out in its Annual Business Plan and Budget.

ACMA Strategic Plan

The ACMA Strategic Plan 2023–2028 sets out the focus for the Adelaide Central Market Authority to grow the market by attracting more residents, visitors and workers who shop regularly, in line with its Charter. The annual activities of ACMA are set out in its Annual Business Plan and Budget.

City of Adelaide Strategic Plans

Long Term Planning	Strategic Planning	Short Term Planning
Facilitated through Council's suite of Strategic Management Plans (SMPs), which are reviewed through each Council Term.	Articulates further detail to support long-term planning and align with decisions of Council, legislative requirements and community services.	Outlines what and how Council will deliver in the immediate future, including actions plans, budgets and subsidiary plans.
This looks like:	Examples:	Examples
Strategic Plan	Council Strategies and Plans	Council Action Plans
Our Economy	Economic Development Strategy	AEDA BP&B
City Plan Asset Management Plans Long Term Financial Plans	Integrated Climate Strategy Property Strategy Housing Strategy	Business Plan and Budget Reconciliation Action Plan Subsidiary Plans and Budgets



Contact Details

City of Adelaide

25 Pirie Street, Adelaide SA 5000

E: customer@cityofadelaide.com.au

W: cityofadelaide.com.au

P: (08) 8203 7203

Open Monday to Friday from 8.30am to 5.00pm

Adelaide Visitor Information Centre

25 Pirie Street, Adelaide SA 5000

E: visitor@cityofadelaide.com.au

W: experienceadelaide.com.au/visitor

P: (08) 8203 7611

Open Monday to Friday from 9.00am to 5.00pm

Adelaide Economic Development Agency

25 Pirie Street, Adelaide SA 5000

E: business@aedasa.com.au

W: aedasa.com.au

W: experienceadelaide.com.au

P: (08) 8203 7499

Adelaide Central Market Authority

44/60 Gouger St, Adelaide SA 5000

W: adelaidecentralmarket.com.au

E: admin@adelaidecentralmarket.com

P: (08) 8203 7494

Open Tuesday to Saturday various hours





City of Adelaide

25 Pirie Street
Adelaide SA 5000

P (08) 8203 7203

W cityofadelaide.com.au

City Plan - Adelaide 2036 for Endorsement

Strategic Alignment - Our Places

Public

Tuesday, 3 September 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 of the City Plan provided in **Attachment A**, which incorporates consultation feedback on the draft City Plan.

On 11 June 2024, the Council endorsed the draft City Plan for public consultation ([Link 1](#)). The consultation opened on 18 June 2024 and closed on 16 July 2024.

Consultation feedback was considered by the City Planning, Development and Business Affairs (CPDBA) Committee on 6 August 2024 ([Link 2](#)) and noted by Council on 13 August 2024.

In response to Council Member feedback from the August Committee and Council meetings, the Consultation Summary Report has been revised to provide further detail of how the feedback received has been integrated into the final City Plan (**Attachment B**).

The proposed amendments to the final City Plan summarised by each section of the City Plan and provided in ([Link 3](#)). The full engagement report is included in ([Link 4](#)).

Key changes to the City Plan include:

- Increasing existing references to human centred design throughout the spatial plan, with additional references throughout the City Plan that the strategies and actions are centred around the human experience and making the city more attractive for people to live, work and spend time in.
- Acknowledging the importance of residents, workers and visitors to the city and the opportunities for investment and business growth.
- Commentary in the Local Area Framework has been strengthened regarding:
 - Local and State Heritage Places
 - Locally significant places and elements and built form
 - Role of main streets and precincts
 - Role of students and visitors
 - Role of small business
 - The night time economy.
- Refinement of language throughout including substitution of some technical planning language and the addition of a glossary of key terms.

Priority actions for implementation in 2024/25 have been identified that align with the City of Adelaide Strategic Plan 2024-2028 and the 2024/25 Annual Business Plan and Budget.

RECOMMENDATION

The following recommendation will be presented to Council on 10 September 2024 for consideration

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

THAT COUNCIL

1. Endorses the City Plan – Adelaide 2036 as contained in Attachment A to Item 7.2 on the Agenda for the City Planning, Development and Business Affairs Committee held on 3 September 2024.
 2. Notes the updated Consultation Summary for the draft City Plan – Adelaide 2036 as contained in Attachment B to Item 7.2 on the Agenda for the City Planning, Development and Business Affairs Committee held on 3 September 2024.
 3. Authorises the Chief Executive Officer or delegate to make minor and technical amendments to the document contained in Attachment A to Item 7.2 on the Agenda for the City Planning, Development and Business Affairs Committee held on 3 September 2024 for the purpose of finalising the document for publication.
-

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. Council's November 2023 submission to the draft Greater Adelaide Regional Plan (GARP) discussion paper recommended the City Plan inform the draft GARP.
Consultation	Community consultation was undertaken throughout 2023/24 via the City Plan Studio, and 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. The Boards of the Adelaide Economic Development Agency and the Kadatilla / Adelaide Park Lands Authority were briefed on the draft City Plan during its development. Public consultation on the draft City Plan opened on 18 June 2024 for a 4-week period until 16 July 2024. The consultation outcomes were presented to Council on 13 August 2024.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	The City of Adelaide is working collaboratively with State Government Agency, Planning and Land Use Services (PLUS), on developing the City Plan and its relationship with the State Government’s development of the GARP. The City Plan has been nominated for various National Awards.
24/25 Budget Allocation	Not as a result of this report
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The City Plan responds to Council’s commitment to a spatial plan for the city and responds to Council’s residential growth target of 50,000 people by 2036. It has a 10-year planning focus, with a series of implementation initiatives, including a Code Amendment Program.
24/25 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 concluded on 30 June 2024.

DISCUSSION

Background

1. On 11 June 2024, the Council endorsed the draft City Plan for public consultation ([Link 1](#)). The consultation opened on 18 June 2024 and closed on 16 July 2024.
2. The consultation outcomes were presented to Council on 13 August 2024 ([Link 2](#)). This included identifying the key themes arising from the consultation and providing high level detail of how the feedback would inform the final City Plan for endorsement.
3. In response to feedback received at the August 2024 CPDBA Committee and Council meetings, the Consultation Summary Report has been reviewed and more detailed responses to each submission have been provided to clarify how the feedback has been incorporated into the final City Plan. This updated Consultation Summary Report is provided as **Attachment B**.
4. The City Plan has been developed with extensive stakeholder and community engagement through the 2 week City Plan Studio and forums in September 2023, the pin-drop survey and focus groups in March and April 2024 and the open consultation from June to July 2024. These engagements resulted in:
 - 4.1. 5661 'aware' participants, and
 - 4.2. 666 'engaged' visitors who contributed feedback to one of the processes.

Proposed Changes to City Plan

5. The purpose of this report is to seek Council endorsement on the City Plan – Adelaide 2036 provided in **Attachment A**, which has been updated and reviewed to incorporate feedback received through the consultation on the draft City Plan.
6. A table of changes to the draft City Plan is provided to assist Council with its consideration of the City Plan ([Link 3](#)). The changes are based on consultation and Council Member feedback as well as internal Administration review.
7. Key changes include:
 - 7.1. Increased recognition throughout the City Plan that the strategies and actions are centred around the human experience and making the city more attractive for people to live, work and spend time in.
 - 7.2. Acknowledging the importance of residents, workers and visitors to the city and the opportunities for investment and business growth.
 - 7.3. Commentary in the Local Area Framework has been strengthened regarding:
 - 7.3.1. Local and State Heritage Places
 - 7.3.2. Locally significant places and elements and built form
 - 7.3.3. Role of main streets and precincts
 - 7.3.4. Role of students and visitors
 - 7.3.5. Role of small business
 - 7.3.6. The night time economy.
 - 7.4. Refinement of language throughout including substitution of some technical planning language and the addition of a glossary of key terms.
8. The full engagement report, including verbatim responses is included in ([Link 4](#)).

Priority actions for 2024/25

9. As outlined in the City Plan's Implementation Plan, the following are the priority actions in the 2024/25 financial year:
 - 9.1. Submission to Greater Adelaide Regional Plan
 - 9.1.1. The State Planning Commission has indicated that the Greater Adelaide Regional Plan (GARP) will be released for public consultation in mid-September 2024.
 - 9.2. Code Amendment Program – Catalyst site policy review
 - 9.2.1. The Catalyst Site Policy Review Code Amendment will be undertaken in collaboration with the State Planning Commission in accordance with the State Government's Response to the Planning System Implementation Review.

- 9.3. City of Adelaide Digital Explorer (CoADE)
 - 9.3.1. CoADE will be rolled out internally for key users as part of the City Plan's implementation and ongoing use by the CoA.
 - 9.4. Light Square/Wauwi Master Plan
 - 9.4.1. The Light Square/Wauwi Master Plan will be released for public consultation in September 2024.
 - 9.5. Integrated Transport Strategy
 - 9.5.1. The City Plan will inform the development of the Integrated Transport Strategy due for consultation early in 2025.
 - 9.6. Accelerated Greening Program
 - 9.6.1. The City Plan will inform the Accelerated Greening Program.
 - 9.7. It should also be noted that the Adelaide Park Lands Management Strategy (digital version) has been developed off the methodologies utilised in the creation of the City Plan and CoADE to allow complementarity of these platforms and the ability to integrate the digital data for future analysis and digital representations of the City and the Park Lands.
10. The City Plan has been awarded the Community Impact Award at the Geospatial Excellence Awards through the Geospatial Council of Australia (GSA) at the Adelaide Convention Centre on Friday, 16 August 2024.
 - 10.1. The award to the Spatial Systems Team (SST) recognises the collaboration involving our Park Lands, Policy & Sustainability team and the Marketing and Communications team, the integration of 400 GIS data layers, utilising the in-house Esri suite of software including Urban, Experience Builder, Survey 123, Story Maps, and ArcGIS Pro.

Next Steps

11. Pending Council's decision on the City Plan – Adelaide 2036, the document will be finalised and made public on the City of Adelaide website.
12. The City Plan will inform the City of Adelaide's submission to the draft Greater Adelaide Regional Plan (GARP), as recommended in the Council's November 2023 submission to the GARP discussion paper.
13. Implementation of the outcomes sought in City Plan will commence in 2024/25, noting that City Plan is a 10 year plan and implementation is subject to the Annual Business Plan and Budget process and prioritisation by Council.

DATA AND SUPPORTING INFORMATION

Link 1 – [City Planning, Development and Business Affairs Committee – Agenda – Tuesday, 4 June 2024](#)

Link 2 – [City Planning Development and Business Affairs Committee – Agenda – Tuesday, 6 August 2024](#)

Link 3 – [Table of changes arising from consultation on the draft City Plan, Adelaide 2036](#)

Link 4 – [Engagement report on the draft City Plan, Adelaide 2036](#)

ATTACHMENTS

Attachment A – City Plan – Adelaide 2036 for endorsement

Attachment B – Consultation summary report, draft City Plan, Adelaide 2036

- END OF REPORT -



OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.

September 2024



Acknowledgement of Country

The City of Adelaide and Arup acknowledge that we are located on the traditional Country of the Kurna people of the Adelaide Plains and pay respects 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 27.08.2024

Project Team

City of Adelaide

Arup

Aboriginal Urban Development

URPS

City of Adelaide

25 Pirie Street

Adelaide, South Australia, 5000

cityofadelaide.com.au

Arup

Mezzanine Floor, 182, Victoria Square

Adelaide SA 5000

Arup.com

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
REVISED DRAFT	23/08/2024	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 handwritten signature in white ink that reads "Jane Lomax Smith". The signature is fluid and cursive.

Dr. Jane Lomax Smith
Lord Mayor of Adelaide

Executive Summary

Cities are for people and play a significant role in our quality of life and community connections. Through thoughtful planning and design of urban spaces, the City Plan reveals Adelaide's potential to be a liveable city where neighbourhoods, streets, urban centres and the Adelaide Park Lands are places that support all communities to thrive.

City Plan – Adelaide 2036 is the spatial plan of our city that communicates how the City of Adelaide will grow and develop to create a better experience for a growing resident, business and visitor population.

It is informed by a significant body of research, city wide spatial analysis developed and distilled from over 400 datasets, and stakeholder engagement. From these datasets we have developed metrics to analyse and measure outcomes and progress in relation to the improvement of city user experiences. These metrics will be used to assess, track and monitor outcomes and growth across the city.

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

Achieving sustainable growth will require 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 we will incorporate the full housing spectrum including market, affordable and social housing. Focus on the 'missing middle' (medium density housing) will bridge the gap between low and high density housing across the city. Adaptive reuse will be the first consideration to support repurposing underutilised buildings and improve 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 leverage investment, the City Plan identifies city and state significant strategic sites, places and priority areas, such as North Terrace with its investment in Lot Fourteen, Festival Plaza, the Biomedical Precinct and the newly merged Adelaide University. Further investment in underutilised sites in public and private ownership has the potential to contribute to housing, infrastructure and amenity through new mixed use projects.

Our local area framework provides an urban design strategy for local neighbourhoods and the city's main streets. It identifies opportunities for investment in greening, technology, public realm, amenity, and social and civic infrastructure, as well as underutilised sites.

Environmental sustainability is a cornerstone of the City Plan. As our population grows and temperatures increase, the role of green spaces as cool refuges and connections will increase in importance. City Plan will create cooler, greener streets by connecting the City Squares to one another and the Adelaide Park Lands.

Attention to transport and connections will help drive this environmental change. City Plan emphasises the importance of a well-connected and efficient transportation network, with a focus on shifting mode to active transport and greater transport diversity. The City Plan will elevate the potential of our streets and laneways for social connection, business activation and active transport. It will activate more north-south streets and laneways, including extending the Riverbank to Adelaide Central Market pedestrian link all the way to South Terrace. It will connect the Southern Adelaide Park Lands to the East End via Hutt Street, and create 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. The City Plan's focus on transport diversity and improving pedestrian and walkable experiences will be complemented by improvements to support active transport, cycling and e-mobility.

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, connecting 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.

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

As a city of neighbourhoods, Adelaide's City Plan prioritises the enhancement of the many individual identities and places within the broader city. It will do this through principles and opportunities for investment that reflect the characteristics important to the residents, workers and visitors to each neighbourhood. Neighbourhood design also focuses on housing diversity catering to a range of needs and demographics, along with the public realm and social infrastructure needs of our residents, visitors and businesses.

Public transport options and investigations will be progressed with our partners in the medium and longer term through explorations into a public transport 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 monitor the role of cars and vehicular movements in our transport diversity, along with the increasing infrastructure needs of electric vehicles of all sizes.

In implementing the City Plan, the City of Adelaide will play multiple roles as lead, partner, facilitator, advocate and regulator.

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 at a city scale and a local area framework for future growth at a neighbourhood level.
2. The **City of Adelaide Digital Explorer** (CoADE) is a dynamic digital mapping 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 wellbeing 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:** Transport 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 the City Plan which focuses on increasing green spaces and streets throughout the city and the Adelaide Park Lands.



Transport 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 transport 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 embeds place-based objectives for growth.



Housing Diversity for a Growing Population

The City Plan supports diversity in housing options and neighbourhood design and caters 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 city's growth potential and target policy change 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 (SA)*, and the Greater Adelaide Regional Plan (GARP). This approach ensures that the City Plan serves as a strategic document informing future amendments to the State Government's Planning and Design Code (Code Amendments) and planning policy, effectively guiding development and growth in accordance with regional priorities.

Local Area Framework

The local area framework sets out strategies for local neighbourhoods 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 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 the City of Adelaide will:

- **Lead** – invest time and/or resources
- **Partner** – actively seek partnership opportunities
- **Facilitate** – utilise levers available to support implementation
- **Advocate** – seek out support and/or partners to undertake state or nationally significant actions
- **Regulate** – 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 the 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 policy and investment.

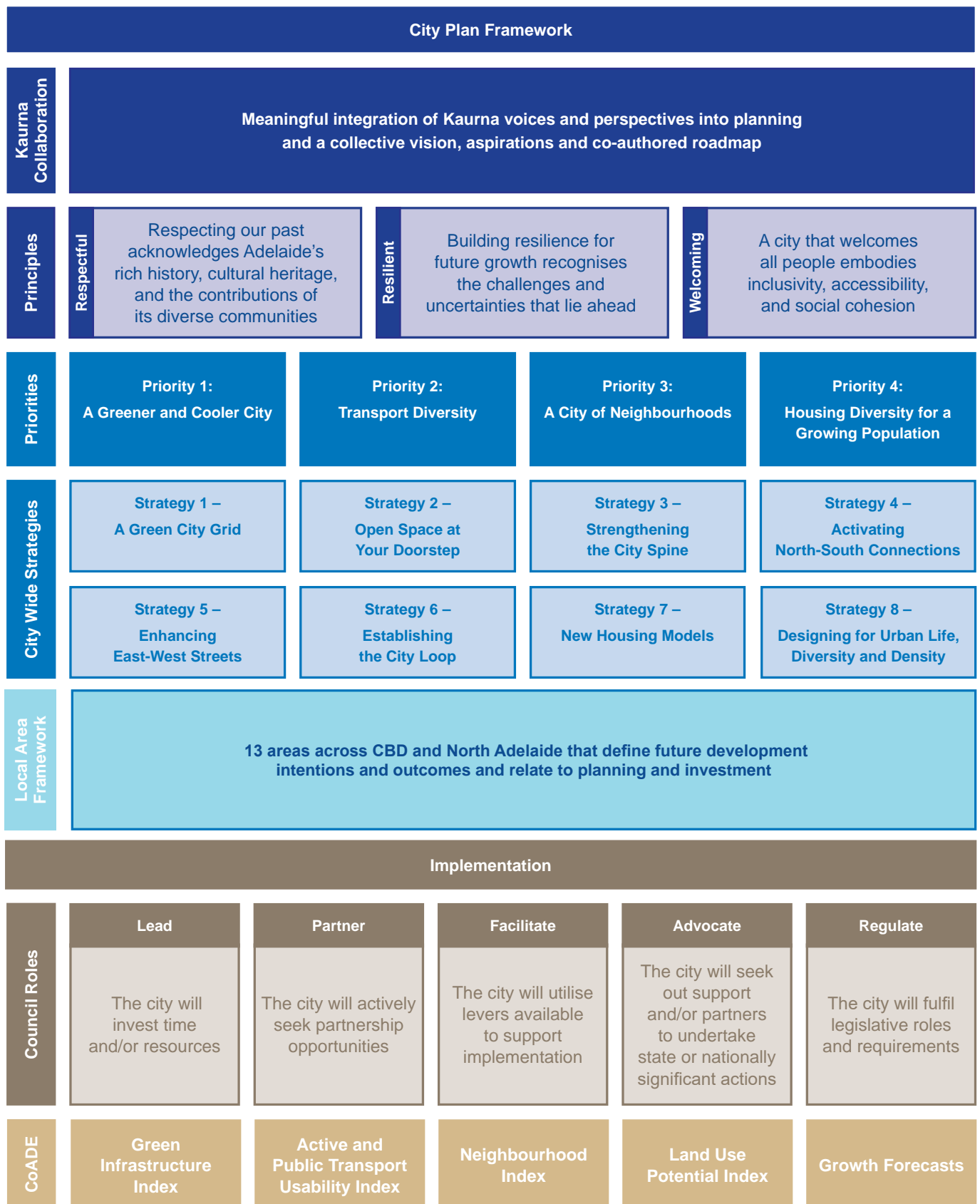


Figure 1.1 City Plan Structure – Plan on a page

Introduction

Role of the City Centre in Greater Adelaide

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

The primacy of the city centre in Greater Adelaide has an important role in leading the direction of and supporting the growth of South Australia. It's role 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 add to the city's attraction. The city hosts the Royal Adelaide Hospital, Biomedical Precinct currently home to SAMHRI, Australian Bragg Centre and the future new Women's and Children's Hospital, Lot Fourteen Innovation Precinct as well as premier destinations for learning, entertainment, recreation and sporting activities.

Surrounded by the Nationally Heritage Listed Adelaide Park Lands, the city has access to open public green spaces; a green belt for nature, 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 an open space that connects the city to the surrounding suburbs. They are also home to the Adelaide Botanic Gardens and Botanic Park/Tainmuntilla.

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.





Our Future Adelaide

The City of Adelaide is a liveable city designed for its people, their quality of life, experience and feeling of connection.

The *City Plan - Adelaide 2036* envisions a thriving, sustainable, and inclusive city, where history and innovation harmonise to create a vibrant urban environment for all. It is a plan that respects our past and aims to build resilience for future growth, to create a city that welcomes all people.

Adelaide will be an exemplar of resilience, embracing a diverse population of 50,000 residents and fostering a community that welcomes people of all ages, cultures and socio-economic backgrounds.

The City Plan champions diversity in housing, providing a full spectrum of options from market to affordable and social housing. Medium density developments will bridge the gap between low and high density areas, while adaptive reuse strategies will breathe new life into underutilised buildings, preserving our heritage and reducing our carbon footprint.

Strategic investment in main streets and strategic sites will stimulate growth, revitalising underutilised areas into dynamic hubs of activity. Our local area framework will tailor urban design strategies to the unique characteristics of Adelaide's 13 neighbourhoods, enhancing the identity and vibrancy of each.

Environmental sustainability will be at the core of city growth. We will reduce car dependency by promoting diversity in the transport system, encouraging walking, cycling, and the use of e-mobility solutions.

Adelaide's central urban spine will link North Adelaide to the CBD, connecting key attractions and fostering social and business interactions. North-south streets and laneways will become lively corridors for pedestrians and businesses, while east-west streets will ensure seamless mobility across the city. A potential public transport loop will provide efficient, transit-led growth, enhancing connectivity and supporting vibrant neighbourhoods.

We will create an 'urban forest' by increasing green spaces and tree canopy coverage, transforming streets into cooler, greener corridors. These green spaces will serve as vital cool refuges, mitigating the effects of rising temperatures.

Connections between the Adelaide Park Lands and the city will be strengthened, creating seamless links that enhance access and usability, thereby improving amenity and liveability for existing and new residents and visitors to the city. Our City Squares, while respecting their historical significance, will be reimaged as active and passive open spaces for residents, workers, businesses, and visitors. The Squares will be interconnected, providing continuous green and recreational spaces throughout the city.

In implementing its spatial vision, the City of Adelaide will lead, partner, facilitate, advocate, and regulate to ensure the city evolves into a resilient, inclusive, and dynamic metropolis, ready to meet the challenges and opportunities of the future.

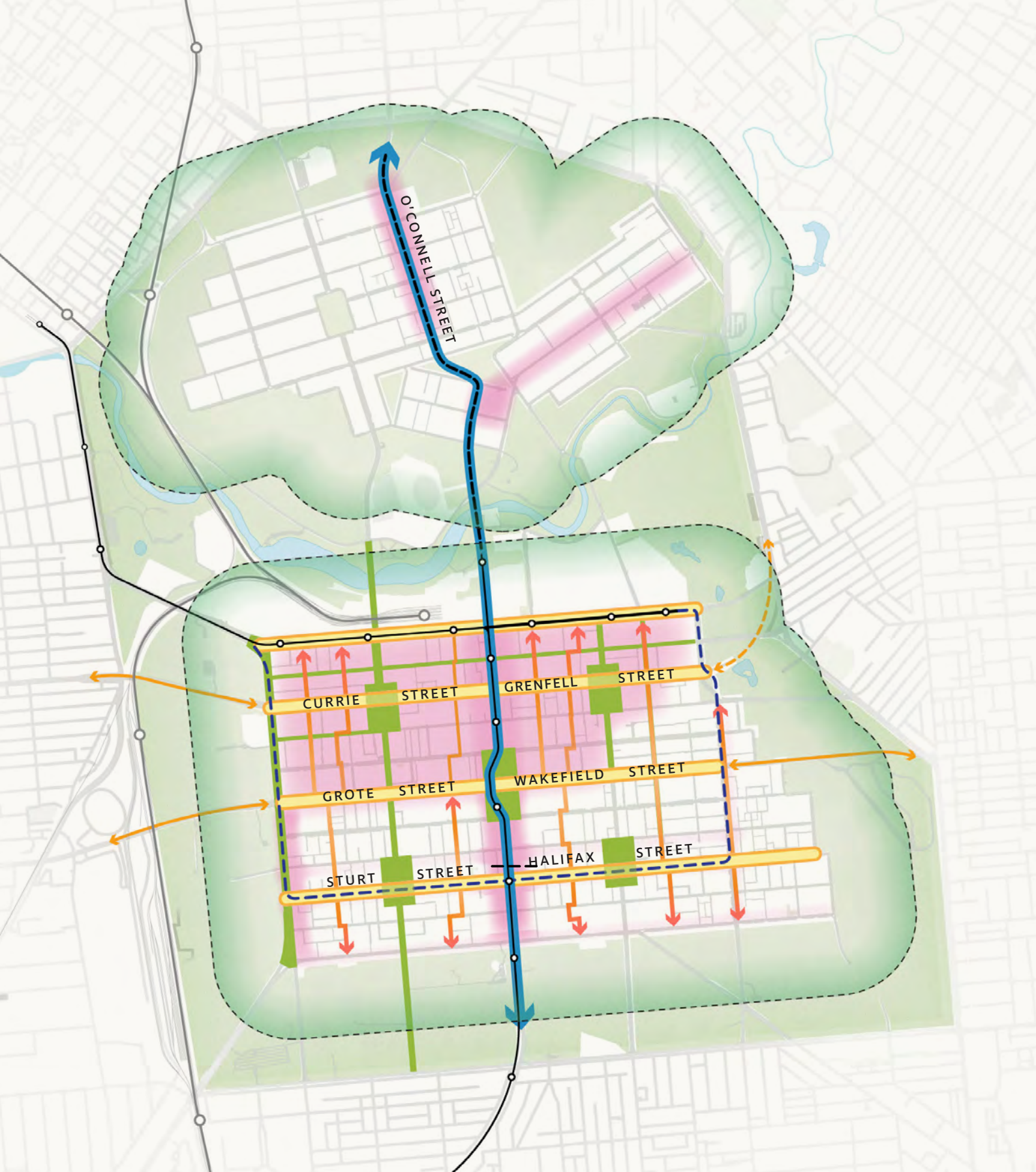


Figure 1.2 City Wide Strategies

- 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
- Potential City Loop
- Strategic Sites and Places

The Case for Investment and Value Creation



Successful cities around the world have strong residential populations living locally. State-wide there is a projected population increase of 730,000 residents requiring 300,000 new dwellings by 2051. The City of Adelaide is committed to contributing to this growth through policy and investment to support doubling of the city's resident population (above current forecast growth), from 26,000 to 50,000 by 2036.

Land supply studies for the city identify more than enough privately held land to meet future development demand. The City Plan aims to ensure planning policies incentivise and deliver 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 through adaptive reuse, whilst considering heritage, city built form character and the delivery of social infrastructure for a growing population.

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.

The City Plan's focus on improving transport diversity and creating pedestrian streets provides the opportunity to reduce the reliance on personal vehicle ownership (and use) by residents in the city. International studies report that urban design features that 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 more people walking on city streets 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 through ease of access to businesses, health benefits through a more active lifestyle in a 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.

"An effective city needs to be constantly evolving and adapting."

Jane Jacobs



Images (clockwise from top left):
Merri Northcote;
Nightingale 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 make the city liveable and contribute to its liveability, sustainability, and inclusivity:

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

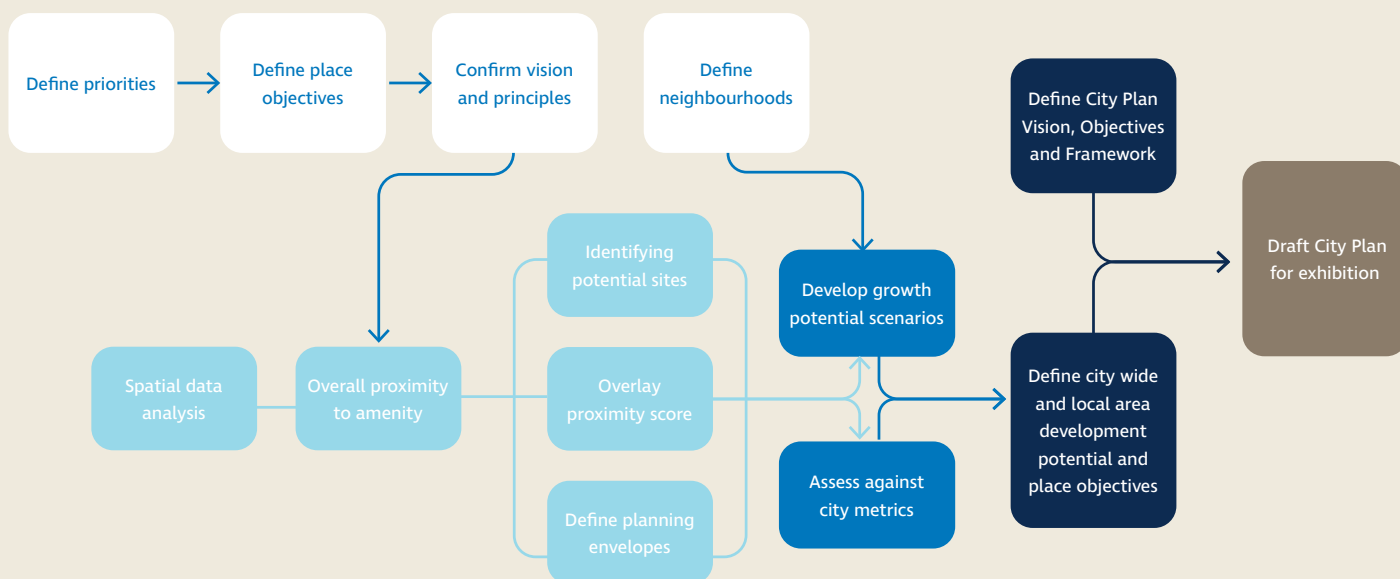
By applying a 'walkability rating' for each allotment in the city, a measure of areas with higher or lower proximity to services was created. This is referred to as the 'proximity' score, which will appear throughout the City Plan as a metric to assess and monitor progress.

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 public engagement (March to May 2024).

Figure 1.3 City Plan Process and Methodology



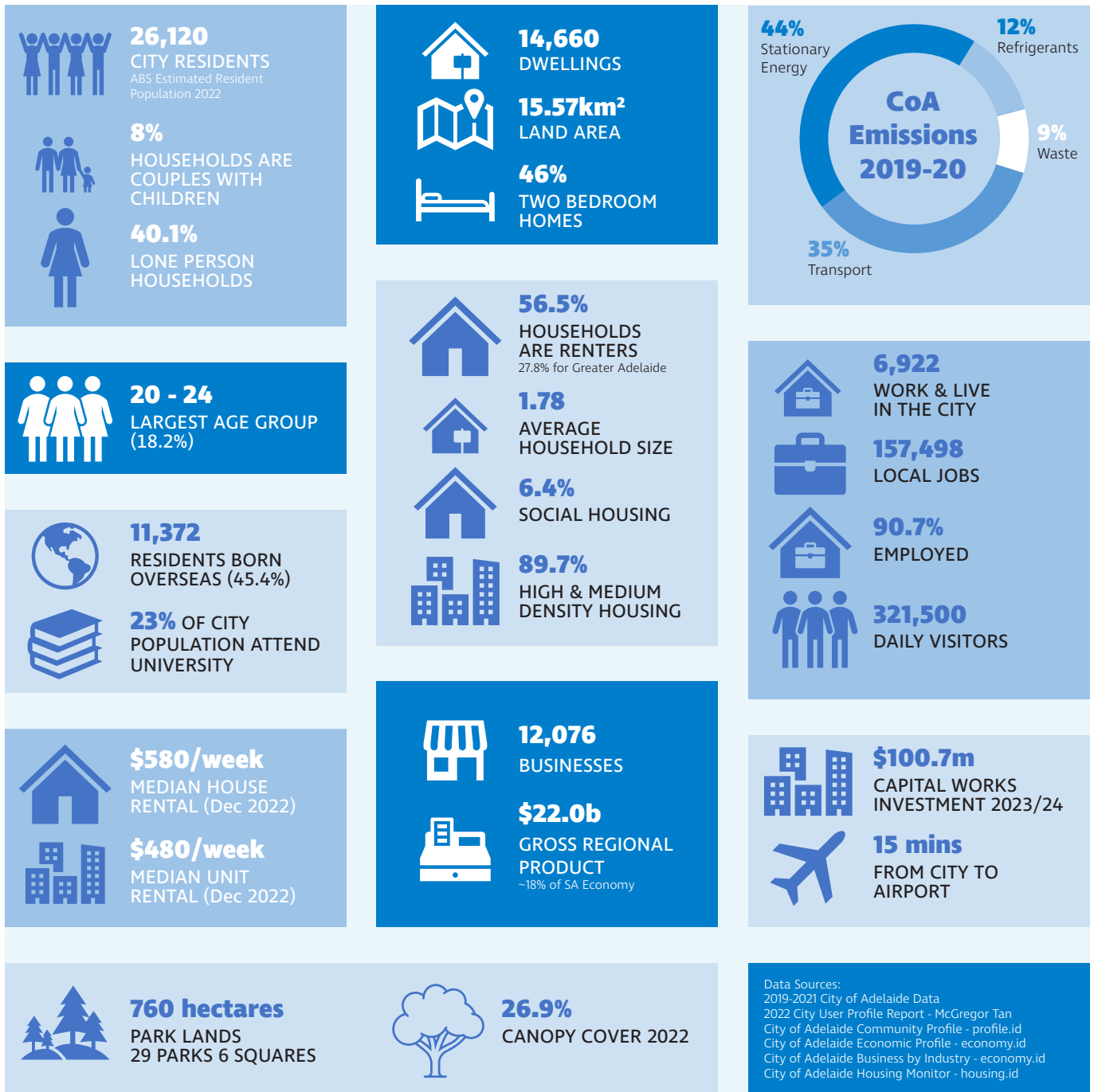


Figure 1.4 Base datasets used to inform the City Plan

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 the South Australian planning system. They 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 16 State Planning Policies, providing additional focus and relevance to these at a local government 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 to 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 its contribution 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:

1. People, Housing and Liveability
2. Productive Economy
3. Natural Resources, Environment and Landscapes
4. 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.

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 the improved prosperity and wellbeing of all South Australians.

City of Adelaide Strategies

Strategic Plan 2024-2028

Our Adelaide. Bold. Aspirational. Innovative.

As the capital city of South Australia, Adelaide has a vital role to play in shaping the future of our state. 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 City of Adelaide aims to achieve over the next four years. This includes the ambition for a residential population of 50,000 by 2036.



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. The Strategy emphasises the city’s commitment to creating more equitable and sustainable streets through integrated land use and transport planning that enhances the 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 Stretched Reconciliation Action Plan, Disability Access and Inclusion Plan, Heritage Strategy and Action Plan, 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 perspectives and knowledge from Aboriginal and Torres Strait Islander people 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 the perspectives and knowledge of Aboriginal and Torres Strait Islander people into city 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 Karrairra 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 their past and to their traditions, instilling an ongoing respect for their land.

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

Kurna Collaboration

The City Plan has been developed with input from Aboriginal and Torres Strait Islander 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 Collaborate	Primary locations	Karra Wirra Pari and its surrounding Park Lands included. All current and future development within 250m from the banks of the river.
Collaborate and Involve	Secondary locations	All surrounding Park Lands, including Tarndanyangga (Victoria Square), Light Square, Whitmore Square, Hindmarsh Square and Hurtle Square.
Involve and Consult	Third tier of locations	<ul style="list-style-type: none"> Registered and/or known Aboriginal sites within the City of Adelaide. Recognised landmarks, streets, buildings and known locations. Recognised monuments, impacts, moments and stories associated to First Nations and Kaurna history, culture, and stories.
Consult and Inform	Fourth tier of location	All other development including major build development, location or site/ places where the integration of First Nations and Kaurna culture can be built upon.

Figure 1.6 The above table highlights where Kaurna Yerta Aboriginal Corporation (KYAC) and First Nations interests within the City of Adelaide's planning and development processes may occur.

What is IAP2

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

Guiding Principles

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

Culture

KYAC will strive to uphold their cultural obligations as it relates to Caring for Country for future generations. KYAC aim to restore, revitalise and reconnect our traditional cultural

customs and practices, and finally to maintain this connectivity for the future by ensuring Kaurna are not frozen in time.

Partnerships

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

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

Caring for Country

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

This also includes:

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

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

Kaurna Traditional Knowledge

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

Economics

Care for the economic and social development of Kaurna People on Kaurna Land is a shared responsibility. KYAC and Kaurna people will exercise their right to pursue Kaurna economic and social development. The City of Adelaide and other government agencies are strongly encouraged to take reasonable actions to include KYAC and Kaurna 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 Kaurna people will be increasingly recognised as the original owners of this Country with ongoing rights and obligations, and seen not only as traditional owners but also as contemporary and future managers.
- KYAC and Kaurna will have their intellectual and cultural property rights respected in all activities that relate to looking after Country.
- KYAC and Kaurna's partners and stakeholders will have a greater understanding and appreciation of Kaurna's cultural values and responsibilities, and how supporting this relationship can make a strong positive contribution to the health and wellbeing of the broader community.

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



Urban Design Framework





Urban Design Framework

The City Plan is underpinned by 3 principles: respecting our past, building resilience for future growth, and a city that welcomes all people.

There are 4 City Plan priorities for sustainable growth in the city and 8 city wide strategies that aim to implement these principles.



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:

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

To enhance city performance, the City of Adelaide is using an evidence-based index to measure the walking proximity 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. Fifteen minutes

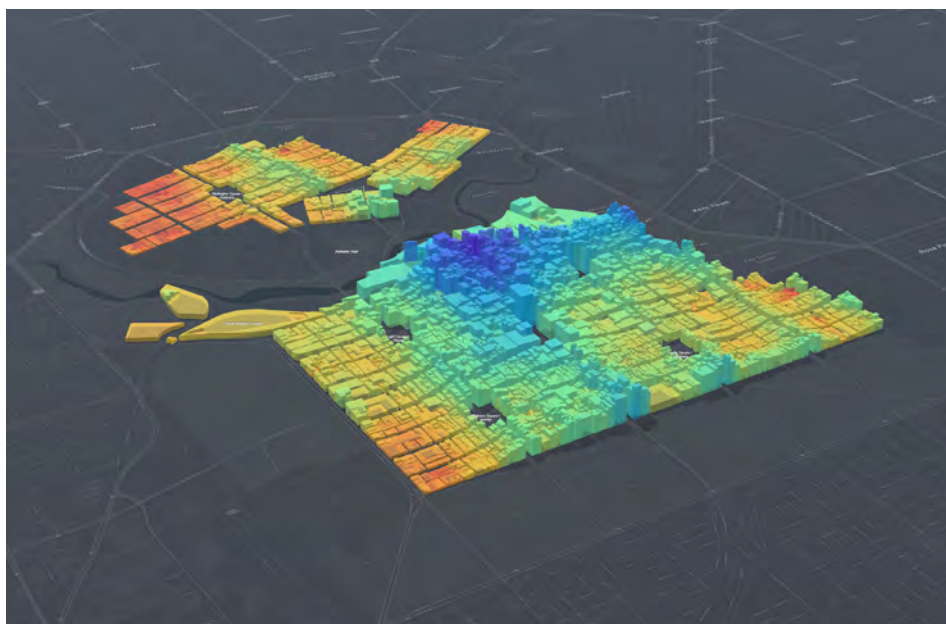
represents a well-established average for how far people are willing to walk (or wheel) before they choose another form of transportation. With improvements in pedestrian infrastructure, amenity and greening, people may walk (or wheel) for longer distances.

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

The Overall Proximity 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.

Refer to City Plan Stage 1 and Stage 2 Report for further information on the City Plan methodology and the Proximity to Amenity Analysis.



Score
Low
Medium
High
Very High

Figure 3.2 Analysis of overall proximity to amenity within the city

City Plan Priorities

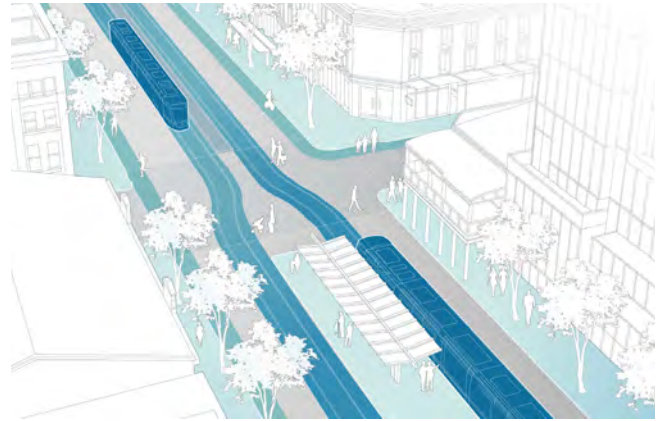
The Urban Design Framework identifies where population growth should be accommodated in the City of Adelaide while still enabling access to services, amenity, and quality open space.

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 supported by water sensitive urban design principles.



Transport 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 transport 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

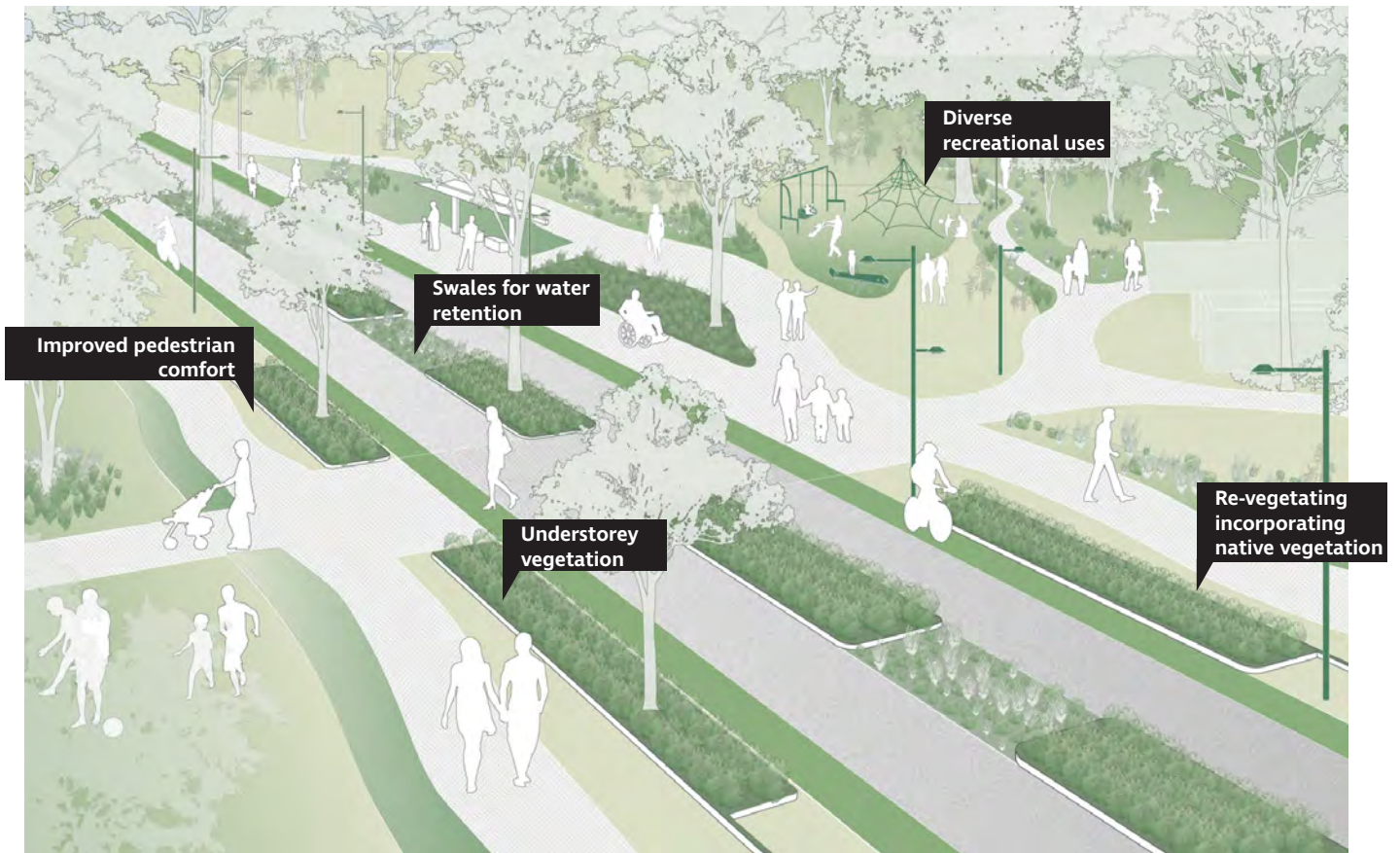


Figure 3.3 Principles for promoting a greener cooler city

As the population grows and temperatures increase, the role of green spaces as cool refuges and connections to make the city a more pleasant place for people to live in and visit is 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 for residents 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 provides 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.

Maintaining the existing and expanded open space network and green spaces will follow water sensitive urban design principles and sustainable water management planning.



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 in Figures 3.4 and 3.5 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 monitoring the impacts of future greening initiatives.

The index considers 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.

For further information on the City Plan methodology and the Proximity to Amenities Analysis, refer to the City Plan Stage 1 and Stage 2 Report.

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

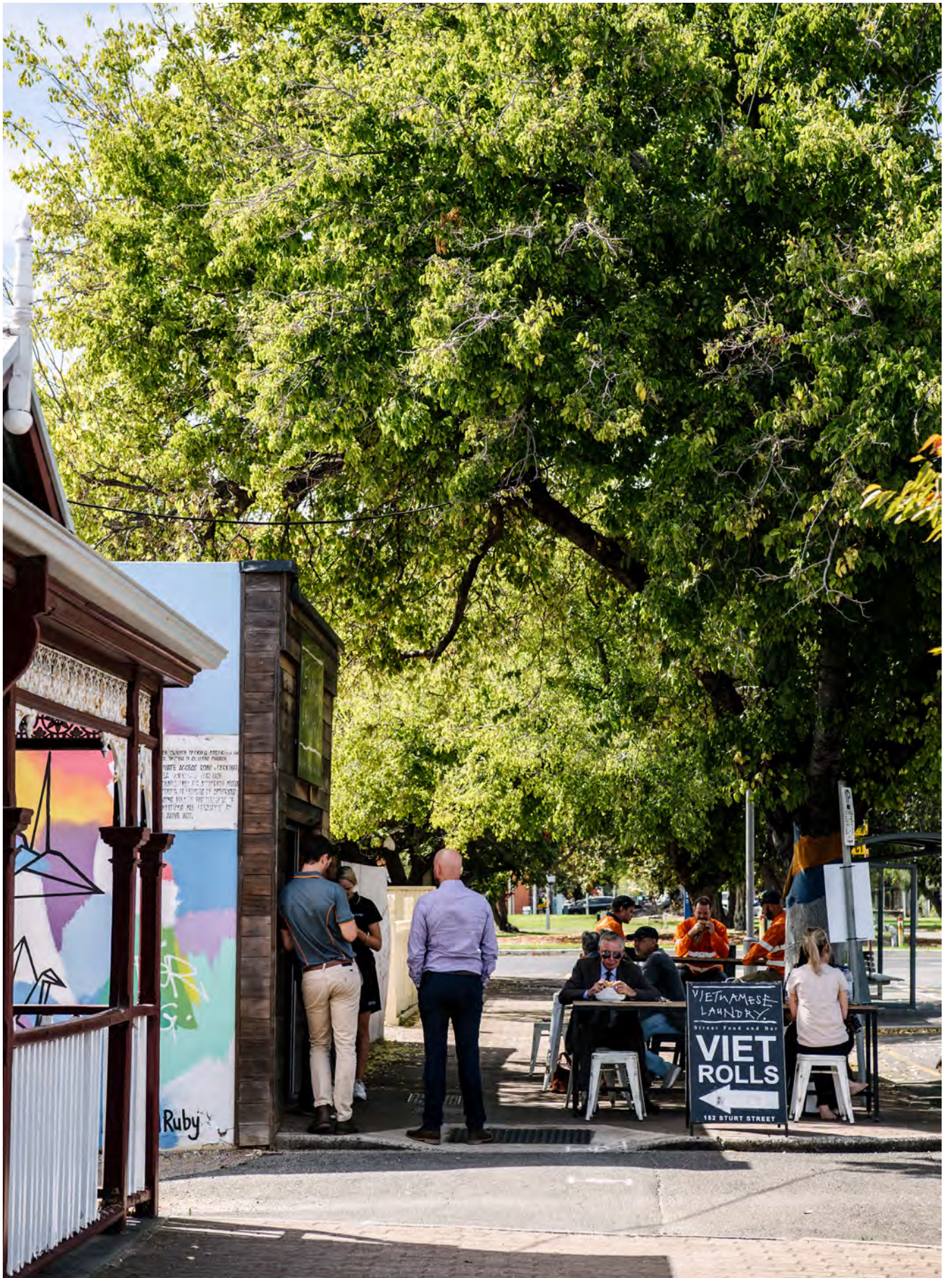
The City Plan communicates where we need to create cooler, greener streets by connecting our City Squares to one another and the Adelaide Park Lands, through green infrastructure.

The Greener and Cooler City Strategy focuses on reimagining our streets to address the community's needs and build resilience to 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 access to public transport. Additionally, the City Plan highlights existing open spaces which should be prioritised to deliver enhanced green infrastructure, through tree planting and enriching biodiversity.



Transport Diversity

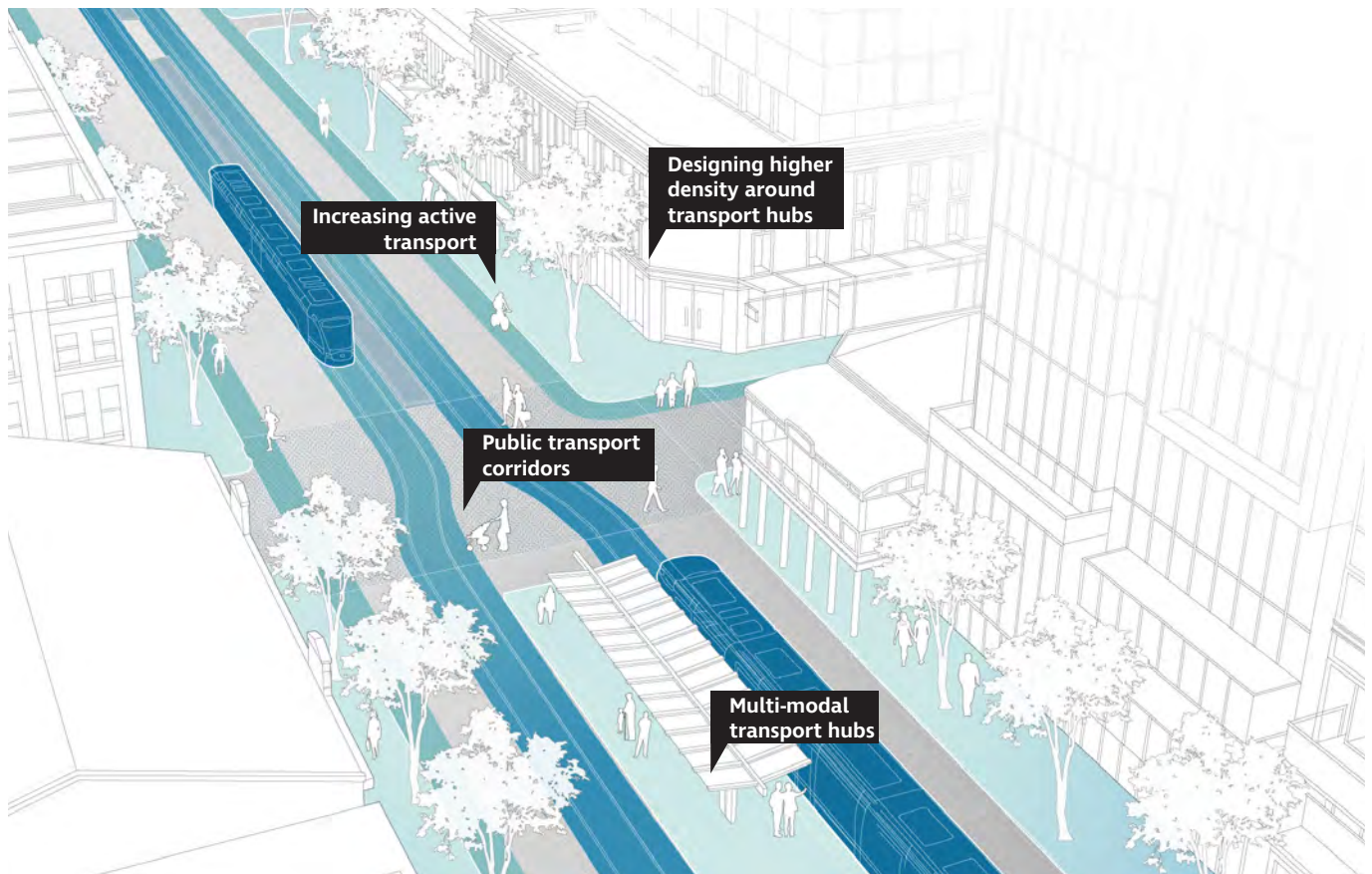


Figure 3.8 Principles for promoting transport diversity with an indicative approach using the light rail option

The city boasts key attractions in North Adelaide and the Central Business District (CBD) which can be better connected to a broader range of people and support local business 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 of 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 the capacity for significant growth and currently provide below the city average public transport access.

The City Plan 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.

The City Plan supports investigation of the 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 availability is low. This aims to optimise connections to cycle networks that connect into the city from the inner suburbs.

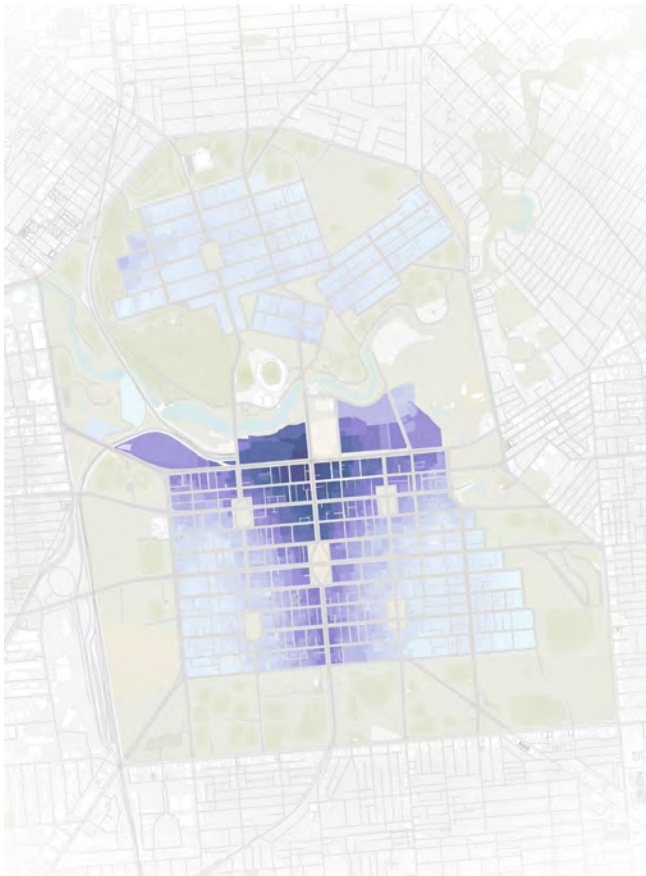
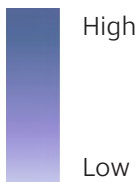


Figure 3.9 Public transport accessibility



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 supports the prioritisation of public transport, cycling, and walking. The index draws on public transport connectivity mapping and cycling connectivity mapping to provide insights into existing active and public transportation options, and identify priority areas for future street upgrades.



Figure 3.10 Active and public transport usability index (Existing)



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.

For further information on the City Plan methodology and the Proximity to Amenities Analysis, refer to the City Plan Stage 1 and Stage 2 Report.

Transport Diversity



Figure 3.11 Existing typical street



Figure 3.12 Potential public and active transport corridor with the light rail option

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 transport 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. This 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 advocacy for public transport service provision and infrastructure, such as a public transport loop continue a focus on sustainable movement. Transport diversity will be considered in the context of city growth and connecting neighbourhoods and places across the city.



A City of Neighbourhoods

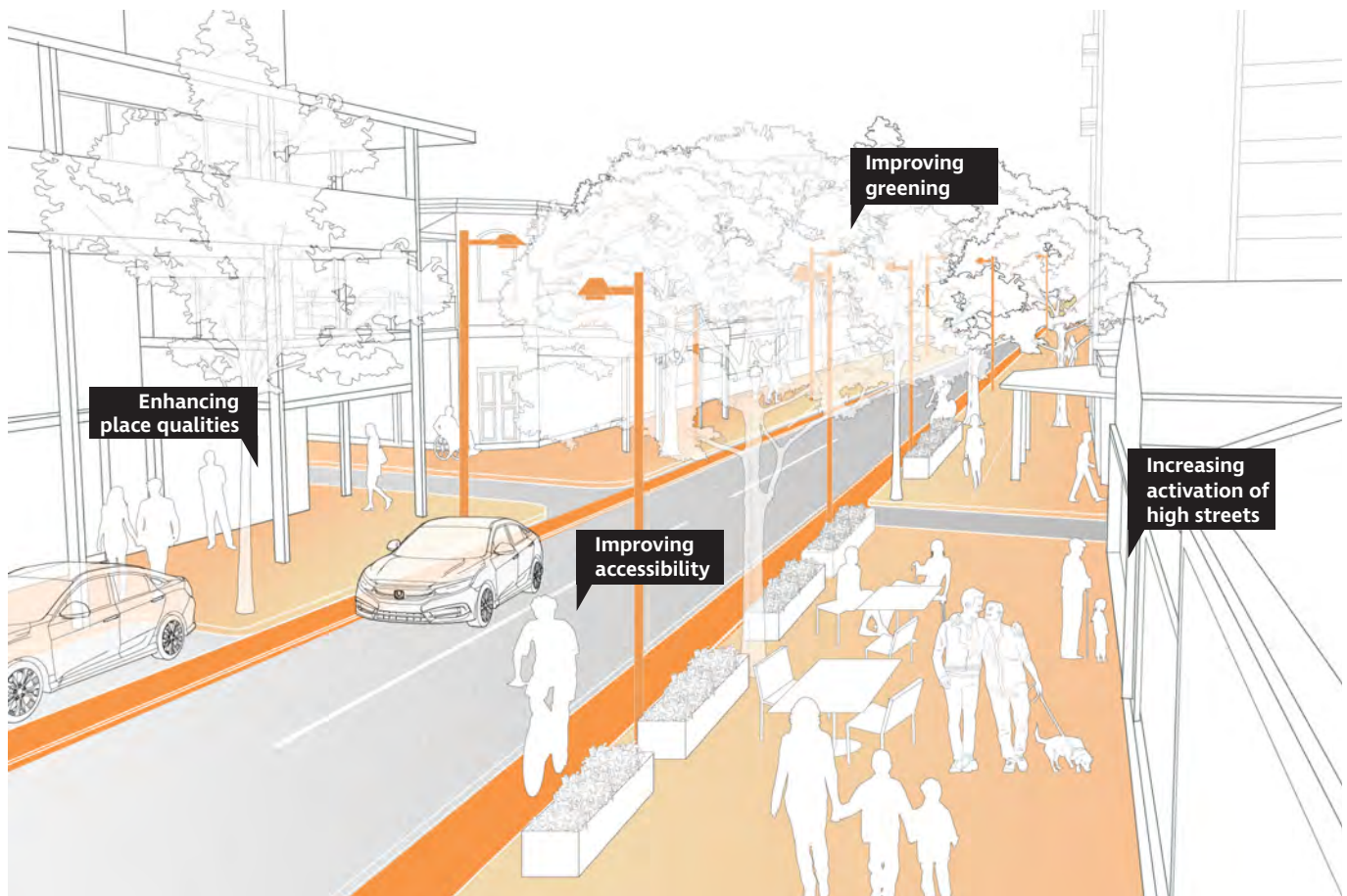


Figure 3.13 Principles for creating a city of neighbourhoods

The City Plan recognises and identifies the many individual identities and places within the city fabric. The development of local neighbourhoods will reflect their unique character and features, and support population growth, business activity and connectivity.

To cater for a range of needs and demographics, along with the public realm and social infrastructure needs of our residents, visitors and businesses, diversity in housing options and neighbourhood design is a priority.

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. Proximity to community facilities is higher in most areas compared with proximity 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 improving the local neighbourhood offer to activate streets and laneways and create unique walkable experiences.

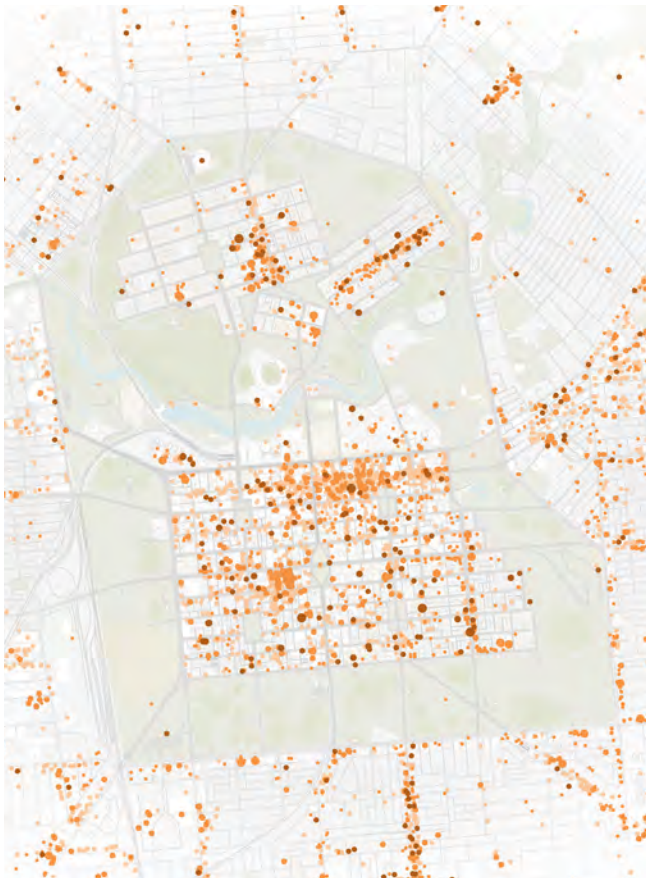


Figure 3.14 Liveability locations

- Community Facilities
- Local Services
- Retail Amenity

Neighbourhood Index

The Neighbourhood Index measures access to community facilities, local services and retail. It indicates the vibrancy and diversity of existing neighbourhoods. Through analysis of proximity 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.

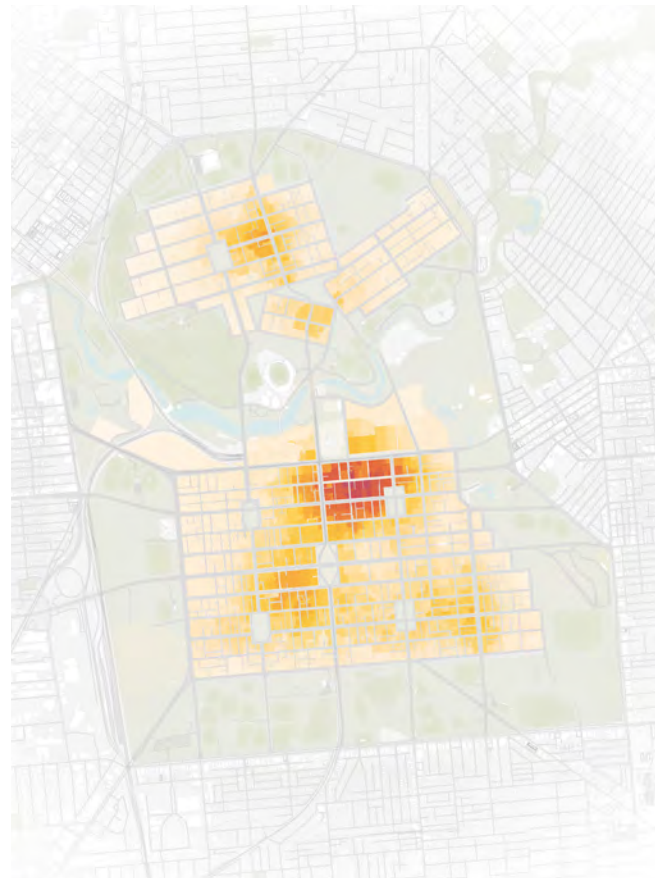
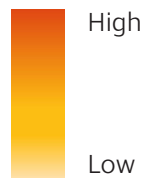


Figure 3.15 Neighbourhood index



This dataset evaluates the availability of social infrastructure and public amenities and highlights the proximity of these facilities within neighbourhoods. The analysis helps identify areas requiring additional investments to enhance liveability and create vibrant, inclusive neighbourhoods. By pinpointing areas with limited proximity to essential services and amenities, city planners can prioritise changes that improve walkability and enhance the overall liveability of neighbourhoods.

For further information on the City Plan methodology and the Proximity to Amenities Analysis, refer to the City Plan Stage 1 and Stage 2 Report.

A City of Neighbourhoods



Figure 3.16 Existing typical laneway



Figure 3.17 Potential laneway activation



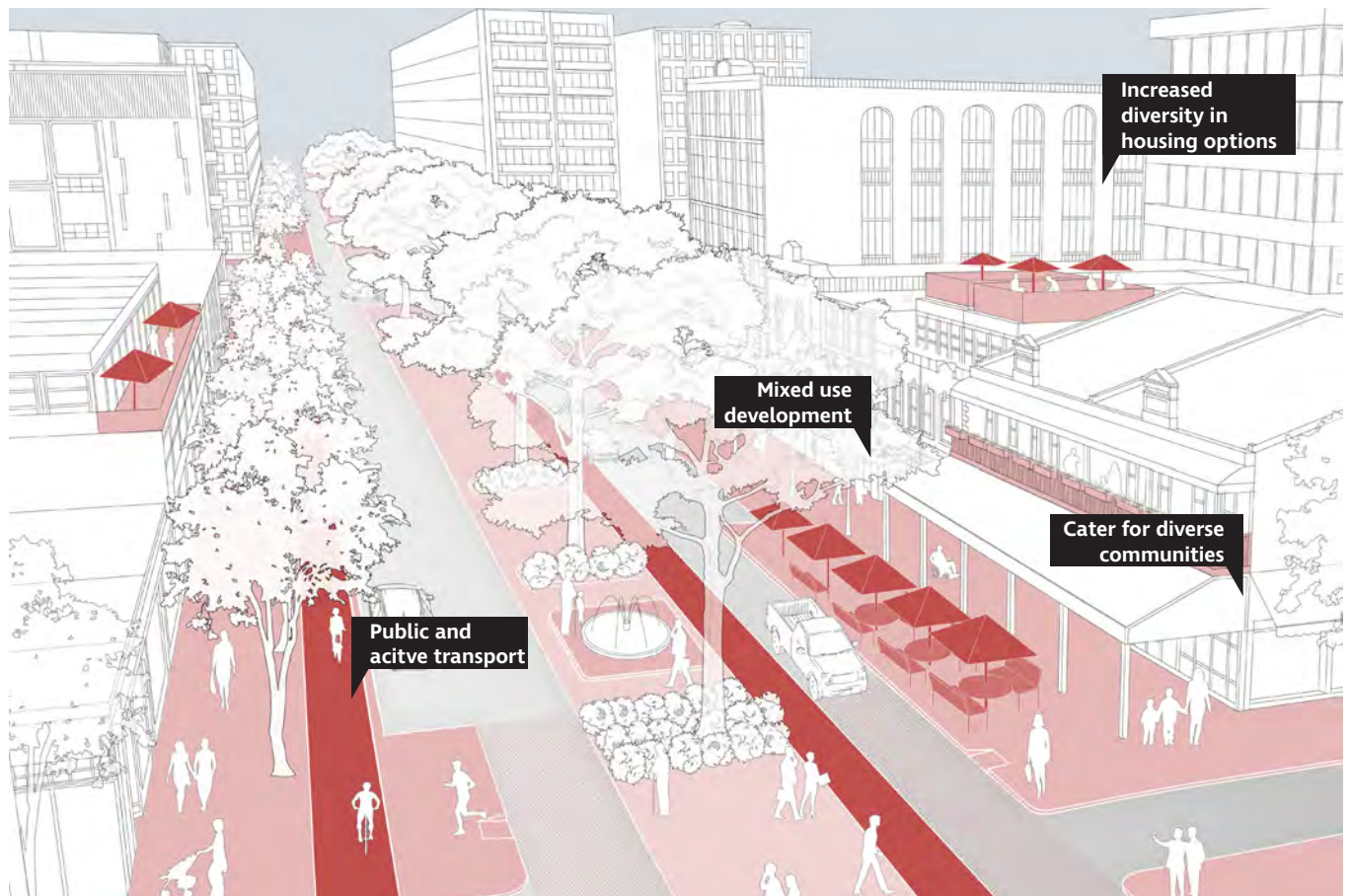
City Wide Strategies

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 through 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 strengthened with diverse housing, business and community opportunities that are connected through walkable experiences. Through the City Plan we will encourage development along the main east-west streets ensuring essential active and public transport connections.



Housing Diversity for a Growing Population



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

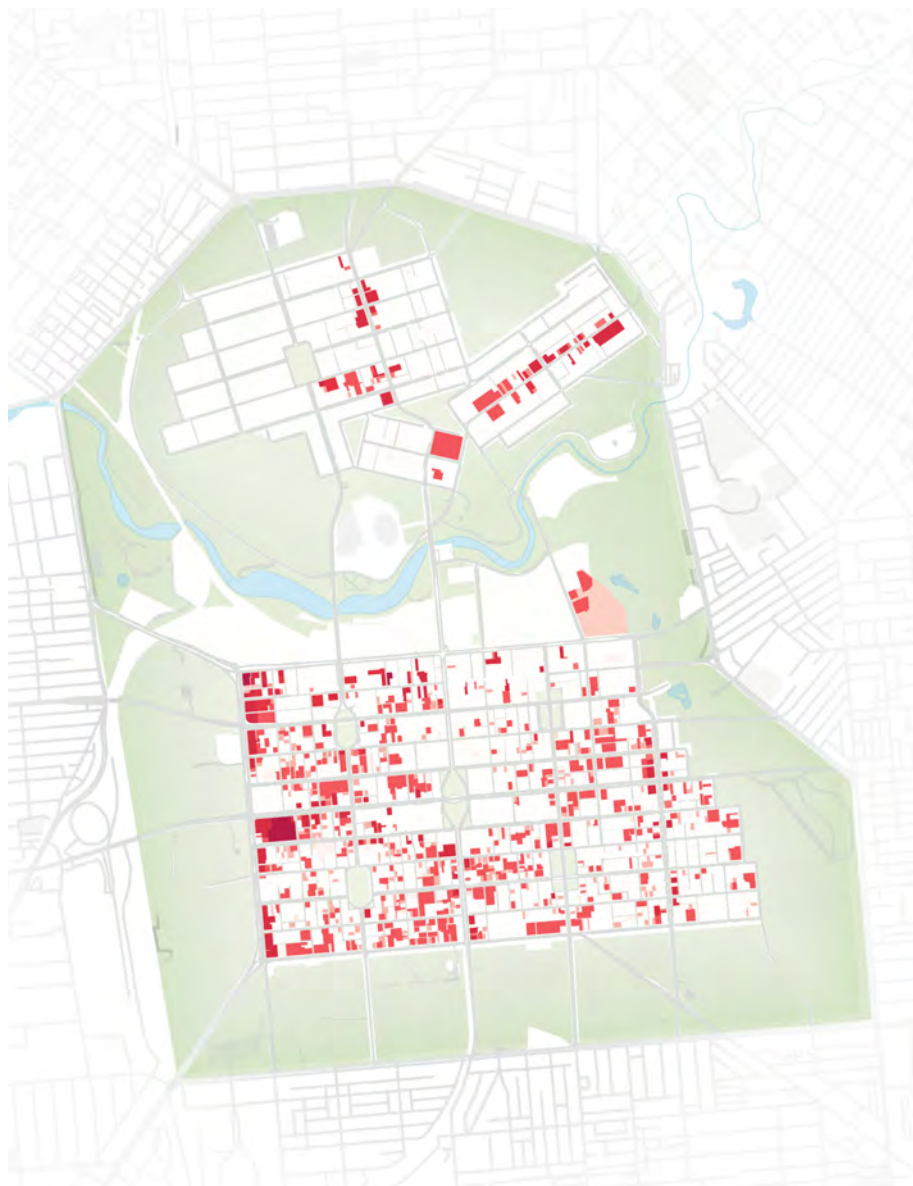
Our spatial plan looks to support and address housing diversity in the context of the City of Adelaide Housing Strategy: *Investing in our Housing Future*.

Diversity of housing supply in this context means housing for all, based on universal design principles, 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 transport 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.

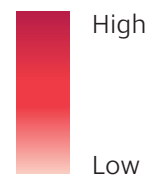
The number of higher density towers has increased in recent years related to increasing overseas student numbers. Forward-thinking and flexible housing options with adaptable floor plans could accommodate a broad range of people at all stages of life: students, singles, couples, families, key workers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

There is an 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 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 city's current capacity 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 actions aimed at promoting diverse housing options. This holistic approach ensures that urban development fosters a vibrant and inclusive cityscape that caters to the needs of a growing population.

For further information on the City Plan methodology and the Proximity to Amenities Analysis, refer to the City Plan Stage 1 and Stage 2 Report.

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 that reinforces the character of many existing neighbourhoods across the city.
- 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 liveability, offering a transition between low-rise and high-rise buildings, and integrating seamlessly into established neighbourhoods.

- 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.
- Mid-rise buildings (3-6 storey) offer increased density without compromising on quality of life, providing residents with access to amenities and green spaces.
- Higher density (7+ storey 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 of its residents.



City Wide Strategies



City Wide Strategies

City Wide Strategies have been developed to unlock the city's growth potential and target policy change 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.

*"If you invite more cars, you get more cars.
If you make more streets better for cars you get more traffic.
If you make more bicycle infrastructure you get more bicycles.
If you invite people to walk more and use public spaces more,
you get more life in the city.
You get what you invite."*

Jan Gehl

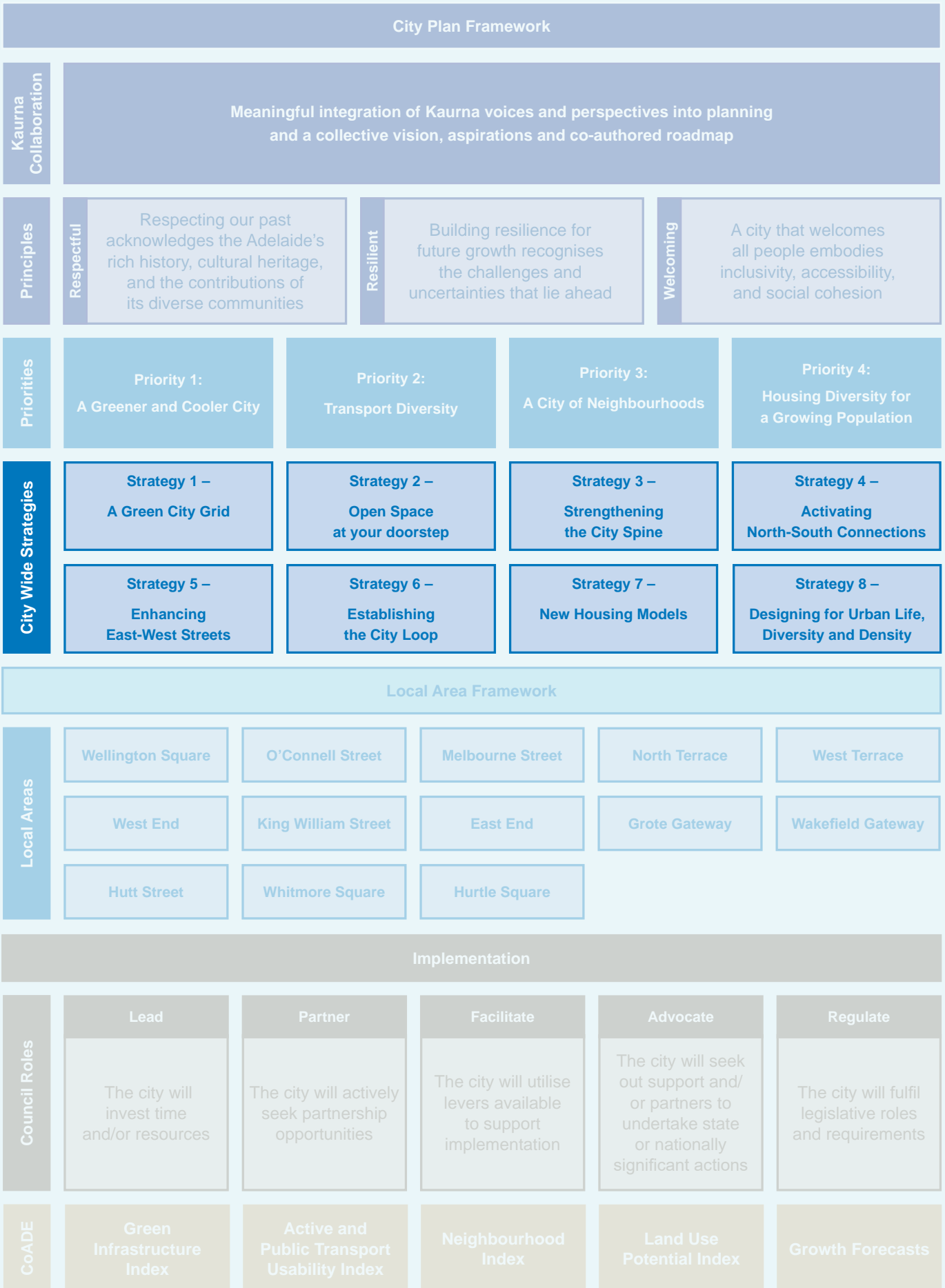


Figure 4.1 Plan on page

Overview of Strategies

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, ie (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 – Strengthening the City Spine

Strategy 4 – Activating North-South Connections

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

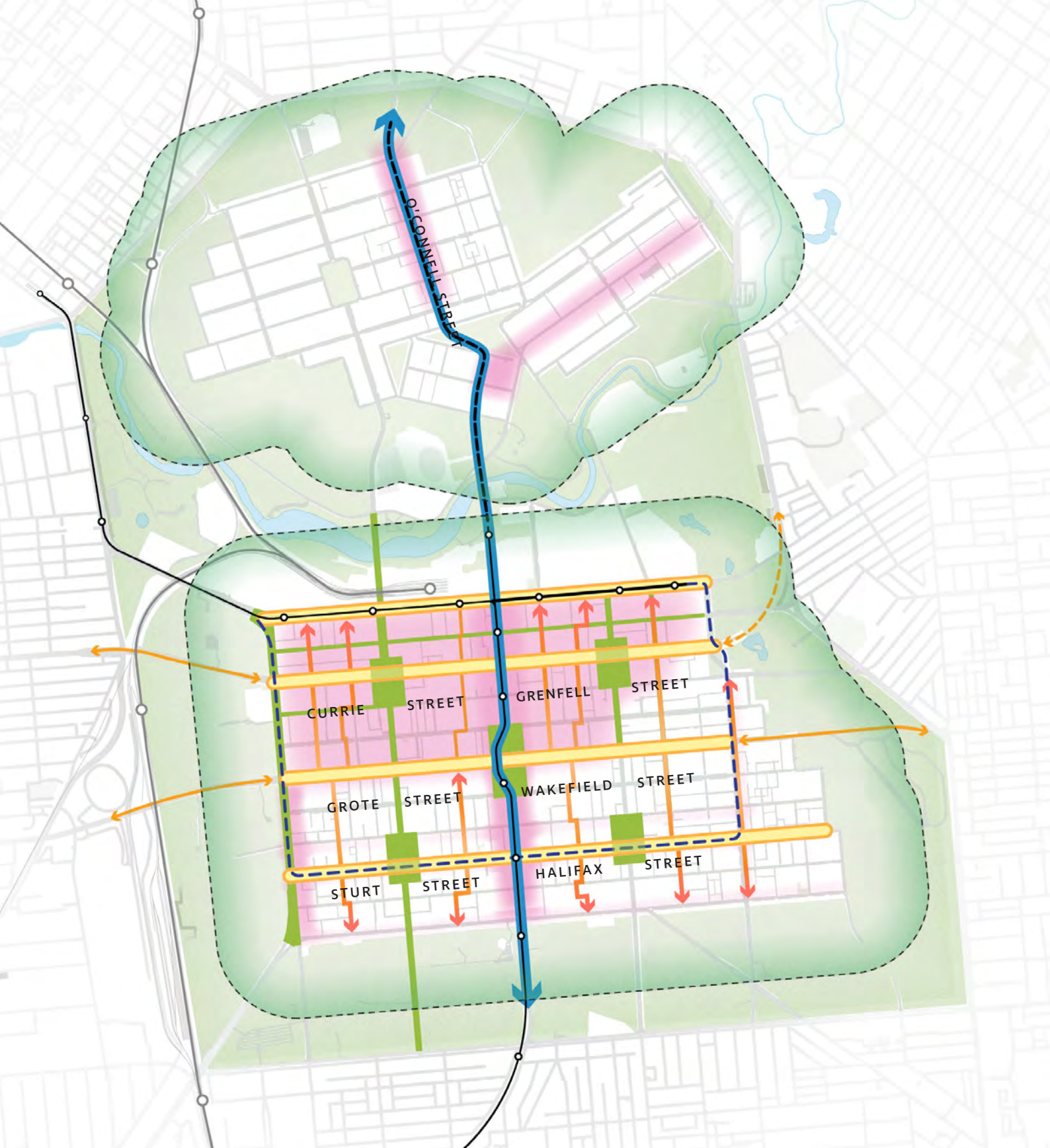


Figure 4.2 Overview of city wide strategies

- City Squares
- 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 Public Transport Extension
- 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. It is a fundamental principle of the City Plan that public space and streetscape upgrades incorporate universal design principles.

A Greener and Cooler City

Green Infrastructure – Delivering a strategically planned network of natural and semi-natural areas with other environmental features, designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity.

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.

Transport Diversity

Public Transport Loop – Advocating for State Government investment in public transport corridors including consideration of 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, and offer a safer and more vibrant city environment.

A City of Neighbourhoods

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.

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

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.

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

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



Green Infrastructure



Pedestrian Network



Public-Private Realm



Transport Diversity



Public



Safe Crossing Points



Separated Bikeways



Boulevards



A City of Neighbourhoods



Laneways



Urban Streets



Main Streets



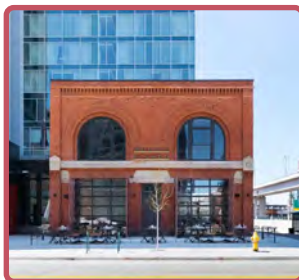
Civic Plazas



Housing Diversity for a Growing Population



Alternative Housing Models



Adaptive Reuse



Tenure Diversity



Typological Diversity

Strategy 1 – A Green City Grid



Figure 4.3 Diagram of the Green City Grid

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

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 enhance the experience of city users by creating 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, and key pedestrian and cycle networks including Grenfell Street.

The key pedestrian and cycling routes identified are the primary streets which intersect the Squares and connect with the Adelaide Park Lands, as well as key north-south laneways. Greening initiatives will be staged incrementally across the city grid.

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 contribution of private gardens, roof gardens and food gardens to cooling, climate resilience, and biodiversity will also be considered as part of this Strategy.

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.



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 City 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 City Grid Strategy will improve the aesthetic appeal of urban spaces and 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 City 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



Typical Greening of East-West Street

Figure 4.6 Indicative approach to key Green City Grid policies



Active and Public Transport Priority Corridor

A Greener and Cooler City

- 1.1 Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (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 of the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including advocating for World Heritage Listing, 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, private gardens, food gardens, heat reflective materials and built shade (SPP 5.3 & 5.4).

Transport 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 (SPP 5.2)
- 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 with high growth potential (SPP 6.2 & 6.3).

Benchmarks

NZ study found that a **10% increase in walking** can lead to **5.3% increase in productivity**.¹

Benefit Cost Ratio of walking interventions **13:1**, for every **\$1 of expenditure** you achieve **\$13 benefit**.²

Walking interventions can increase the number of people entering shops and **trading by up to 40%** and retail rents **by 20%**.³

Additional **10% tree canopy** cover can lead to **\$50,000 increase in property value**.⁴

¹Badawi, Y, Maclean, F, and Mason, B, (2018). *The economic case for investment in walking*, Victoria Walks, Melbourne (p.19)

²Badawi, Y, Maclean, F, and Mason, B, (2018). *The economic case for investment in walking*, Victoria Walks, Melbourne (p.19)

³Badawi, Y, Maclean, F, and Mason, B, (2018). *The economic case for investment in walking*, Victoria Walks, Melbourne (p.22)

⁴Rosenwax, J. (2017). *A Brilliant Cities Report: Green Infrastructure*, AECOM, Brisbane, Australia

Strategy 2 – Open Space at Your Doorstep



Figure 4.7 A city wide green infrastructure and open space network

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

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. Opportunities to develop 'pocket' or 'micro' parks throughout the city will also be identified. Greening the City Grid will strengthen access and provide equitable proximity to a city wide open space network.

In alignment with their National Heritage Listing and Garden City principles, 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. The 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 and to identify diverse future uses in the Adelaide Park Lands 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 and additional public open space will consider Kaurna culture, National Heritage Values, surrounding land use mix and transport movements, ensuring a cohesive and dispersed open space provision for the growing population.



Whitmore Square

Current Condition

The existing recreational open space proximity and availability 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 and delivering additional open space through pocket parks, this strategy aims to address the availability and proximity gaps and foster vibrant, inclusive neighbourhoods. By prioritising these spaces for community uses, such as recreational activities, cultural events, and social gatherings, the strategy transforms underutilised spaces into dynamic places for people. This approach facilitates the development of greater density neighbourhoods, as enhanced public spaces contribute to the attractiveness and liveability 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.

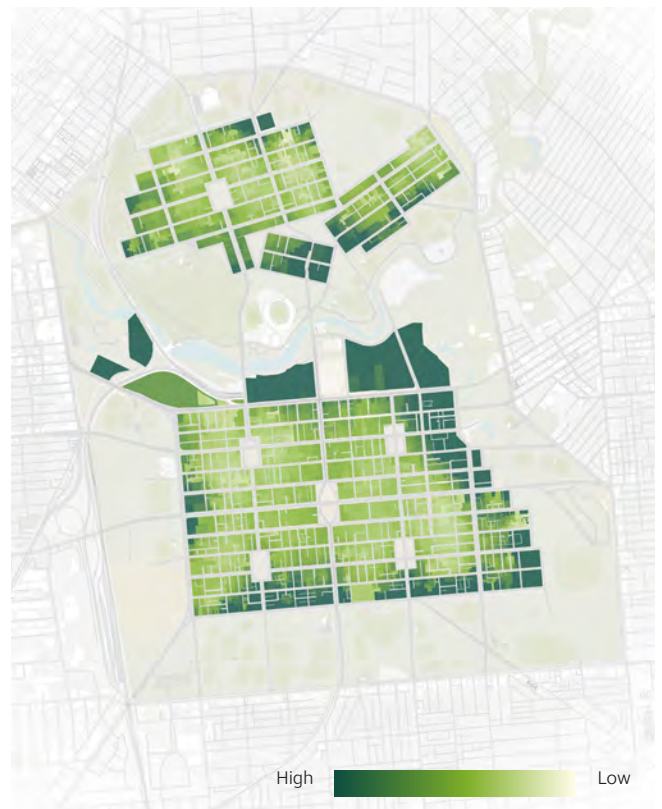


Figure 4.9 Potential green infrastructure index

Strategy 2 – Open Space at Your Doorstep



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).



Transport 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 by removing slip lanes and side-roads, and adjusting on-street car parking (SPP 11.4).



A City of Neighbourhoods

- 2.6 Facilitate a better balance of play, relaxation, and recreation with efficient and safe 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 the provision of a diverse range of local open spaces to support our growing population, including through additional public open space and re-programming of open space in the Adelaide Park Lands (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 that 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 the inclusion of active street frontages, plazas, green roofs and balconies (SPP 2.10).

Benchmarks

Cost of passive open space for embellishment Capex (excl. land acquisition and management cost) is **\$163 to 218/sqm** with operational expenditure being **\$1.05/sqm/year**.⁵

Reducing the distance to Adelaide Park Lands increases property prices by \$1.94 per metre.⁶

5NSW Department of Planning and Environment (2023). Framework for Valuing Green Infrastructure and Public Spaces, Sydney, Australia

6NSW Department of Planning and Environment (2023). Framework for Valuing Green Infrastructure and Public Spaces (Technical Appendices), Sydney, Australia

Strategy 3 – Strengthening the City Spine



Figure 4.11 Diagram of potential City Spine

The City Plan will strengthen 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 and beyond to adjoining suburbs.

Strengthening 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 main street.

The City Plan will promote the city as the state's civic, cultural and commercial centre as well as provide a quality residential offering and a place that showcases the best of South Australia to the rest of the nation.

By building upon King William Street's role as a key movement corridor connecting the north to the south, North Adelaide and the CBD will be better connected supporting current and future residents and businesses.



King William Street Tram

Current Condition

The existing local services and retail proximity 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 through walking, 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.

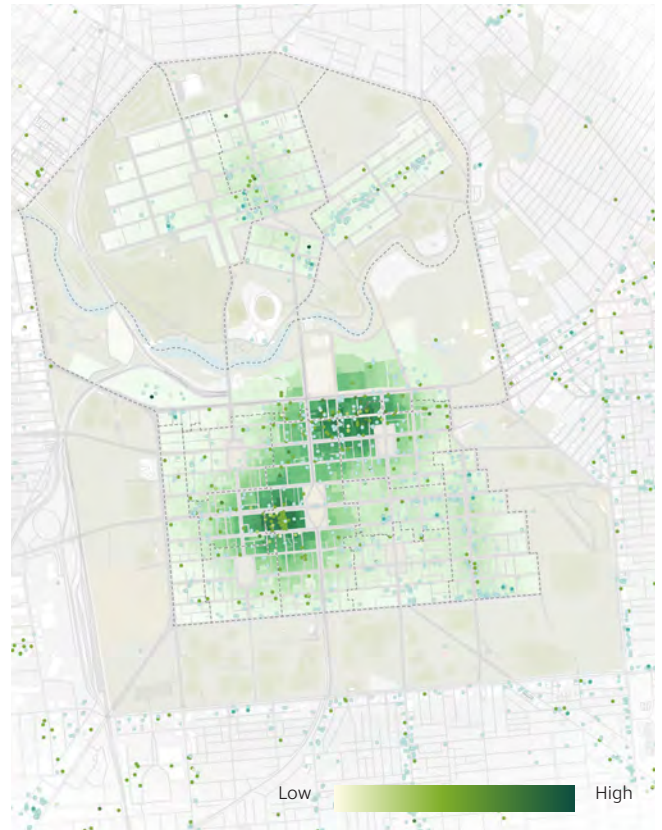


Figure 4.12 Local services availability

Strategy Impacts

Strengthening 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 improve access to essential services and retail hubs and facilitate greater density in surrounding neighbourhoods. 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.

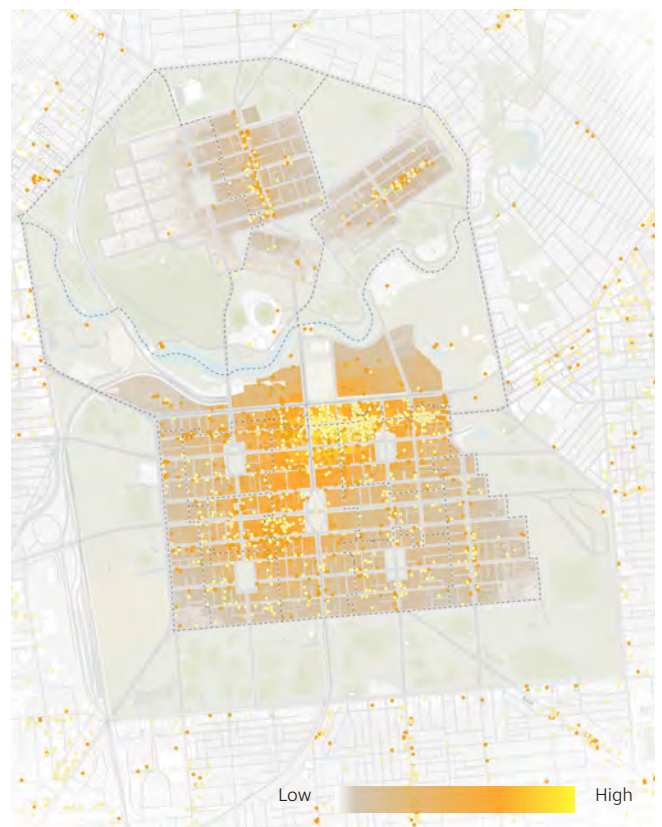


Figure 4.13 Retail availability

Strategy 3 – Strengthening the City Spine

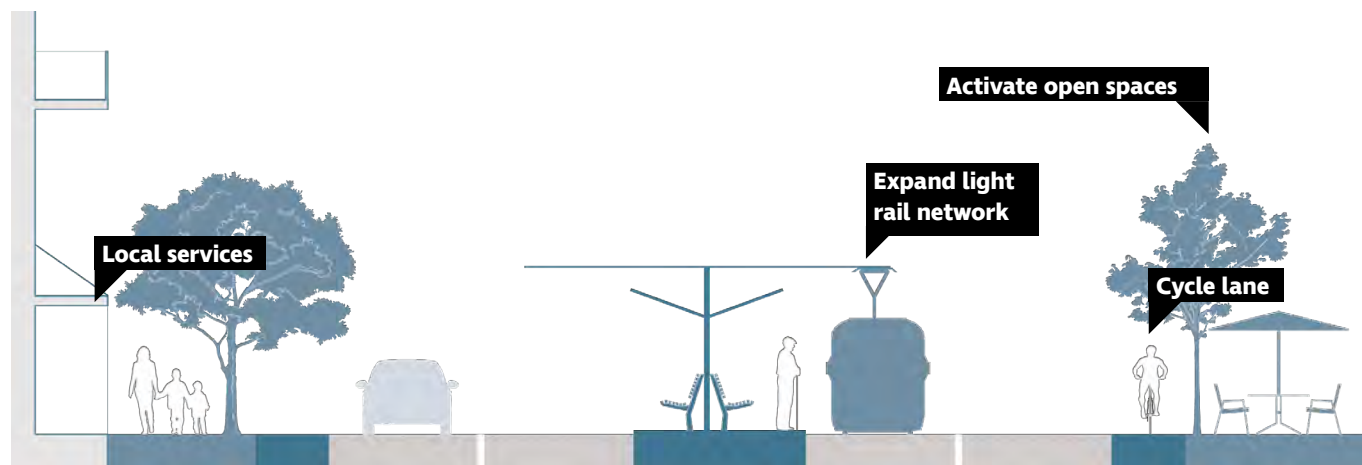


Figure 4.14 Indicative approach to key City Spine policies



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).



Transport 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 (SPP 11.5).
- 3.3 Advocate for a light rail connection from North Adelaide to North Terrace (SPP 5.1 & 11.5).
- 3.4 Lead the delivery of improved cycling amenity and safety along the city spine (SPP 11.5).

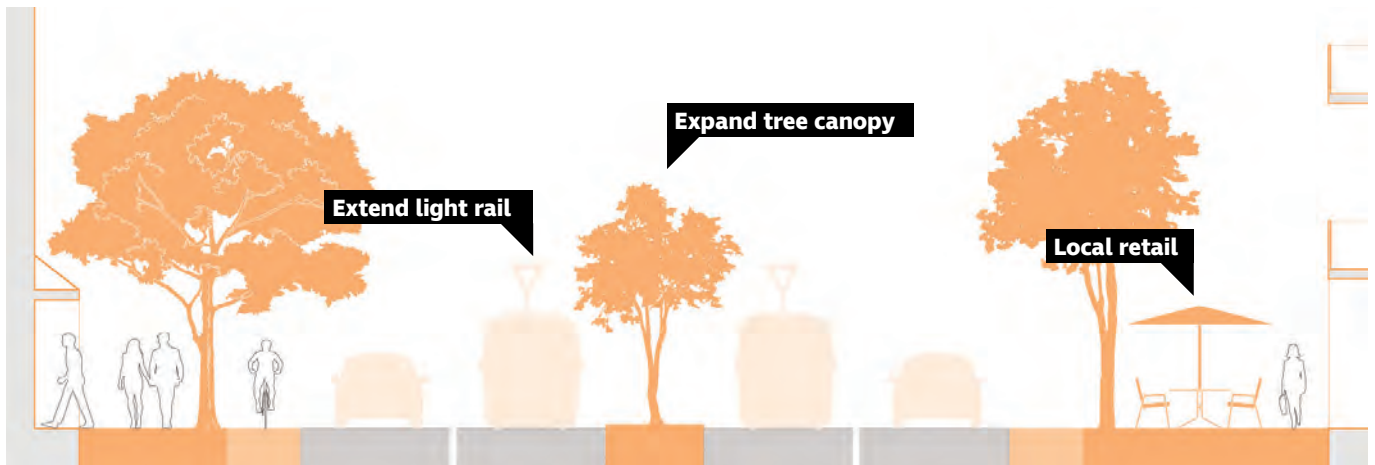


Figure 4.15 Indicative approach for the potential light rail extension

A City of Neighbourhoods

- 3.5 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).
- 3.6 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

- 3.7 Partner in the delivery of the Market Square and 88 O’Connell to contribute to the city’s housing supply (SPP 6.5).
- 3.8 Advocate to the State Government to explore options for new mixed use development, including affordable and social housing, and adaptive reuse of the existing Women’s and Children’s Hospital.

Benchmarks

Research suggests that every \$1 billion invested in public transport infrastructure generates approximately **36,000 jobs**.⁷

Infrastructure construction and maintenance for **cars is 150 time more expensive than bicycle infrastructure** (globally).⁸

Strong correlation between improved access to public transport and increases in property values, greatest impact for housing between 100m and 1,200m from the station.⁹

⁷ Tourism & Transport Forum (2010). *The Benefits of Public Transport*. Sydney, Australia

⁸ Institution for Transportation and Development Policy (2022). *Making the Economic Case for Cycling*. New York, USA

⁹ Chen, Y., Yazdani, M., Mojtahedi, M., Newton, S. (2019). The impact on neighbourhood residential property valuations of a newly proposed public transport project: The Sydney Northwest Metro case study. *Transportation Research Interdisciplinary Perspectives*. <https://doi.org/10.1016/j.trip.2019.100070>

Strategy 4 – Activating North-South Connections



Figure 4.16 Pedestrian priority North-South links

“By being sweet to the pedestrian and the cyclist you hit five birds with one stone — you get a lively city, you get an attractive city, you get a safe city, you get a sustainable city, and you get a city that’s good for your health.”

– Jan Gehl

North-South laneways and streets will continue to be transformed into vibrant corridors for pedestrian movement, cycling, 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, improved pedestrian comfort through increased tree canopy cover and green infrastructure. 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 Market 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 active transport 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.

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.

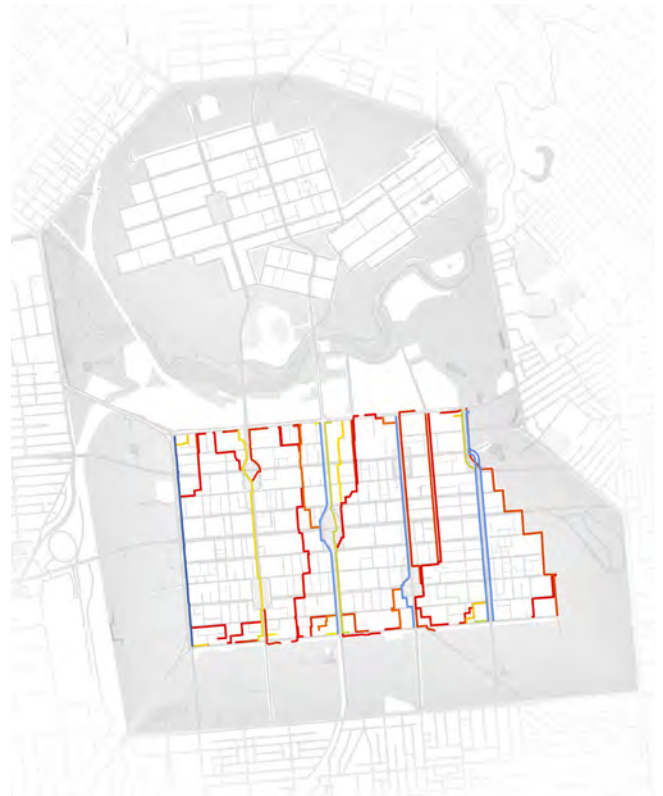


Figure 4.18 Existing North-South links

Strategy Impacts

Implementing the Activating North-South Connections 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 neighbourhoods. The mapping 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, facilitate connectivity to public transport, alleviate traffic congestion, and contribute to a more sustainable and vibrant urban environment.

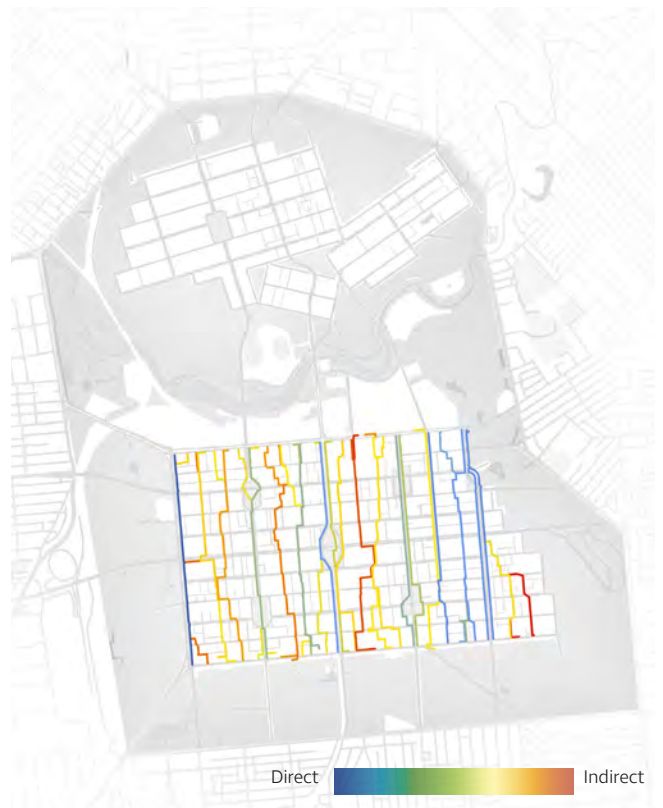


Figure 4.17 Potential North-South links

Strategy 4 – Activating North-South Connections



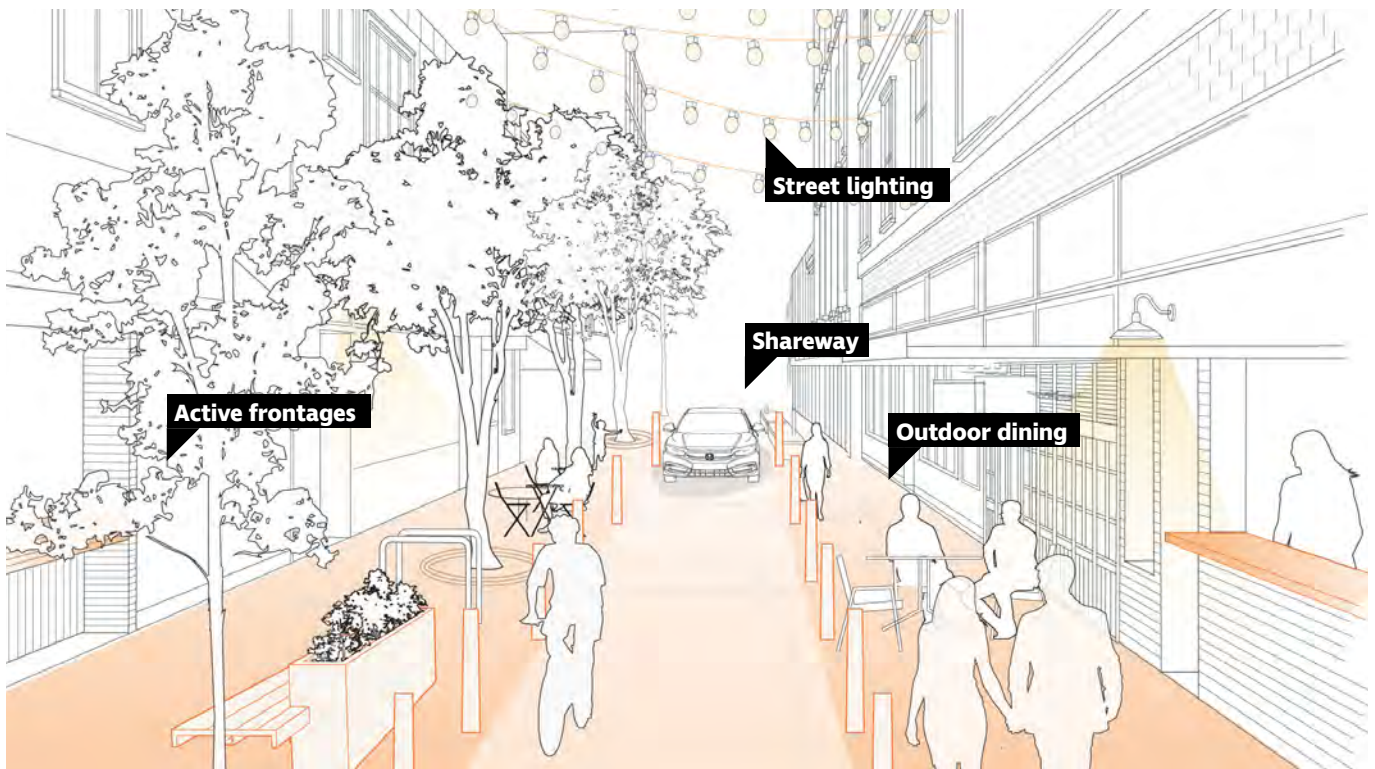
Figure 4.19 Indicative approach to key North-South laneways policies

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).

Transport 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.
- 4.5 Facilitate active transport connectivity, particularly for cycling, for key north-south laneways and connections.



A City of Neighbourhoods

- 4.6 Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways (SPP 2.10).
- 4.7 Facilitate opportunities for activation of laneways in line with neighbourhood identity (SPP 2.10).

Housing Diversity for a Growing Population

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

Benchmarks

Activating laneways through a range of interventions can **increase total sales turnover by 52% to 100%**.¹⁰

Increase in vistration by up to **370%** during special events.¹¹

Walking interventions can **increase retail rents by 20%**.¹²

¹⁰ Transport for NSW (2022). *Impact Report: Activating Streets and Centres across NSW*, Sydney, Australia

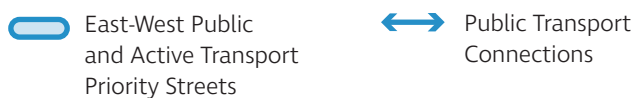
¹¹ Transport for NSW (2022). *Impact Report: Activating Streets and Centres across NSW*, Sydney, Australia

¹² Badawi, Y, Maclean, F, and Mason, B, (2018). *The economic case for investment in walking*, Victoria Walks, Melbourne, Australia

Strategy 5 – Enhancing East-West Streets



Figure 4.20 East-West street enhancement corridors



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 within the city and to adjoining suburbs.

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 availability.

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.

North Terrace

Leverage significant investment into the northern side of North Terrace to reinforce its role as the premier cultural and institutional boulevard. This includes prioritising pedestrian amenity and safety to take advantage of the significant and growing event infrastructure.

Current Condition

The Cycling Proximity 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 proximity should focus on expanding and improving connections at these peripheral locations to better integrate cycling into the city's transportation network.

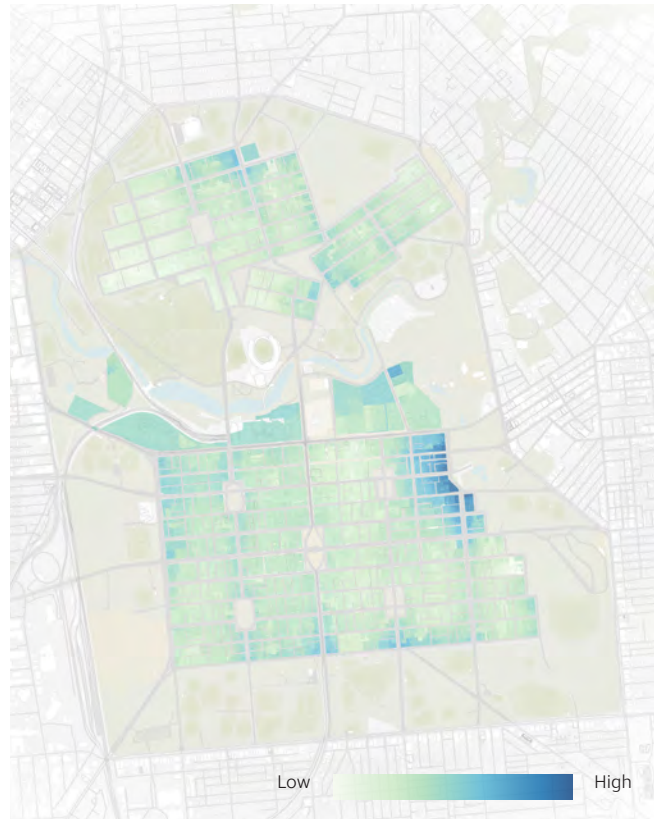


Figure 4.21 Current cycling proximity

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, cycle-friendly and vibrant urban environment.



Frome Street

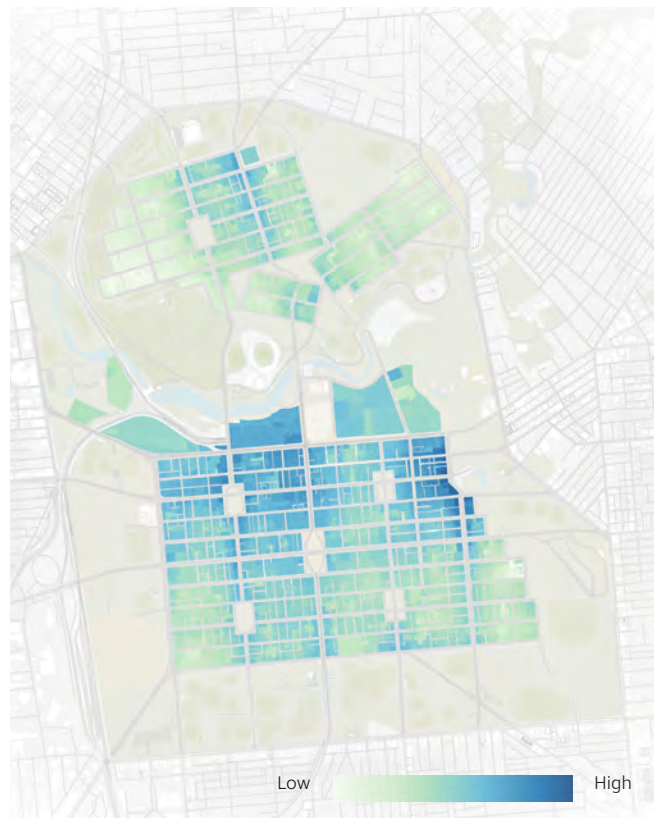


Figure 4.22 Strategy impact cycling proximity

Strategy 5 – Enhancing East-West Streets



Figure 4.23 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 Kurna Country (supports the delivery of State Planning Policy (SPP 2.13 & 11.1).

Transport 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 the 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 the 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).

Benchmarks

Higher **Walk Scores** are associated with **6%** increase for **residential** properties and **54%** for **office** and **retail** premises.¹³

Improved street walking, cycling and public realm can increase **retail sales** by up to **30%**.¹⁴

¹³ Angelopoulos, S., Boymal, J., de Silva, A. (2019). *Identifying and valuing the economic benefits of 20-minute neighbourhoods: Higher density mixed use and walkability dimensions*, Melbourne, Australia, Placemaking Economics Group, RMIT University, Melbourne, Australia

¹⁴ Angelopoulos, S., Boymal, J., de Silva, A. (2019). *Identifying and valuing the economic benefits of 20-minute neighbourhoods: Higher density mixed use and walkability dimensions*, Melbourne, Australia, Placemaking Economics Group, RMIT University, Melbourne, Australia

Strategy 6 – Establishing the City Loop



Figure 4.24 Diagram of the potential City Loop



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

The City Plan’s focus on transport diversity and walkable experiences will be complemented by a public transport loop that provides for sustainable movement, public transport oriented growth and connected neighbourhoods and places.

The City Plan identifies the need to investigate mid to long term potential for the City Loop, connecting more of the city and encouraging future public transport oriented development. This will be progressed through our Integrated Transport Strategy and tested through the City Plan.

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 Loop will complement the existing free City Connector bus service that provides a link to popular city attractions and shopping, dining, education and services destinations.

Any development of the City Loop will be mindful of retaining and improving green infrastructure along its length.

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



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 lesser access to public transport, predominantly relying on bus services for connectivity.

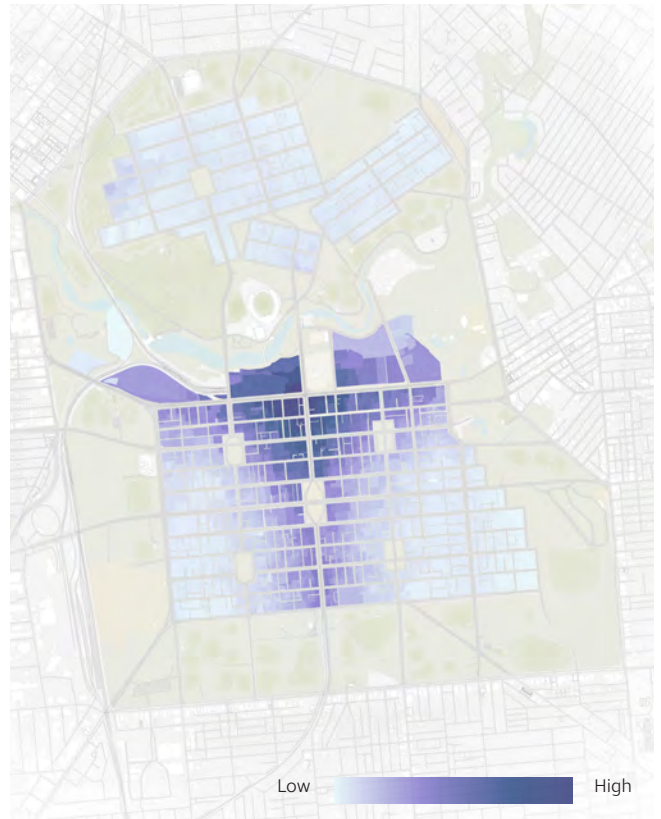


Figure 4.25 Current public transport proximity

Strategy Impacts

Employing the Establishing the City Loop Strategy 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 walking and enhancing public transport availability within the city.

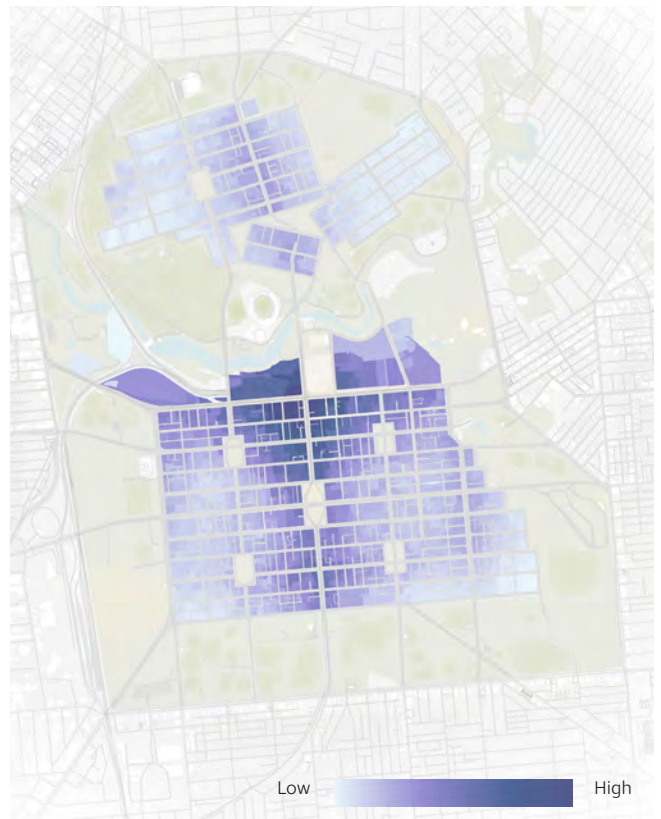


Figure 4.26 Proposed public transport proximity

Strategy 6 – Establishing the City Loop



North Terrace Tram

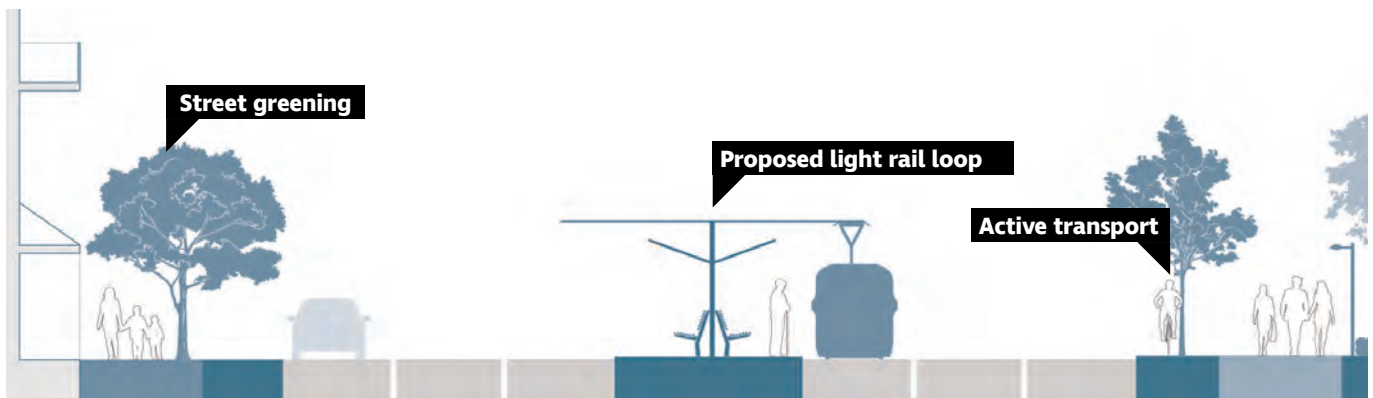
Benchmarks

Business growth of 4% along the City to Light Rail Corridor in Canberra over 4 years.¹⁵

Portland, Oregon attracted **\$2.3 billion** worth of **investment** (housing, office, retail etc.) mostly private.¹⁶

¹⁵ Major Projects Canberra (2020). City to Gungahlin Light Rail Benefits Realisation — Snapshot, ACT Government, Canberra, Australia

¹⁶ Knowles, R., Ferbrache, F. (2014). An Investigation into the Economic Impacts on Cities of Investment in Light Rails, UK Tram Limited, Birmingham UK



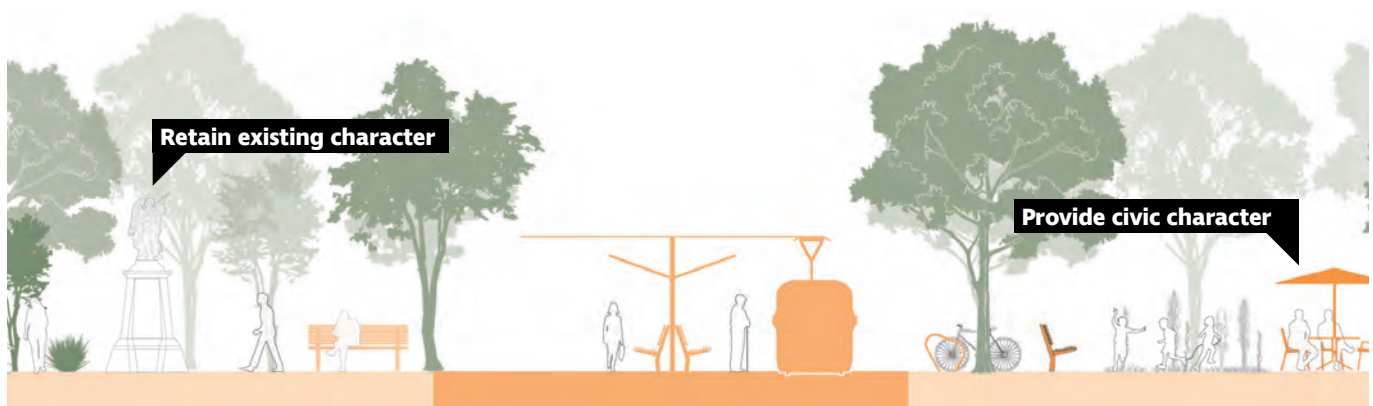
Light Rail option for the City Loop along major boulevard

A Greener and Cooler City

6.1 Advocate for the longer-term planning of West Terrace, Halifax and Sturt Streets, and Hutt Street to accommodate greening and the City Loop (SPP 5.1 & 11.5).

Transport Diversity

6.2 Advocate for an investigation into mode and alignment options for the City Loop which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP 11.1) and maintains pedestrian connectivity across the city (SPP 5.1).



Light Rail option for the City 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 (SPP 5.1 & 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 public transport hubs.

Strategy 7 – New Housing Models



Figure 4.27 Key sites and places for growth

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

The City Plan will facilitate a planning policy framework within the city, incorporating universal design principles, that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice for all.

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

The City Plan will be used to direct investment into the social and civic infrastructure on the city's western edge creating an attractive place for new residents and encouraging private investment in housing.

Priority areas for investment that supports population and housing growth are identified in the Local Area Framework, including pocket parks, children's play spaces, youth play provision, community centres, and sports centres.

The City Plan identifies underutilised areas and high-potential strategic sites throughout the city which can 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.

Current Condition

The Overall Proximity to Amenity data indicates that areas of the city with the greatest potential for growth, such as West Terrace, currently have the lowest proximity to amenity due to limited access to public open space, public transport, and community facilities. It also indicates that North Adelaide boasts good amenity along O’Connell Street, which could support future growth. The data also demonstrates that areas with the highest proximity to amenity, which are focused around the city core, have limited growth potential for future residential uses.

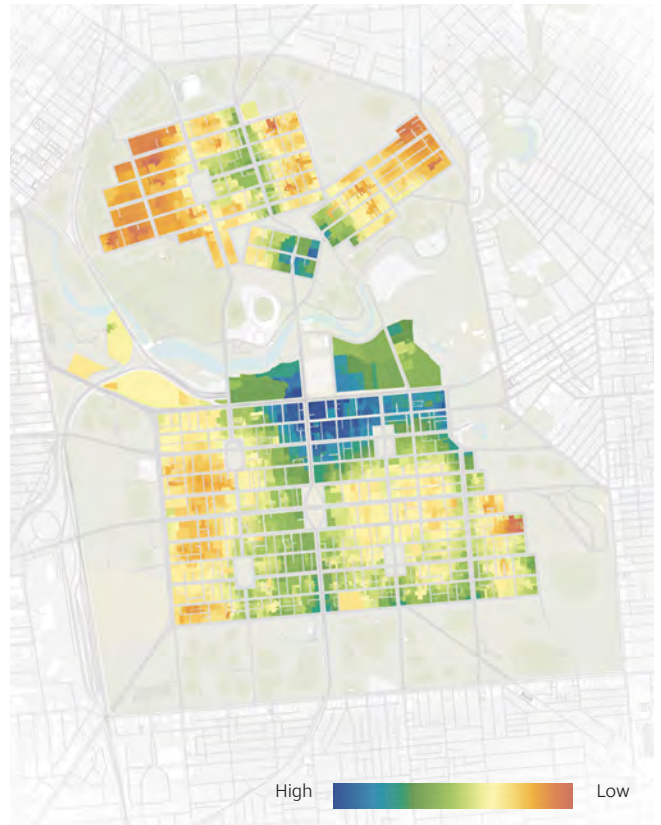


Figure 4.28 Current Overall Proximity to Amenity Index

Strategy Impacts

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



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

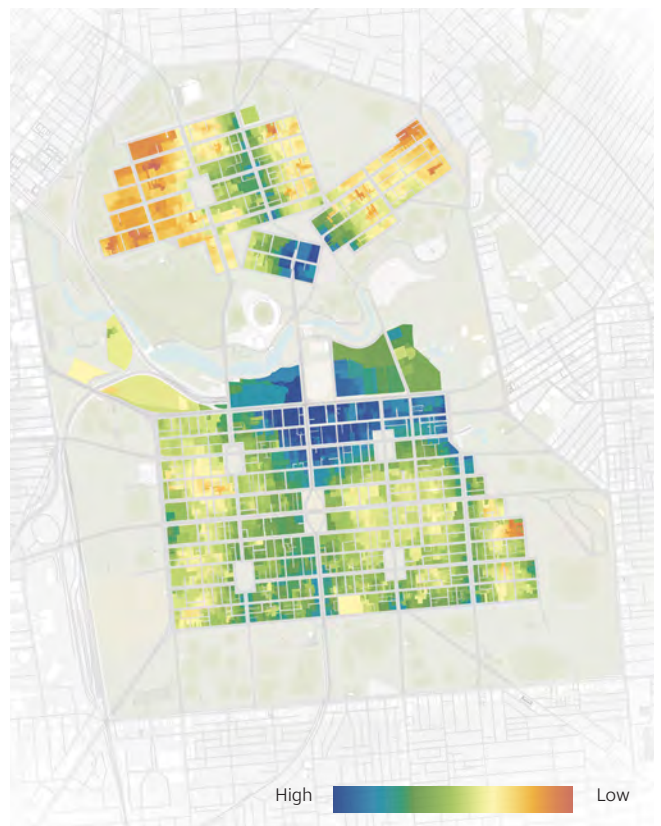


Figure 4.29 Proposed Overall Proximity to Amenity Index

Strategy 7 – New Housing Models



Figure 4.30 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).



Transport 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 transport corridors to encourage greater use of active transport options such as walking, cycling and public transport (SPP 1.8 & 1.9).

Benchmarks

Doubling urban density can **boost productivity by 2%–6%** particularly for knowledge-based industries, consequently enhancing agglomeration effects.¹⁸

Urban infill can **save up to \$80,000 per dwelling** compared to greenfield development.¹⁹

¹⁸ Angelopoulos, S., Boymal, J., de Silva, A. (2019). *Identifying and valuing the economic benefits of 20-minute neighbourhoods: Higher density mixed use and walkability dimensions*, Melbourne, Australia, Placemaking Economics Group, RMIT University, Melbourne, Australia

¹⁹ Angelopoulos, S., Boymal, J., de Silva, A. (2019). *Identifying and valuing the economic benefits of 20-minute neighbourhoods: Higher density mixed use and walkability dimensions*, Melbourne, Australia, Placemaking Economics Group, RMIT University, Melbourne, Australia



A City of Neighbourhoods

- 7.6 Lead investment in new social and community infrastructure throughout the city, particularly 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 (SPP 2.8).
- 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 (SPP 2.12).
- 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 a Local Design Review Scheme.
- 7.13 Partner on the adaptive reuse 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).
- 7.15 Advocate to the State Government for a range of housing typologies and tenures at the existing Women's and Children's Hospital site including affordable and social housing as part of a mixed use redevelopment (SPP 2.1).

Strategy 8 – Designing for Urban Life, Diversity and Density

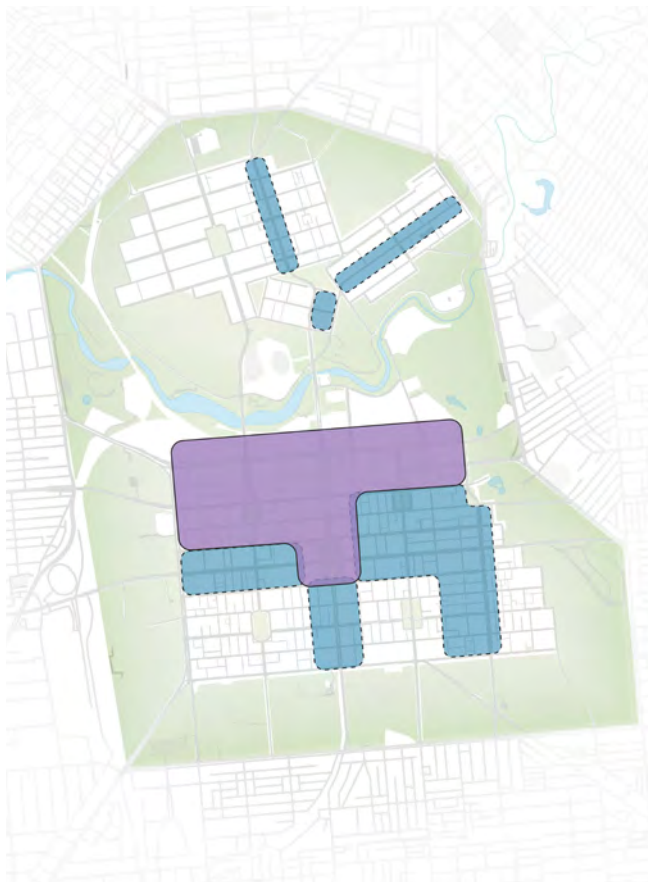


Figure 4.31 Place-based height

Consolidate CBD form Potential extension of CBD form

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 identities of local areas and the heritage character within the city

The City Plan seeks to deliver an overall city form by identifying the long-term built form outcomes for the local areas, through consolidating taller buildings in the economic centre of the city (the CBD), with investigation of mid-scale height towards the southern residential areas and along main streets and around the City Squares. These principles will be used to inform future amendments to the Planning and Design Code, if required, to align Code Policy with this strategy.

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.

On an individual site level, factors such as wind, solar access, reflection/glare, 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.

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 10:00am-2:00pm throughout the year. Future development should limit overshadowing of residential properties to allow for a minimum of two hours of direct solar access between 9:00am and 3:00pm 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 set back five metres, or a contextually appropriate alternative 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).

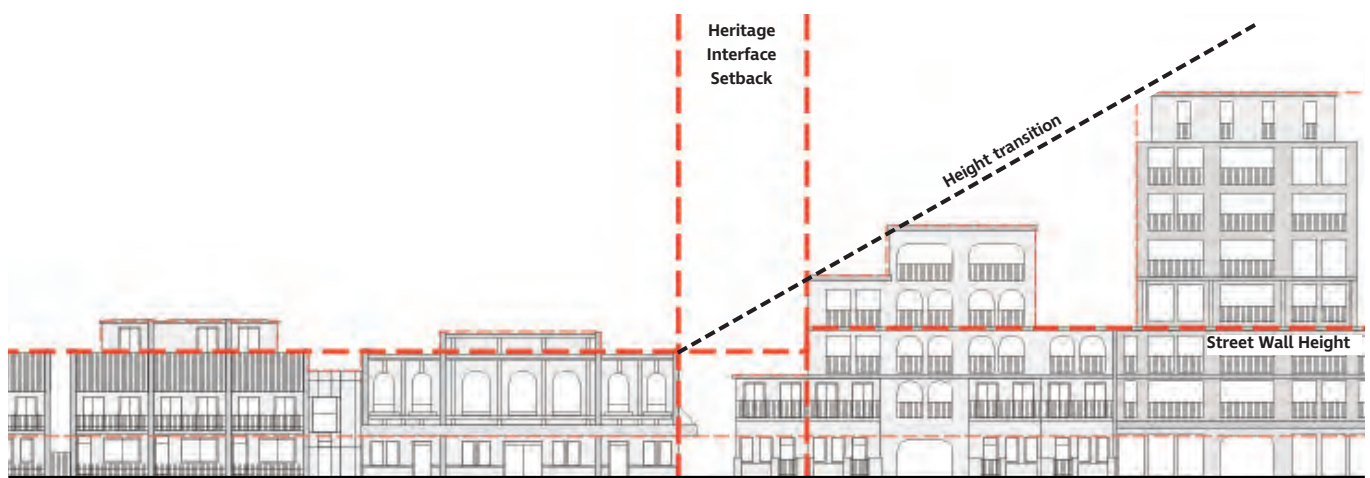


Figure 4.32 Heritage and residential interfaces

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



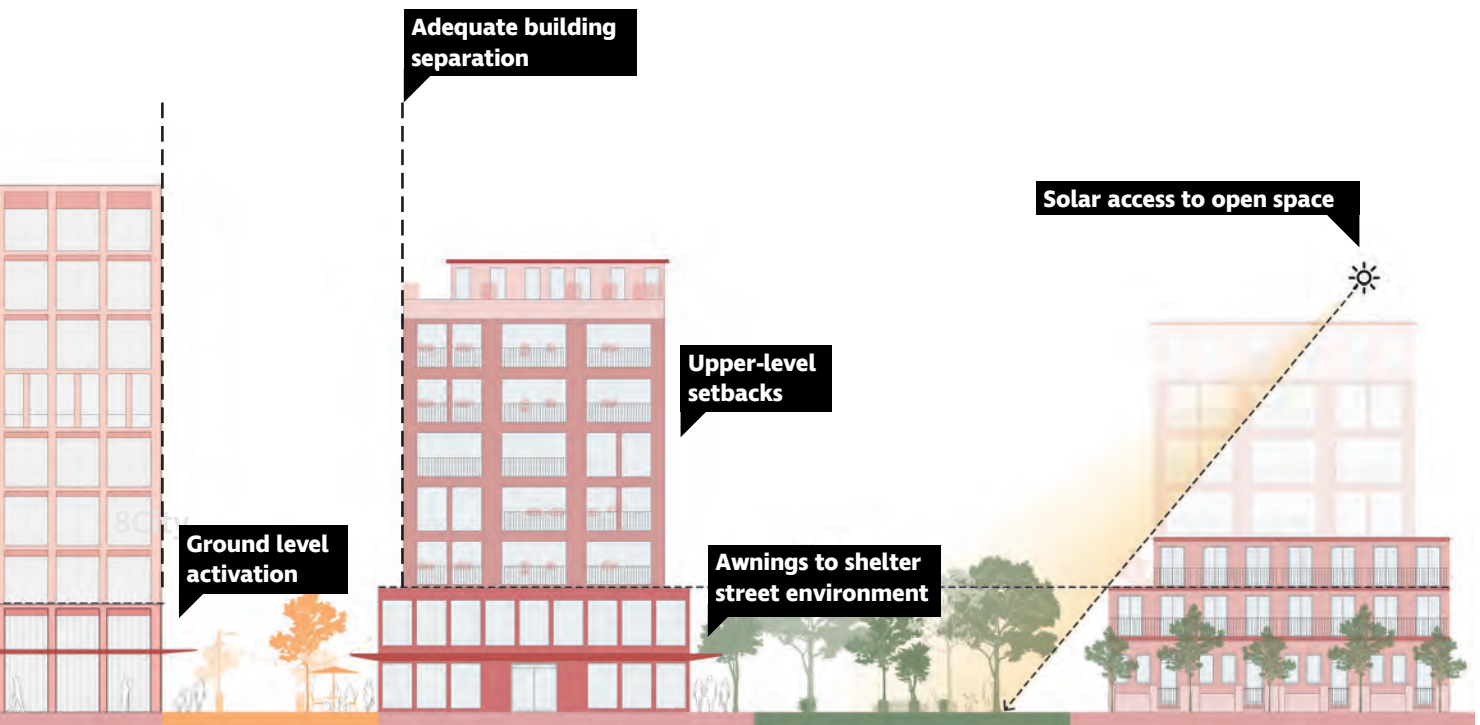
Figure 4.33 Indicative approach to built form principles

Encourage diversity of built form and uses

- Provide a mix of building types within each local area, based on universal design principles, 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

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 (SPP 9.10).

Transport 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 important 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

Benchmarks

Better design can lead to **15% higher residual value** compared to conventional designs.²⁰

Diversity enhances economic productivity.²²

High quality public realm, adaptability and density attracts people, enhances economic performance and reduces the economic cost of transport.²¹

²⁰ Auckland Council/Te Kaunihera o Tamaki Makāauru (2010). *Summary of The Value of Urban Design: The economic, environmental and social benefits of urban design*, Auckland NZ

²¹ Auckland Council/Te Kaunihera o Tamaki Makāauru (2010). *Summary of The Value of Urban Design: The economic, environmental and social benefits of urban design*, Auckland NZ

²² *Creating Places for People an Urban Design Protocol for Australian Cities*, Australian Government (2011), Canberra, Australia

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.

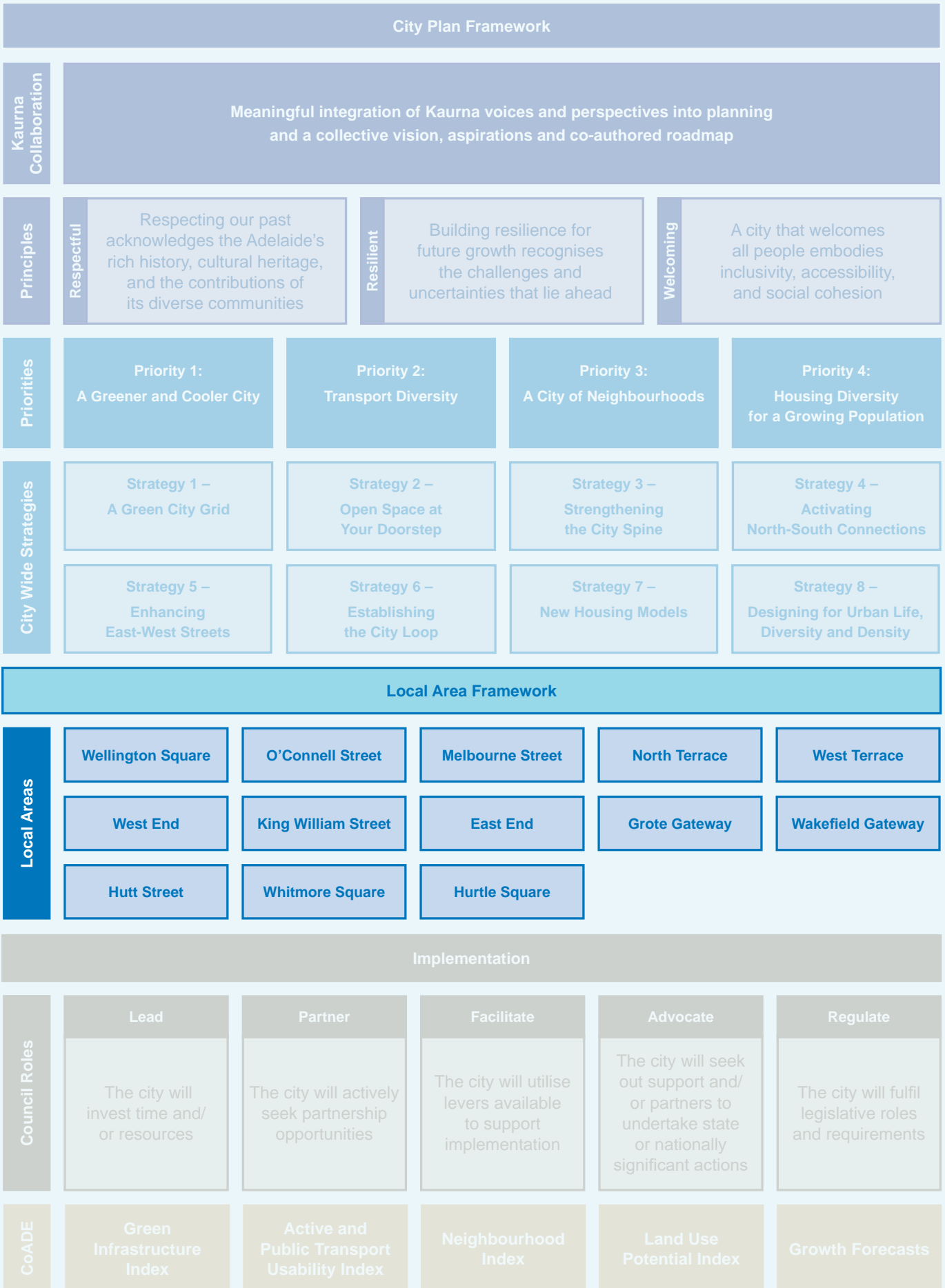


Figure 5.1 Plan on page

Local Areas Overview

The City Plan provides a local area framework that describes the unique attributes and identity, place principles and investment priorities for 13 neighbourhoods across the City of Adelaide developed through stakeholder and community engagement and spatial analysis.

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

The 13 neighbourhoods are based on the city's form and function, 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 overlap.

Future investment opportunities are drawn from the place principles, relevant City of Adelaide strategies and Social Infrastructure Policy (in development) which is a population and threshold based trigger for new infrastructure.

"The intimate scale of the street, street corner, and neighborhood is the essential scale of city life."

Jane Jacobs



Figure 5.2 Local Area Zones

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

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

Local Areas Overview

The local area framework shows how a population of 50,000 residents by 2036 can be achieved with residents having access to diversity of activities, urban services and economic opportunities while 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 from 2021 population figures (growth by 2036), with areas identified as having low, medium, or high growth potential (see Figure 5.3 and Table below).

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

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

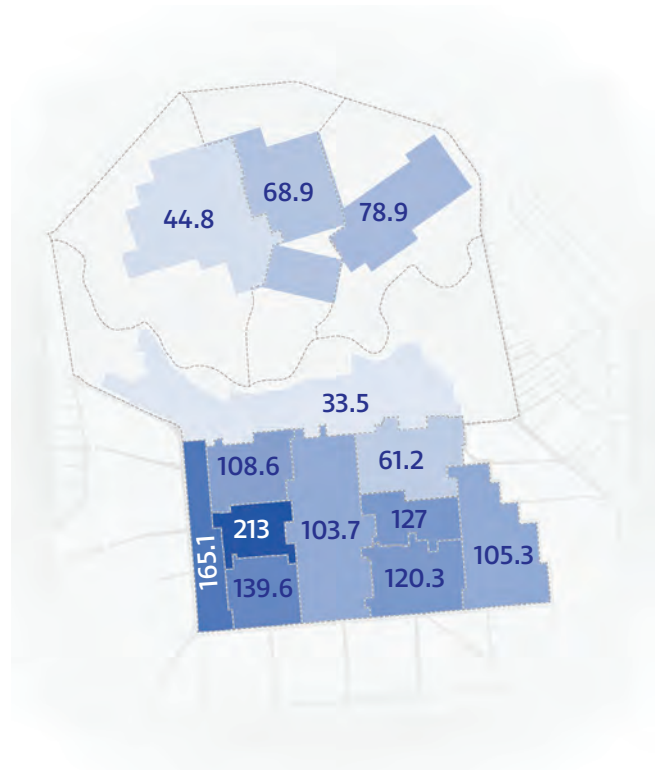


Figure 5.3 Potential population density (people per ha) by 2036

	2021 Pop.	15 year Horizon High Growth Potential (Pop. 2036)	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%
West End	2,298	3,950 – 4,850	108.6	8.0%
King William Street	3,105	7,200 – 8,850	103.7	18.5%
East End	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%
Hutt Street	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%



Figure 5.4 City of Adelaide Local Area Framework Plan

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

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

The Wellington Square Local Area will have improved resident experiences with greater connection to O’Connell Street, the city and the Adelaide Park Lands while retaining its character as a predominantly low density historic residential area.

Recognising it as one of the most intact heritage areas of South Australia, growth will primarily be achieved through heritage adaptation and sensitively designed infill development that is consistent and complementary to the prevailing historic character.

Bordered by the Adelaide Park Lands, including the North Adelaide Golf Course and the river to the south, this local area boasts excellent access to active and passive recreation in the Adelaide Park Lands, attractive wide tree lined streets and a high proportion of large State and Local Heritage listed detached dwellings interspersed with 1950s and 1960s infill development. The local area includes Wellington Square which is the only Square in North Adelaide and is one of the city’s most important and historical public spaces that provides valuable open space and passive recreational opportunities for the community.

The townscape character comprises a high proportion of heritage listed buildings with large garden settings and high tree canopy coverage. Existing community amenities, including a private hospital, consulting rooms, healthcare and education facilities, and retail, will continue to support residents and local businesses.



Adelaide Park Lands walking and cycling trails

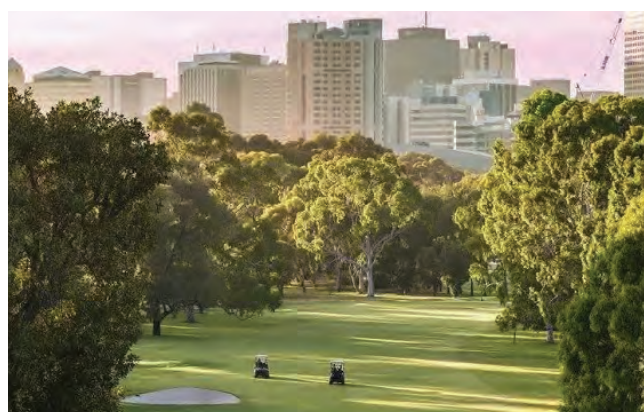


Montefiore Hill Lookout

Kurna Context

The Kurna historical context for this local area is:

“Kudnatu, meaning “third born child”, was the name of a Kurna ancestor who today is recognised as the first Kurna/Aboriginal person to be married to a European settler under the approval of the former 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.”



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. The area has a high green infrastructure score, with extensive tree canopy coverage, and good proximity to open space. However, the area has comparatively low proximity to active and public transport. Areas for future investment should focus on improving connectivity through expanding the active transport network and improving access to public transport. These services should focus on connecting Wellington Square Local Area to O’Connell Street, for access to community facilities, local services, and retail amenity as well as improving connection to the Adelaide Park Lands and the North Adelaide Railway Station.

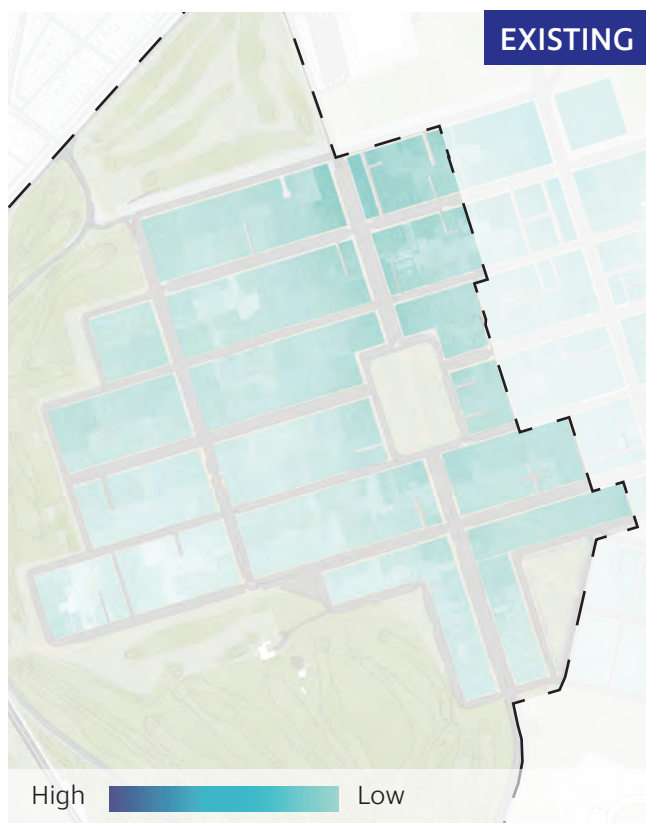


Figure 5.5 Active and Public Transport Useability Index (Existing)

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

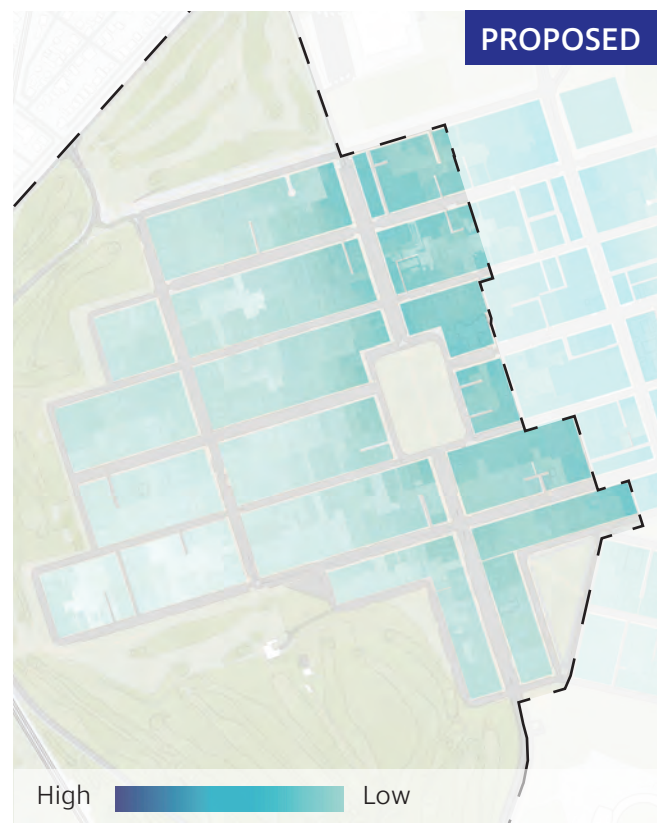


Figure 5.6 Active and Public Transport Useability Index (Potential)

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

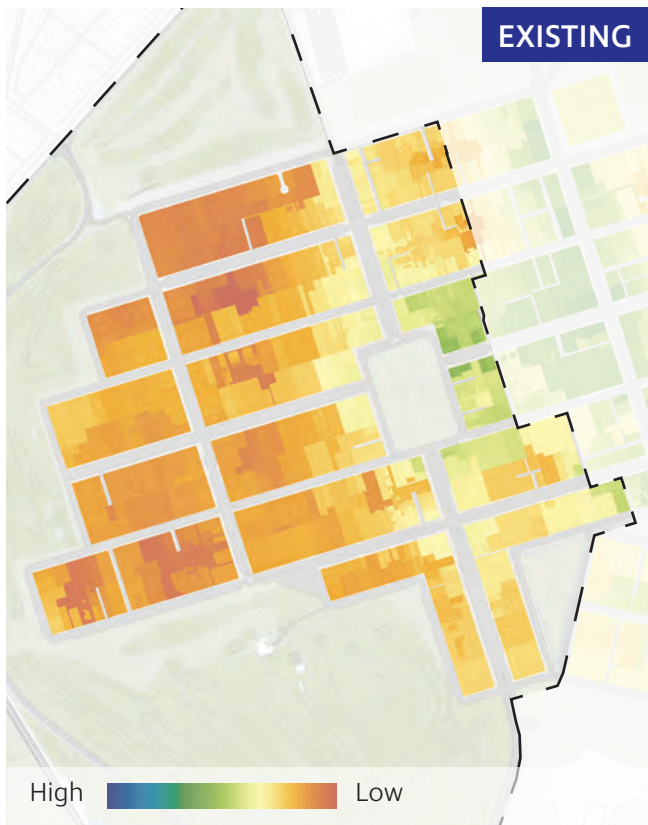


Figure 5.7 Overall Proximity to Amenity Index (Existing)

The existing Overall Proximity to Amenity Index demonstrates that the properties interfacing with the Golf Course have lower proximity to local amenities.



Figure 5.8 Overall Proximity to Amenity Index (Potential)

Future investment in this area should focus on diversifying the use of open space to meet community needs, and 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 low rise, low density historic residential character of the local area, whilst supporting opportunities to improve access to amenities and services.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form address interface issues, and respect the surrounding historic residential areas, including architectural and landscape features.
- Diversity housing supply through innovative adaptive reuse that preserves the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Capitalise on the area's proximity to the CBD by supporting active and sustainable transport, such as walking, wheeling, cycling and public transport (including City Connector bus service), through improvements to footpaths, cycle paths and signage. In particular:
 - Improve 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
 - Strengthen pedestrian and cycling connections across the Adelaide Park Lands to North Adelaide Station, Thebarton and Bowden.
- Investigate recreational open space uses and other activations, including for families, appropriate for the historically intact character of Wellington Square and the diversification of the Golf Course for other open space uses consistent with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.

- Strengthen the connection to the Adelaide Park Lands, supporting the area's important role in active and passive recreation for residents.

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.
- Improve east-west active transport connectivity 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.
- Strengthen pedestrian and cycling connections across the Adelaide Park Lands to North Adelaide Station, Thebarton and Bowden.



Maintain residential character



Figure 5.9 Place Principles

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

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

The O'Connell Street Local Area, stretching from Pennington Gardens to Robe Terrace, will have a diversity of activities, services and economic opportunities to attract people to live and spend time in the neighbourhood.

O'Connell Street will showcase a unique blend of existing heritage and new contemporary built form with densification focused along O'Connell Street and the existing Women's and Children's Hospital. This will leverage future investment in the main street and public transport connecting the city to the new Adelaide Aquatic Centre.

O'Connell Street is characterised by the formal avenue of London Plane trees and prominent and richly detailed Heritage Places such as groups of 19th Century and 20th Century residential and commercial buildings.

The long range views and vistas and physical dominance and grandeur of the landmark St Peter's Cathedral should be protected.

With investment into the public realm, O'Connell Street has the potential to be a pedestrian focused boulevard that creates a place identity and amenity during the day and into the evening, supporting growth in small business, with higher-density living. The diversity of uses including hospitals, consulting rooms, a school, the neighbourhood scale supermarket, restaurants, shops and hotels will enhance the vibrancy and safety of the local area.



Adelaide Oval

The local area east and west of O’Connell Street will retain its character as a high amenity low density predominantly residential area with mature street trees and low-rise State Heritage and Local Heritage Places.

This local area is forecast to experience low to moderate growth, with most potential along O’Connell Street and through the redevelopment of the Women’s and Children’s Hospital.

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 has moderate growth potential, with the majority of projected increases in population density along O'Connell Street. The area's overall liveability index score is moderate, with good access to community facilities, local services, and open space. However, the area faces challenges in connectivity to cycling and public transport, ranking 9th and 10th respectively out of the 13 local areas. Future investments should prioritise enhancing public transport connectivity to support the projected population increase.

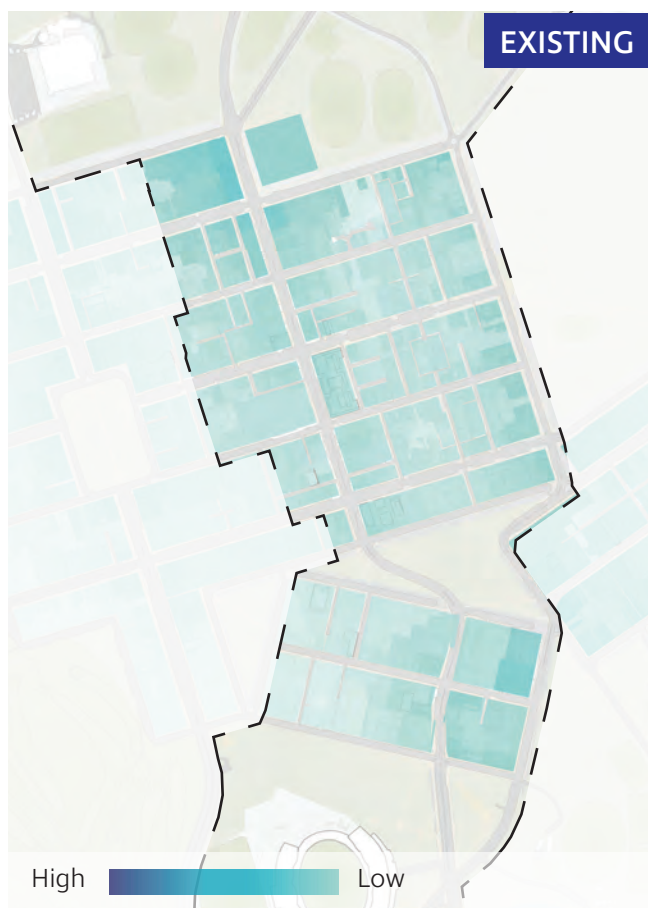


Figure 5.10 Active and Public Transport Useability Index (Existing)

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

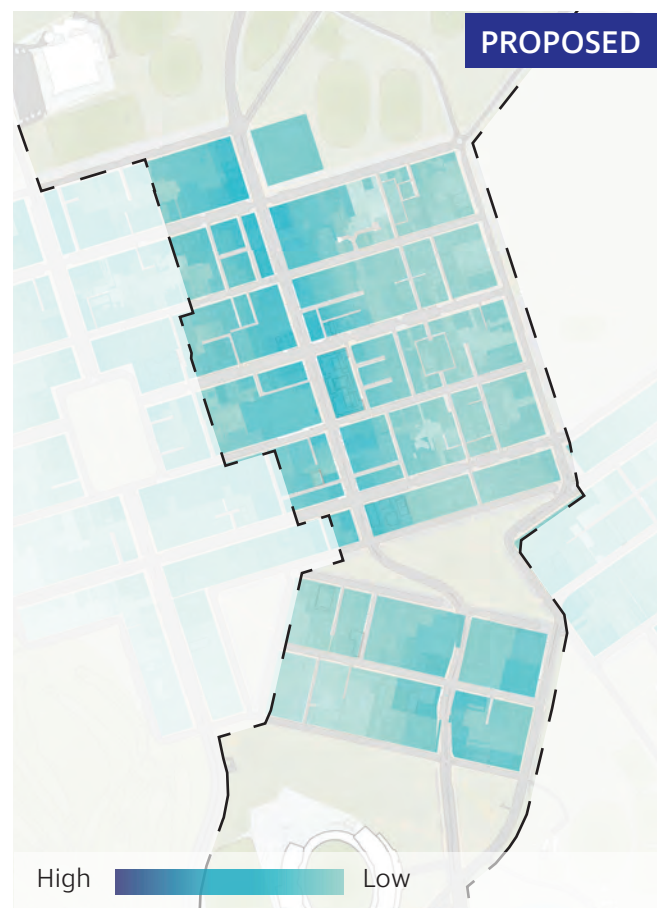


Figure 5.11 Active and Public Transport Useability Index (Potential)

Future investment in this local area should focus on expanding the public transport network, to reinforce the connection to King William Street and the CBD. A potential Light Rail extension along O'Connell Street should be investigated.



Figure 5.12 Overall Proximity to Amenity Index (Existing)

O'Connell Street Local Area has moderate to above average proximity to community facilities and local services focused along O'Connell Street and the Women's and Children's Hospital Precinct. It is also within near proximity to the Adelaide Park Lands to the north, east and south.



Figure 5.13 Overall Proximity to Amenity Index (Potential)

Strategy 1 - A Green City Grid will benefit the entire area with improved permeability, walkability and access to open space.

Strategy 3 - Strengthening the City Spine further reinforces O'Connell Street as a main street.

Local Area 2: O'Connell Street

Place Principles

The place principles for the local area are:

- Retain the predominantly low density historic residential character of the local area east and west of O'Connell Street.
- Protect the long range views and vistas and visual prominence of the St Peter's Cathedral through the identification of important view corridors.
- Support mixed use redevelopment of the Women's and Children's Hospital site, including affordable and social housing, to provide a destination for local residents and visitors with ground floor uses and building facades that activate the street and contribute to the high-quality public realm.
- Provide a protected cycleway along the O'Connell to King William Street corridor, as an important contribution to the wider cycling network.
- Investigate options to connect North Adelaide to the CBD with additional public transport, including expanding the City Connector bus service and extending the tram line from North Terrace to North Adelaide (Strategy 3 - Strengthening the City Spine).
- Support the vibrancy and economic activity of O'Connell Street, to attract visitors through:
 - Uses that generate a high frequency of pedestrian activity and activate the street
 - Extended business trading hours and diversified tenancy mix to address retail and commercial vacancies and enhance the vibrancy and safety of the area during the day and nighttime hours.
 - Public realm and streetscape greening
 - Protecting small businesses by maintaining small shopfront character and limiting large tenancy spaces within larger developments.
- Protect existing land uses that play an important role in contributing to the area's character and vibrancy.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form address interface issues and respect the surrounding historic residential areas, including architectural and landscape features.
- Support residential growth to underpin the provision of new community infrastructure and local economic development while maintaining the area's local identity, character and amenity.
- Support connection to the Adelaide Park Lands, in particular residents' access to sporting and recreational activities.
- 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 vibrancy and economic activity

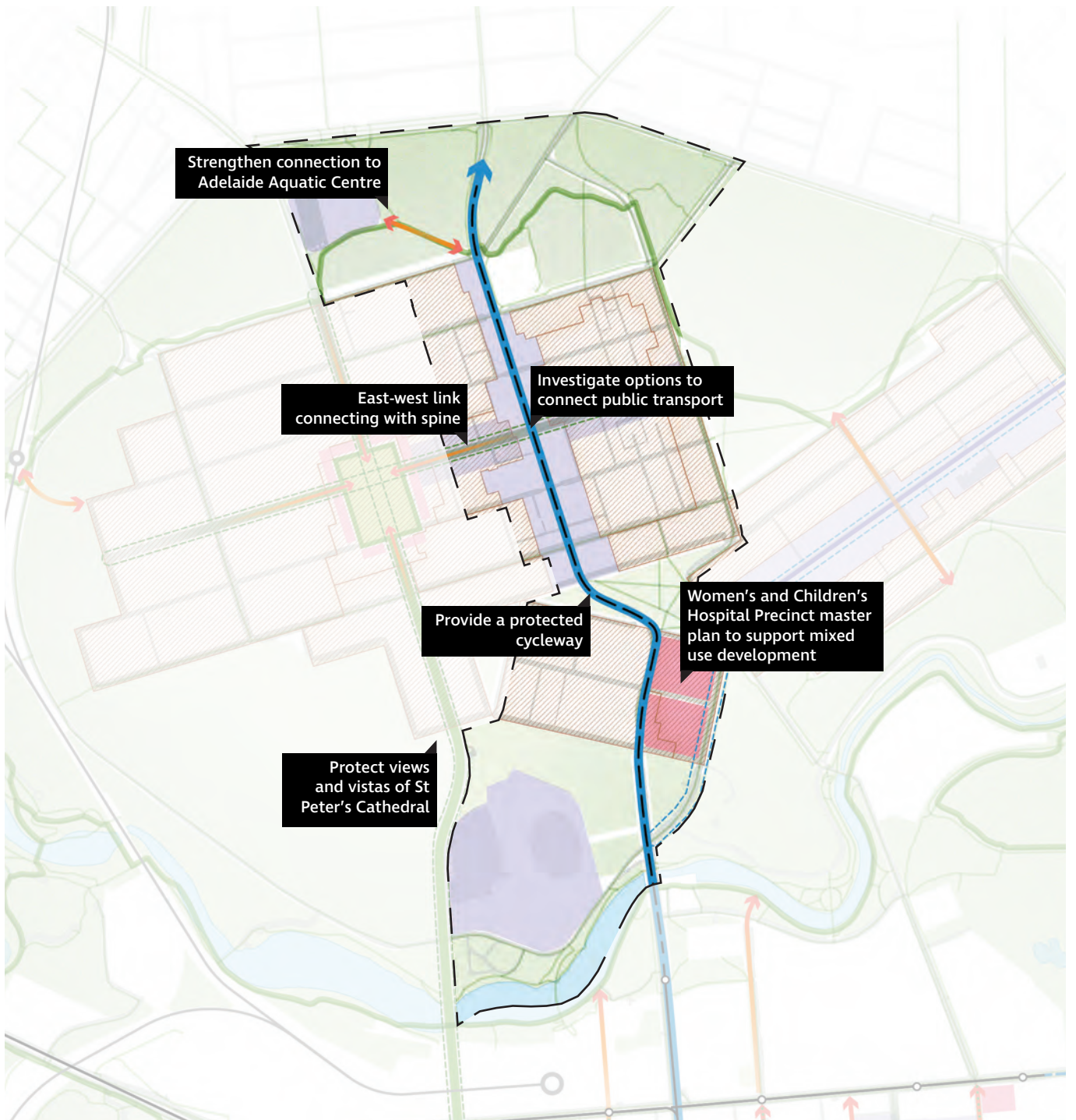


Figure 5.14 Place Principles

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

Local Area 2: O'Connell Street

Future investment opportunities

Future investment opportunities include:

- Redevelop the Women's and Children's Hospital site into mixed use residential, including affordable and social housing, and commercial uses respecting the surrounding Historic Areas, Heritage Places and the Adelaide Park Lands.
- Advocate for new social infrastructure within any redevelopment of the Women's and Children's Hospital such as:
 - Arts and culture (performance, rehearsal and storage space)
 - Indoor sports centre
 - Indoor youth facilities.
- Provide additional young people/youth play provision, including nature play for young adults and spontaneous 'pick-up' sports facilities.
- Investigate potential for at least two 'play' streets within the Wellington Square or Melbourne Street Local Area.
- 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 extension improving the connection between O'Connell Street and Adelaide Oval and supporting transport mode shift for O'Connell Street.
- Improve the paving and street furniture along O'Connell Street to provide a sense of identity and amenity, and supporting growth in small business and residential living.



Protected cycleway



Public transport Connections to CBD



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 an intimate high amenity local main street, offering diverse and interesting services and experiences to meet the needs of the local community including shops, restaurants, licenced premises, community and cultural facilities and visitor and tourist accommodation that are complementary to nearby O’Connell Street and contribute to the area’s vitality. Growth along the main street will consider shop top housing to support a growing residential population and business vibrancy.

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 and adding to the vibrancy of the street.

Melbourne Street is surrounded by predominantly low density residential uses, with a high proportion of Heritage Places and with high amenity leafy tree lined streets within Historic Areas . The local area and includes areas parts of the Adelaide Park Lands including Lefevre Park / Nantu Wama (Park 6), Bundeys Paddock / Tidlangga (Park 9) and Bullrush / Warnpangga (Park 10).

Clustered Heritage Places character buildings are located towards the north-east and south-west ends of Melbourne Street which offer 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.

Kurna Context

The Kurna historical context for this local area is:

"Kudnatu, meaning "third born child", was the name of a Kurna ancestor who today is recognised as the first Kurna/Aboriginal person to be married to a European settler under the approval of the former 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 growth potential similar to O’Connell Street, with low to medium existing liveability metrics and low potential for growth. The area has poor cycling network and public transport and connectivity accessibility, ranking in 12th and 13th place. While overall proximity to amenity is moderate, there is opportunity for additional retail amenity and night-time economy accessibility. Future investments should prioritise improving public transport connectivity accessibility to bolster the area’s growth potential. Enhancements to the cycling network could also contribute to improving accessibility connectivity and fostering development along Melbourne Street.



Figure 5.15 Green Infrastructure Index (Existing)

The Melbourne Street Local Area currently has high proximity to open space in the surrounding Adelaide Park Lands to the northern and southern edge of the area.



Figure 5.16 Green Infrastructure Index (Potential)

Improving walkability within the local area will provide greater connection access to the surrounding Adelaide Park Lands and amenity..

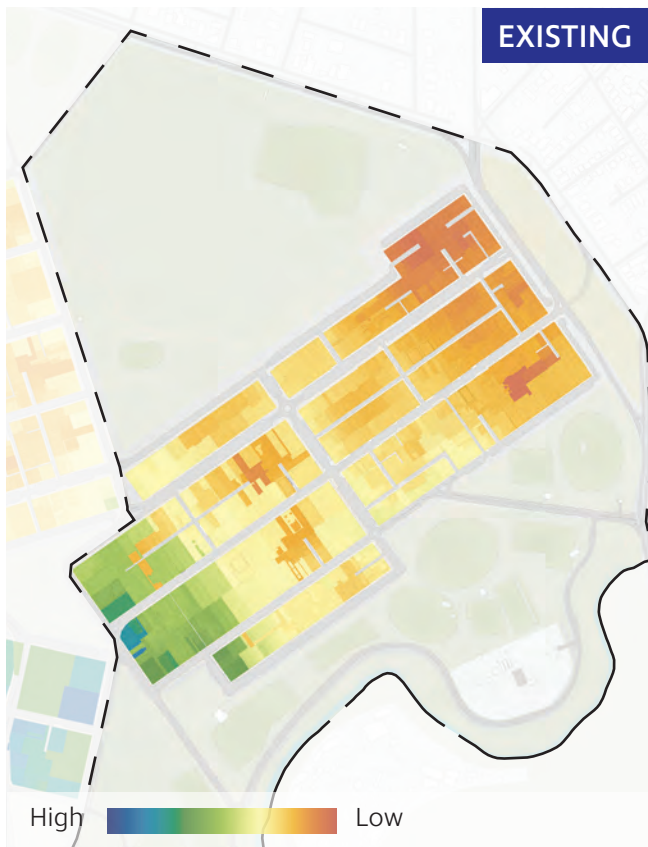


Figure 5.17 Overall Proximity to Amenity Index (Existing)

The Overall Proximity to Amenity Index highlights the extremes of proximity to amenity within the local area. The southern part of the area benefits from high proximity to amenity and this dissipates moving northward.

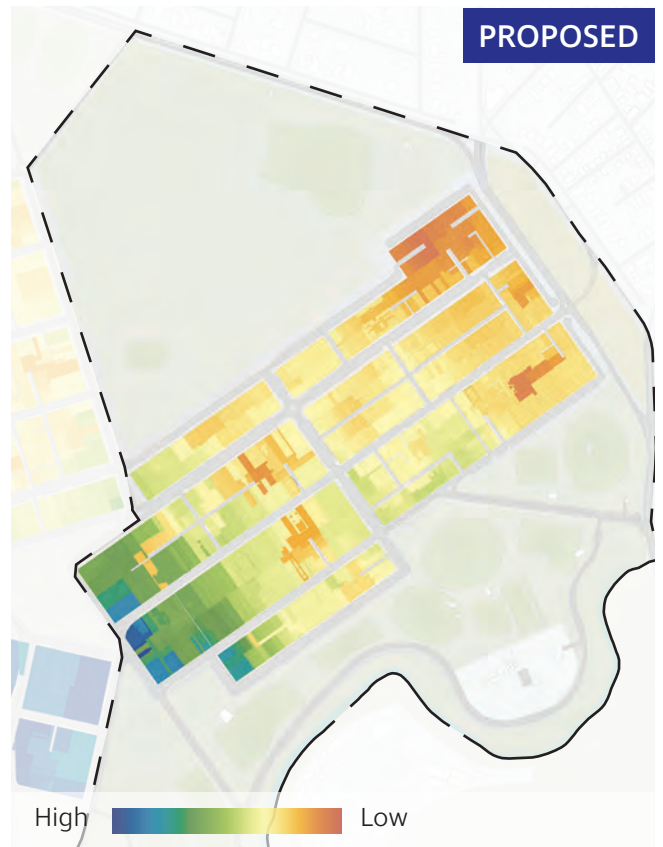


Figure 5.18 Overall Proximity to Amenity Index (Potential)

Future investment should focus on more evenly distributing public amenity throughout the local area, and providing public transport connections north to south.

Local Area 3: Melbourne Street

Place Principles

The place principles for the local area are:

- Retain the predominantly low density historic residential character of the local area north and south of Melbourne Street.
- Ensure connection to the future redevelopment of the Women's and Children's Hospital to leverage and extend the Melbourne Street main street character south west across Jerningham Street.
- Support vibrancy and activation of the local area by 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.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form address interface issues and respect the surrounding historic residential areas, including architectural and landscape features.
- Subject to addressing interface issues, Melbourne Street will accommodate taller buildings with low to medium rise built form in the surrounding streets.
- Support the vibrancy and economic activity of the main street function of Melbourne Street to attract visitors through:
 - Uses that generate a high frequency of pedestrian activity and activate the street
 - Diversified tenancy mix to address retail and commercial vacancies and enhance the vibrancy and safety of the area during day and night time hours
 - Public realm and streetscape greening
 - Protecting small businesses by maintaining small shopfront character and limiting large tenancy spaces within larger developments.

- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Improve connections into the surrounding Adelaide Park Lands and throughout the local area through public realm and local street greening.

Future investment opportunities include:

- Connection to the future redevelopment of the Women's and Children's Hospital by drawing the main street character further south west.
- Review the motor vehicle road, cycling and pedestrian functions of Melbourne Street to align with its main street function.
- Provide additional young people/youth play provision, including nature play for young adults and spontaneous 'pick-up' sports facilities.
- Investigate potential for at least two 'play' streets within the area.
- Improve the paving and street furniture along Melbourne Street to provide a sense of identity and amenity, supporting growth in small business and residential living.



Explore options for shop top housing



Figure 5.19 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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Historic Area Overlay

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 vibrant North Terrace Local Area, spanning from National Wine Centre and Adelaide Botanic Garden in the east to the Adelaide Biomedical Precinct and Bonython Park in the west, plays a significant role in Adelaide’s identity, facilitates social interaction, communication, and learning and provides an enabling environment for building social, cultural and economic capital.

The North Terrace Local Area is the cultural, institutional and governance heart of the South Australia characterised by State significant facilities and strong built form along a wide pedestrian boulevard, including the Art Gallery, South Australian Museum, universities, Lot Fourteen Innovation District, Government House, Parliament House, Festival Centre and the Riverbank arts and entertainment precinct. Leveraging good access to public transport, local services, and employment opportunities will support growth in business, education and tourism.

The merged Adelaide University and the new Flinders University campus in Festival Plaza will provide a strong higher education focus. The local area also supports contemporary multicultural Australia and Kaurna cultural connections. It contains the emerging health and Biomedical Precinct at the western end, the centrally located entertainment hub, and the Lot Fourteen Innovation District at the eastern end.

Lot Fourteen is the business and technology district of North Terrace accommodating innovative commercial, educational and research activities and has potential to be supported by a mix of compatible employment generating land uses including tourism, hospitality, cultural, entertainment, retail activities and public space.

The local area is well serviced with public transport along the entire length of North Terrace. Public transport also serves to bring people to or through the local area, particularly the Adelaide Railway 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 on the southern side of North Terrace, including short-term accommodation, student housing, and apartments that will build on the existing student and worker populations that live in this area. Towards the King William Street intersection, a vibrant nightlife and retail scene further enriches the dynamic character of the local area.

At the eastern end at Lot Fourteen there is potential for employment and tourism generating land uses, including cultural, entertainment, retail activities and public space.

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 shows a low population and density, but with a significant projected increase and high potential for growth. This area excels in overall proximity to amenities across all subcategories, particularly in public transport connectivity, 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, providing a strong basis for sustainable and well serviced commercial and residential growth.

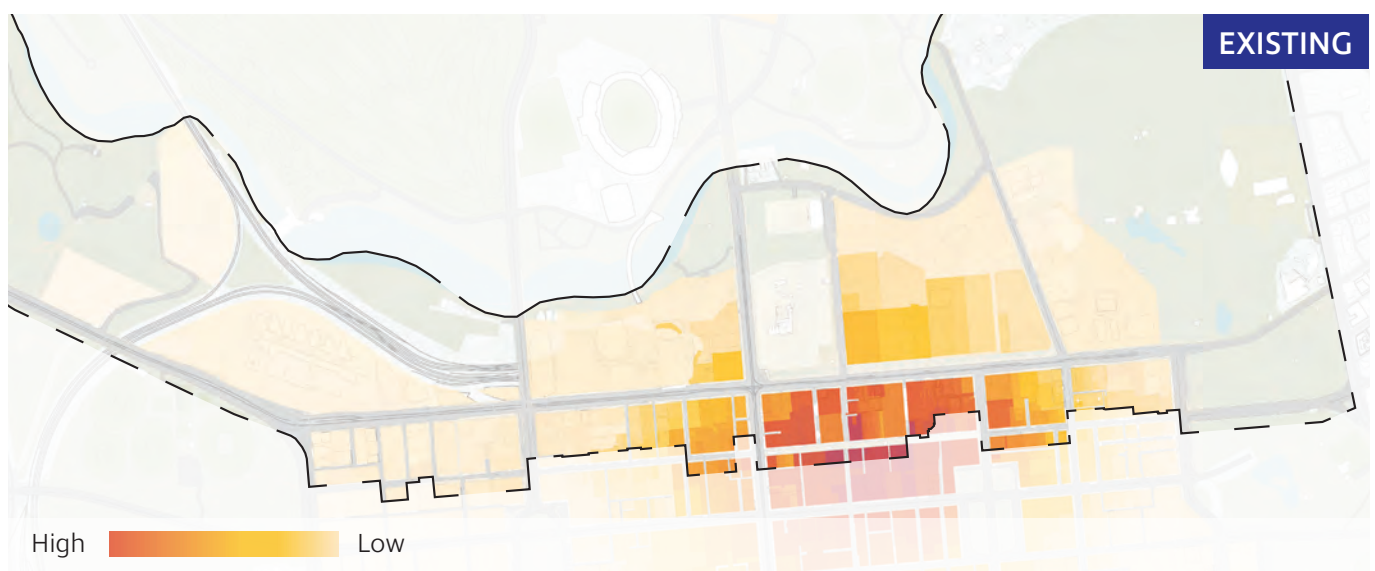


Figure 5.20 Neighbourhood Proximity Index (Existing)

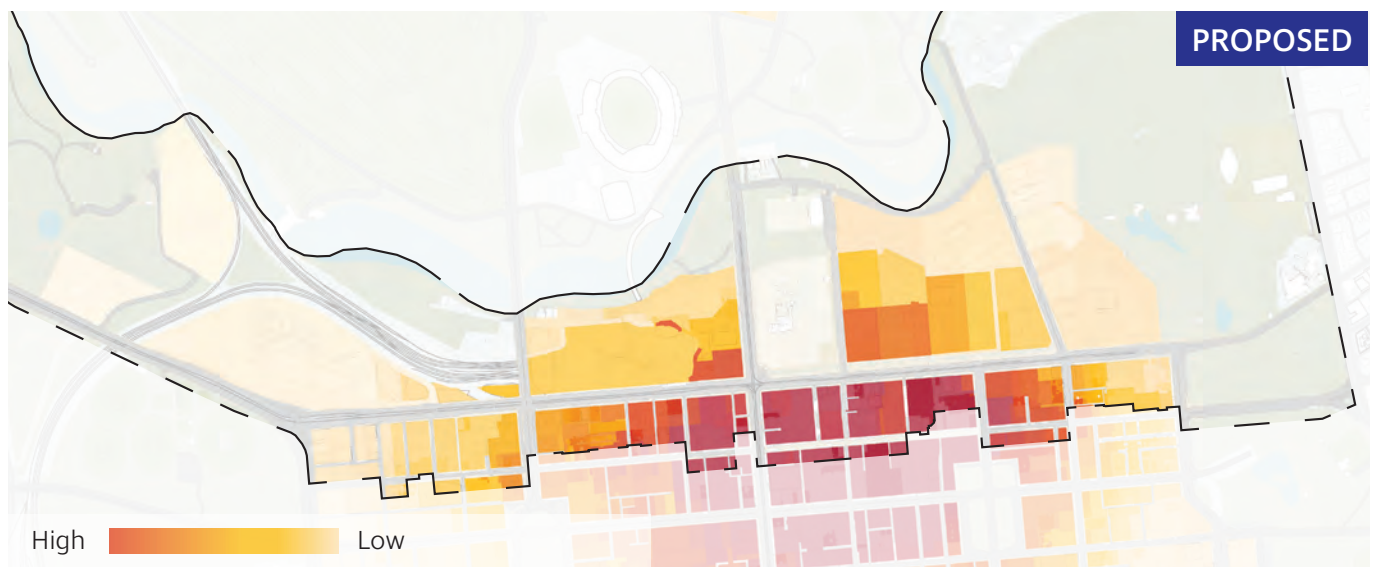


Figure 5.21 Neighbourhood Proximity Index (Potential)

North Terrace ranks highly across most liveability metrics. However, it does have a limited proximity to community facilities. Additional community facilities in this area would support residential growth.



Figure 5.22 Overall Proximity to Amenity Index (Existing)



Figure 5.23 Overall Proximity to Amenity Index (Potential)

Local Area 4: North Terrace

Place Principles

The place principles for the local area are:

- Public spaces are accessible and well defined with active and visually permeable frontages to create a sense of address, destination and identity at pedestrian level particularly on the northern side of North Terrace west of King William Street and east of Frome Road.
- Retain the prominent views of the significant National Heritage and State Heritage Places.
- High quality contemporary and innovative architecture that is respectful of the local area's Heritage Places, Adelaide Park Lands character and civic uses.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Diversify housing supply by converting vacant office buildings into residential accommodation, while maximising the utilisation of retained embodied energy and activating dormant spaces.
- On the northern side of North Terrace where there are long range views from North Adelaide, Montefiore Road, Memorial Drive, Adelaide Oval and North Terrace, buildings should be designed to address all frontages and be viewed from all sides with open spaces between adjoining buildings.
- Protect and support Elder Park as a premium event site.
- Encourage pop-up activities, especially between festivals and events, to support engagement with local businesses and the cultural institutions in the local area.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Leverage significant investment into the northern side of North Terrace to reinforce its role as the premier cultural and institutional boulevard. This includes prioritising pedestrian amenity and safety to take advantage of the significant and growing event infrastructure including to:
 - Extend the shaded pedestrian boulevard along North Terrace to the west connecting the Adelaide Railway Station to the Biomedical Precinct and,
 - to the east connecting Lot Fourteen with the National Wine Centre.
 - Continue the formal planting to enhance the grand boulevard character of North Terrace and King William Road.
 - 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.
 - Improve pedestrian amenity and ease of pedestrian movement across North Terrace.
- Enhance the use of the tram along North Terrace by providing intersection priority and better connectivity to tram stops including the longer term consideration of the City Loop (Strategy 6 – Establishing the City Loop).
- Invest in the pedestrian boulevard on the southern side of North Terrace to provide a quality public realm that is inviting and attractive and supports business and shop-front activation, particularly of uses that continue into the evening.
- Support active transport use through protected cycle lanes along North Terrace and additional cycle connections with the River Torrens / Karrawirra Pari path network.
- Service roads, loading areas and vehicle entry points to car parking should give priority to and not obstruct the movement of pedestrians and cyclists.
- Regenerate the existing carpark under the southern plaza along Festival Drive to address its structural and functional deficiencies and reinforce its sense of safety for public use as a high-quality space to help reinforce the area as an entertainment hub.

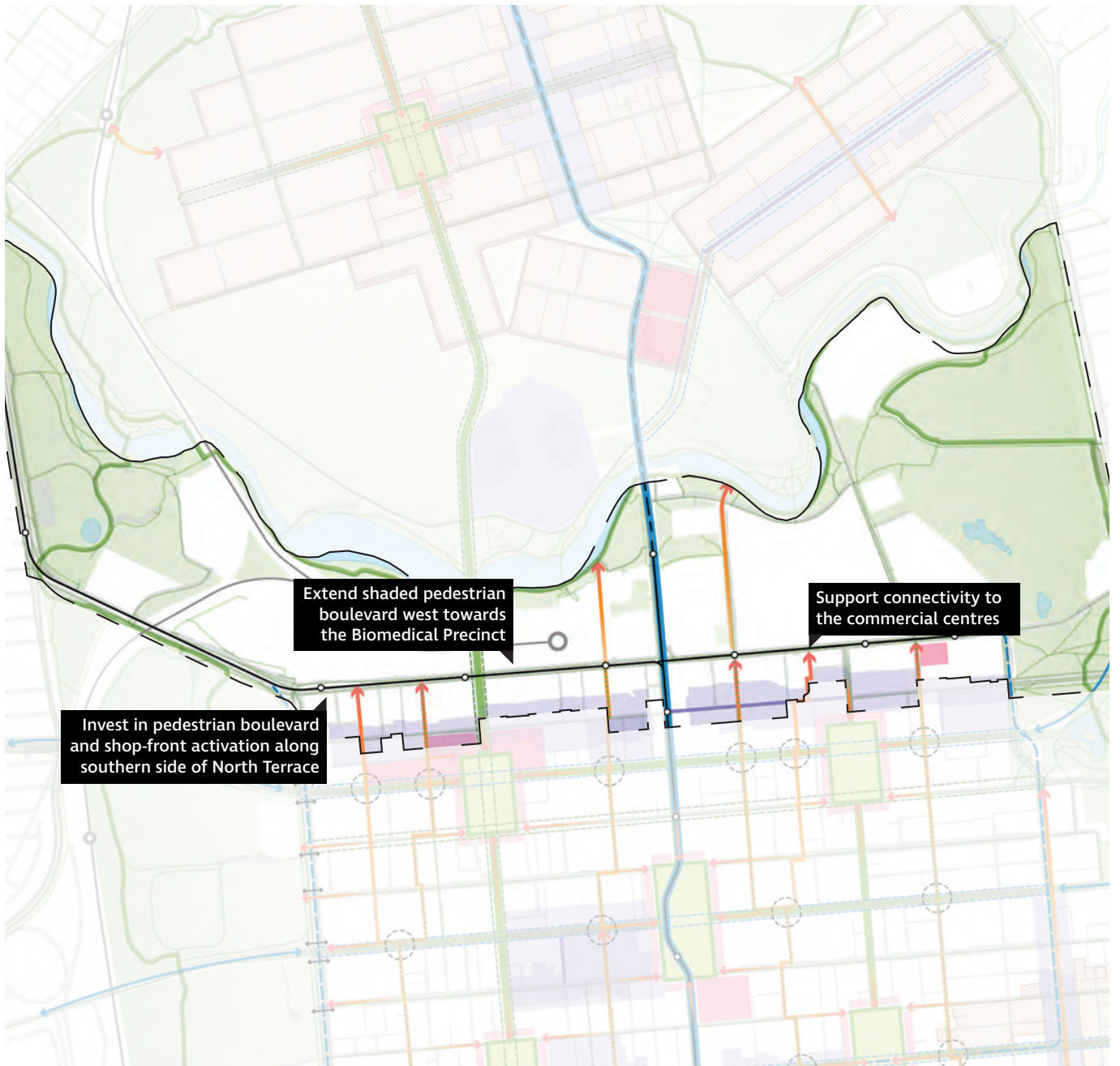


Figure 5.24 Place Principles

- 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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 4: North Terrace

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.
- Improve laneway connections to the commercial centres of Rundle Mall and Hindley Street





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



Kingston Gardens, West Terrace

The West Terrace Local Area will be transformed into a human scale tree-lined boulevard that prioritises people and transport over cars, creating an attractive and liveable western edge of the city.

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

With commitment and investment from all levels of government and the private sector there is significant potential for growth along West Terrace and major streets so that development fronting West Terrace frames the city edge and activates the Adelaide Park Lands.

Existing land uses are primarily commercial, 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 include the Rydges Hotel at the south west corner and the State Heritage listed Newmarket Hotel at the north west corner of West Terrace.

There are multiple large underutilised vacant land parcels in this local area which with appropriate interface management can contribute to mixed used development to grow and support the local community.

Beyond the West Terrace frontage development is predominantly low scale residential, some of which are of heritage value, with housing interspersed with an eclectic mix of small scale businesses and retail which should be protected and better connected to the Adelaide Park Lands and CBD.

Kurna Context

The Kurna historical context for this local area is:

“During the last 188 years, it has been recorded that many Kurna 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 Kurna 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. The area faces challenges in open space connectivity, ranking 10th out of the 13 local areas, public transport connectivity, ranking 9th and cycling network, ranking 8th of the the 13 local areas. However, West Terrace benefits from relatively good access to local services, ranking 8th of the 13 local areas. Despite challenges, there are a number of opportunities for providing local services and social infrastructure to support population growth, as well as better connections to and utilisation of the Adelaide Park Lands and improved walkability in the local area.



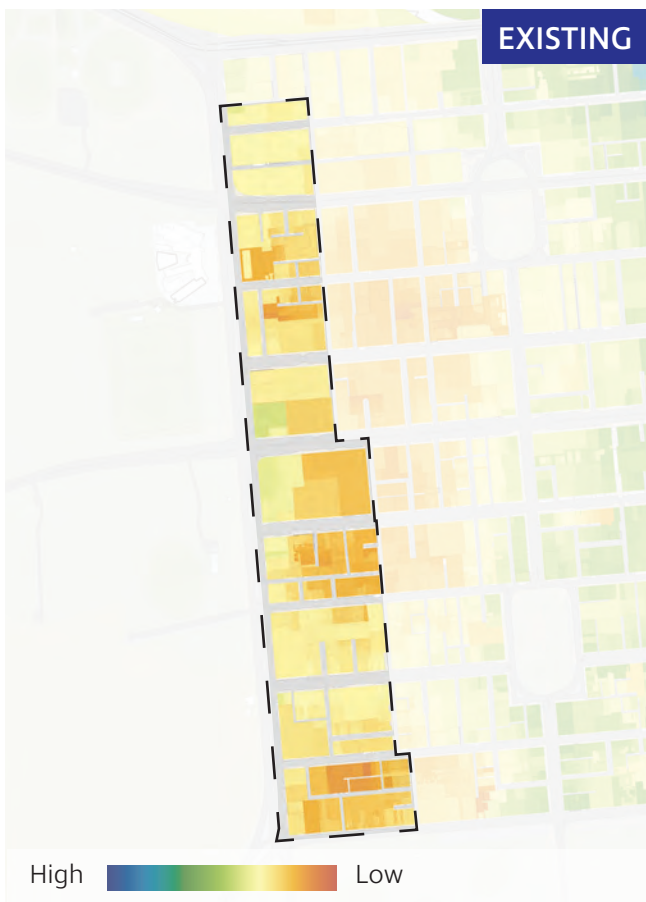
Walkability Network Analysis (Existing)

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



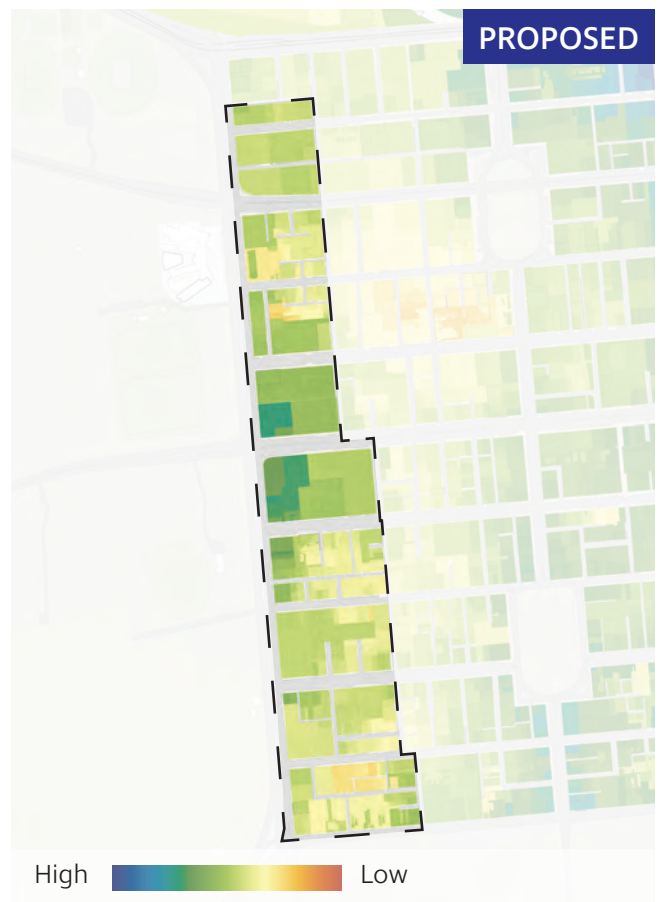
Walkability Network Analysis (Potential)

Better pedestrian connectivity can be achieved by providing strategically located pedestrian crossings, improved wayfinding and through site links. Additional north-south pedestrian links can be promoted along key laneways.



Overall Proximity to Amenity Index (Existing)

The Overall Proximity to Amenity Index reveals a combined low liveability score for West Terrace. This is a result of limited proximity to open space, public transport and community facilities within the local area.



Overall Proximity to Amenity Index (Potential)

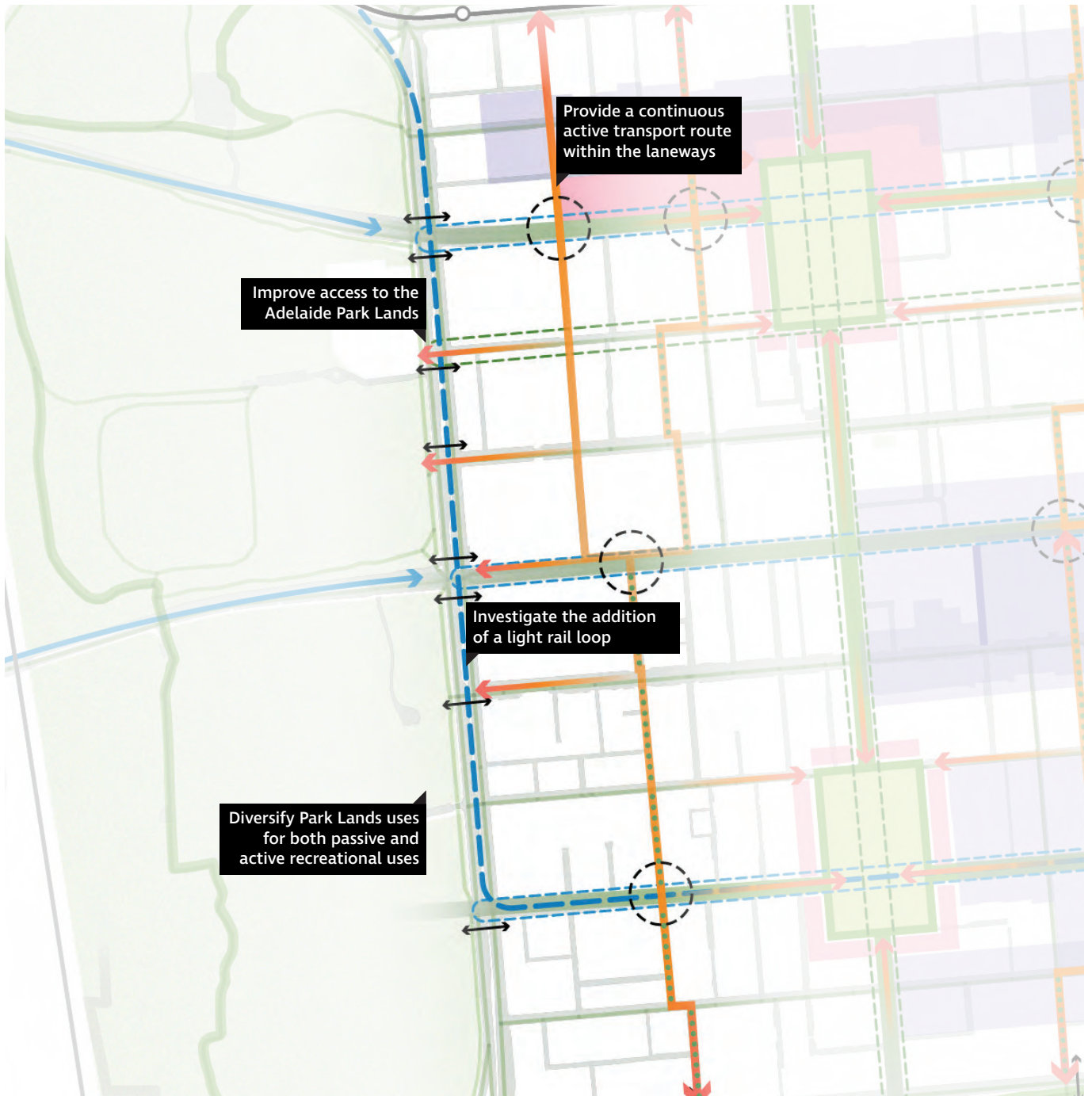
The potential Overall Proximity to Amenity Index demonstrates that significant improvement in people's proximity to amenities is possible through improvements to pedestrian connectivity, reprogramming surrounding open space for community uses and providing a new community facility within the local area.

Local Area 5: West Terrace

Place Principles

The place principles for the local area are:

- Develop West Terrace as a 'boulevard' to improve the identity character and pedestrian experience along West Terrace, including active ground floor activation byuses in future development.
- Improve urban wayfinding to increase cohesiveness across the local 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 laneway network to provide an alternative route to West Terrace.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on:
 - Newmarket Hotel
 - Newmarket Hotel (State Heritage Place)
 - Former dwellings previously converted to commercial
 - Two storey shop tops
 - Warehouse conversions.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Support mixed use development along West Terrace and on large and underutilised sites to achieve diversification of housing, additional local services and social infrastructure, and potential commercial uses, including a health focus to the northern end of the local area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form address interface issues and respect the surrounding architectural and landscape character.
- Investigate applying the Planning and Design Code's Historic Area Overlay to key heritage sites within the local area.
- Use key corner sites to West Terrace to provide a strongly defined visual gateway to the city.
- Subject to addressing interface issues, West Terrace, Grote Street and the north-west corner of the local area will accommodate taller buildings with low to medium rise built form in the surrounding streets.
- Prioritise connecting key streets and destinations to the Adelaide Park Lands by increasing opportunities for people walking, wheeling and cycling to safely and conveniently cross West Terrace.
- Investigate alternate public transport infrastructure along West Terrace to support increased use of public and active transport modes (Strategy 6 – Establishing the City Loop).
- Diversify recreational uses within the south west Adelaide Park Lands with passive and active recreational options for residents and visitors.
- Invest in public realm and local street greening to improve connections throughout the local area.
- In the long term, leverage the completion of the Greater Adelaide North South Road corridor by redirecting current commuter traffic to South Road 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.



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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Green Laneways

Local Area 5: West Terrace

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 active and public transport infrastructure, increasing greening and improving safe pedestrian crossings to the Adelaide Park Lands.
 - Encourage master planning of large and under-utilised sites to deliver mixed used development, social infrastructure and improve pedestrian permeability, amenity and activation.
 - Improve streetscapes of small intersecting lanes and streets, including widening footpaths, prioritising pedestrians, and improved signage.
 - 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 the Adelaide Park Lands, open space, community facilities and public transport for existing residents and to unlock future growth potential.
- Identify opportunities for at least one additional children’s play space to serve the needs of the West Terrace and West End Local Areas.
 - Identify opportunities to provide additional young people/youth play provision (this may include expansion of the West Terrace skate park) to serve the needs of residents, located in the North Terrace, West Terrace or West End Local Areas.
 - Identify opportunities for a pocket or micro park to serve the needs of residents, located in the West Terrace or West End Local Areas.
 - Identify opportunities to provide a local level (at least 250-300 sqm) community centre to serve the needs of the south and south west of the city, located in one of the local areas of West Terrace, King William Street, Grote Gateway or Whitmore Square.
 - Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway or Whitmore Square.



Reduce vehicle dominance



Address the form and function of West Terrace



Develop West Terrace as a boulevard



Enhance connections to the Adelaide Park Lands

Local Area 6: West End



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

The West End Local Area will continue to evolve as one of the city’s most diverse and vibrant neighbourhoods through increased education, health and medical uses, and more residential development supported by improved access to open space and community facilities.

The West End 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 West End Local Area supports a vibrant day and night time economy that contributes to the city’s vitality. Key land uses include UniSA, Tafe, JamFactory, Mercury Cinema, Lion Arts Centre, Museum of Discovery and ASO Grainger Studio. New residential development centred around Light Square / Wauwi is contributing to revitalisation of the local area. Restaurants, hotels and accommodation are also instrumental in attracting visitors to the area who are taking advantage of the vibrant night life.



University of South Australia City West Campus

The local area includes Light Square which is one of the five City Squares and is an important and historical public space that provides valuable public open space and passive recreational opportunities for the enjoyment of South Australians. Light Square is included within the National Heritage Listing of the Adelaide Park Lands and City Layout.

Currie Street and Grenfell Street provide important views to the Adelaide Park Lands and the Adelaide Hills and their vistas and view corridors should remain uncluttered.

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

The West End Local Area has high potential for growth due to its successful evening and night time economy and mix of land uses that are attractors for residents and visitors, particularly young adults.

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: West End

Key Spatial Analysis

West End exhibits low to medium existing liveability metrics with significant projected growth, indicating high potential. The area demonstrates moderate to high social infrastructure availability, with amenities scoring well across all subcategories. Notably, public transport connectivity scores high, ranking 4th of the the 13 local areas. In comparison to other local areas, West End’s infrastructure compensates for its lower proximity to open space, setting it above the city average for development opportunities.



Figure 5.25 Cycling Proximity Index (Existing)

A significant challenge for the West End Local Area is connectivity to the cycling network. This is due to vehicle movement prioritisation within this local area.

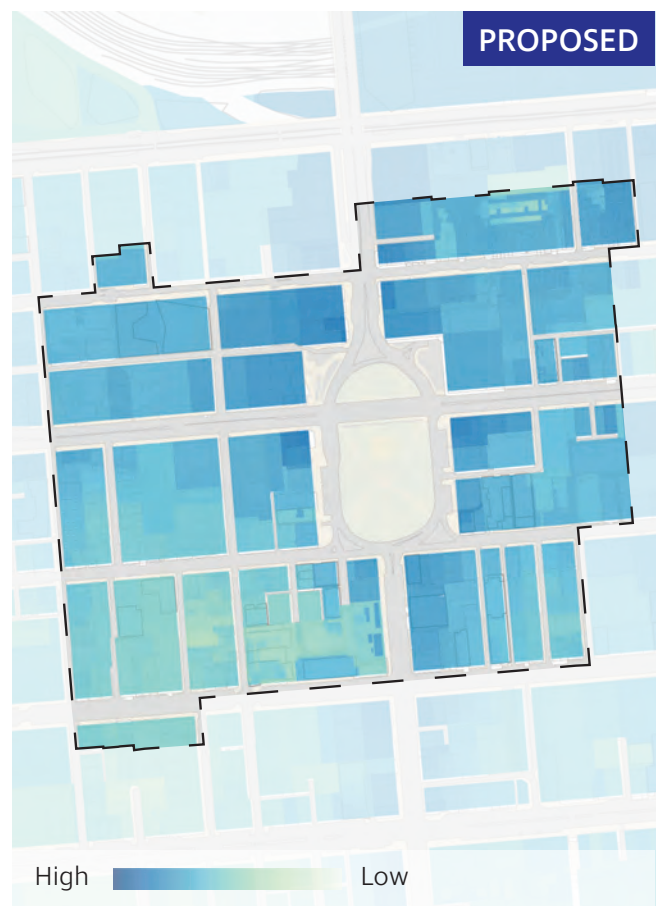


Figure 5.26 Cycling Proximity Index (Potential)

Delivery of expanded cycling network would better connect residents with open space and local services. Additionally this initiative will improve the quality of the street experience.

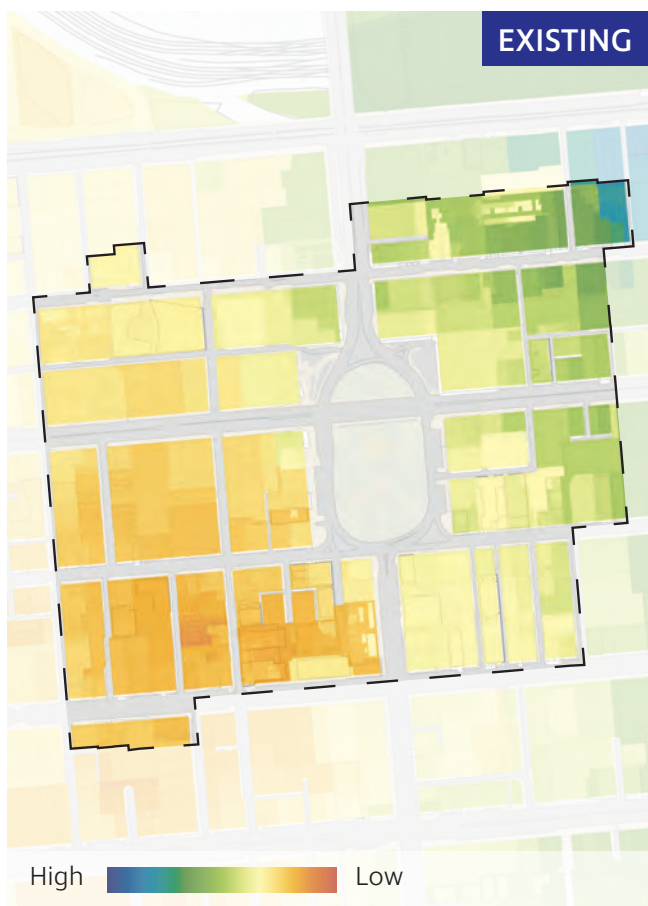


Figure 5.27 Overall Proximity to Amenity Index (Existing)

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

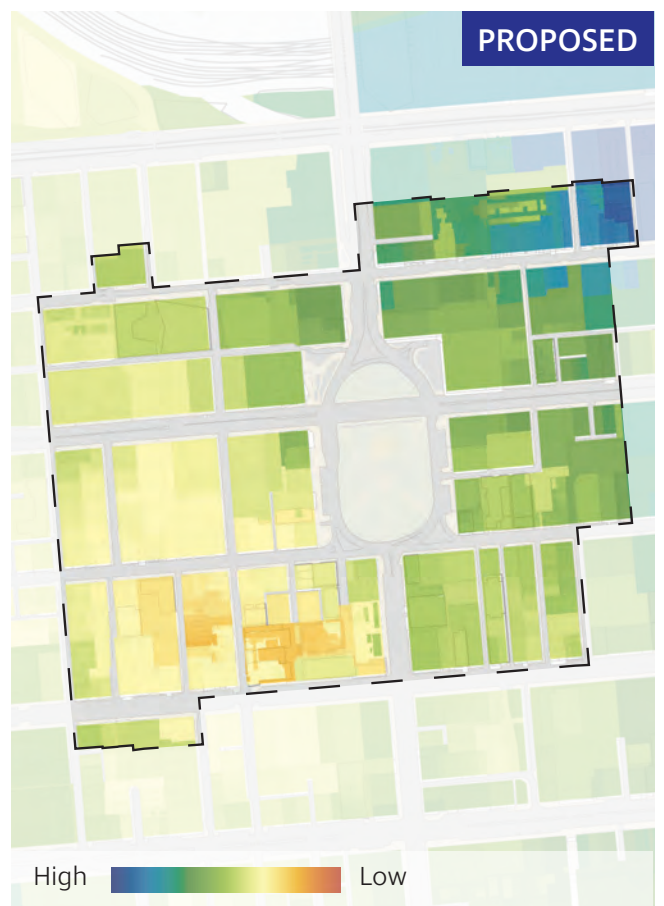


Figure 5.28 Overall Proximity to Amenity Index (Potential)

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 / Wauwi demonstrating the potential for better liveability scoring across the local area.

Local Area 6: West End

Place Principles

The place principles for the local area are:

- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on high vacancy commercial buildings and returning dwellings previously converted to office back to residential use.
- Support the high growth potential of the local area through mixed used medium to high rise buildings supported by local services, social infrastructure and retail amenities.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Prioritise student accommodation and services due to proximity to education facilities and subsequent dominant student demographic.
- Support and distribute pop-up activities for festivals and events throughout the local area. Activate the public space within Light Square/Wauwi through a master planning process, including consideration of traffic movement and pedestrian access to the Square to facilitate the creation of an oasis within the city while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Strengthen green connections in the western areas of the city and to Light Square/Wauwi and the Adelaide Park Lands, including wayfinding, shaded active transport and biodiversity corridors (Strategy 1 – A Green City Grid).
- 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

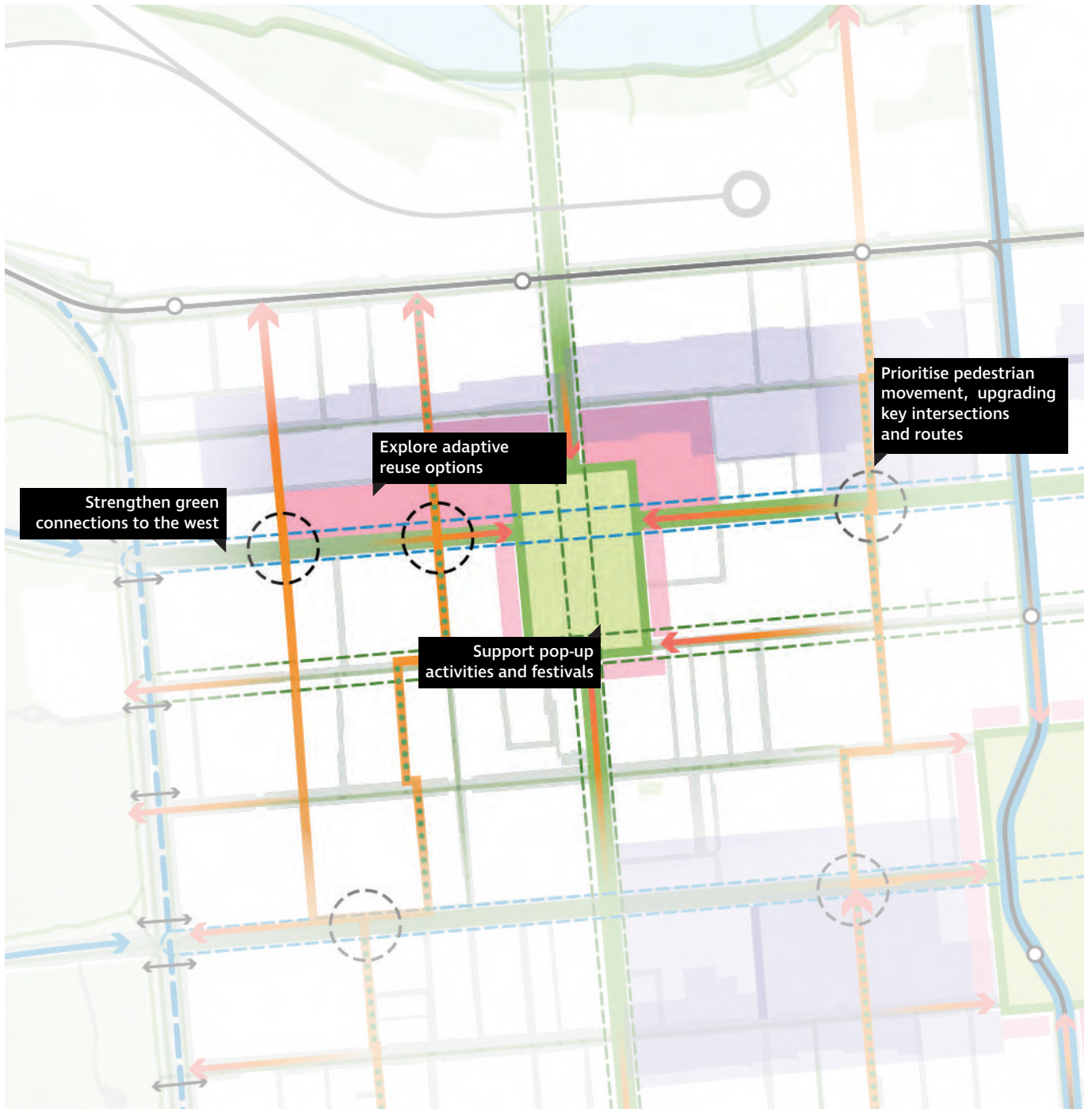


















Figure 5.29 Place Principles

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

Local Area 6: West End

Future investment opportunities include:

- Adaptive reuse of high vacancy commercial buildings.
- Master planning of strategic sites and main streets to leverage recent investment into the local area by all levels of government and attract further mixed use and residential development.
- Investigate linking Light Square/Wauwi to its western edge, to provide better access and permeability through the local area and support activation of the space.
- Invest in infrastructure to support active transport and the pedestrian experience on Currie Street through reduced reliance on use for vehicles travelling through the city.
- Manage the interface between the night time economy and population growth with measures to maintain safety and ensure appropriate sound mitigation.
- Identify opportunities for at least one additional children's play space to serve the needs of the West Terrace or West End Local Areas.
- Identify opportunities to provide additional young people/youth play provision (this may include expansion of the West Terrace skate park) to serve the needs of residents, located in the North Terrace, West Terrace and West End Local Areas.
- Identify opportunities for a pocket or micro park to serve the needs of residents, located in the West Terrace or West End Local Areas.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway or Whitmore Square.



Investigate linking Light Square/Wauwi to its western edge





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



King William Street tram connection

King William Street Local Area with its central boulevard between South Terrace and North Terrace with Victoria Square/Tarntanyangga 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, Victoria Square/Tarntanyangga, which has both historical and existing Kaurna importance as well as being a popular event location that provides valuable public open space and passive recreational opportunities for the enjoyment of South Australians. Victoria Square/Tarntanyangga is included within the National Heritage Listing of the Adelaide Park Lands and City Layout.

King William Street provides views and vistas to important civic landmark buildings including the Adelaide Town Hall, the General Post Office and St Francis Xavier's Catholic Cathedral.

King William Street is a major boulevard running 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 to further support the cultural, commercial and retail offerings in the area and add vitality to the city.

Kurna Context

The Kurna 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 Kurna’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 Kurna and all Aboriginal people today.”



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



Victoria Square / Tarntanyangga



Adelaide Town Hall

Local Area 7: King William Street

Key Spatial Analysis

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

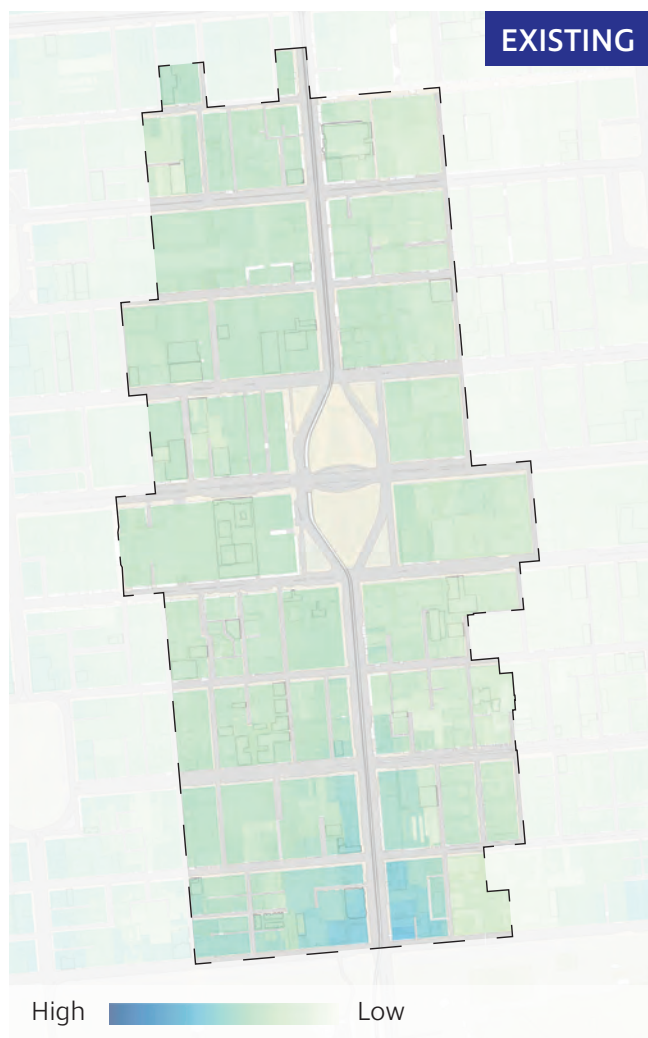


Figure 5.30 Cycling Connectivity Index (Existing)

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.

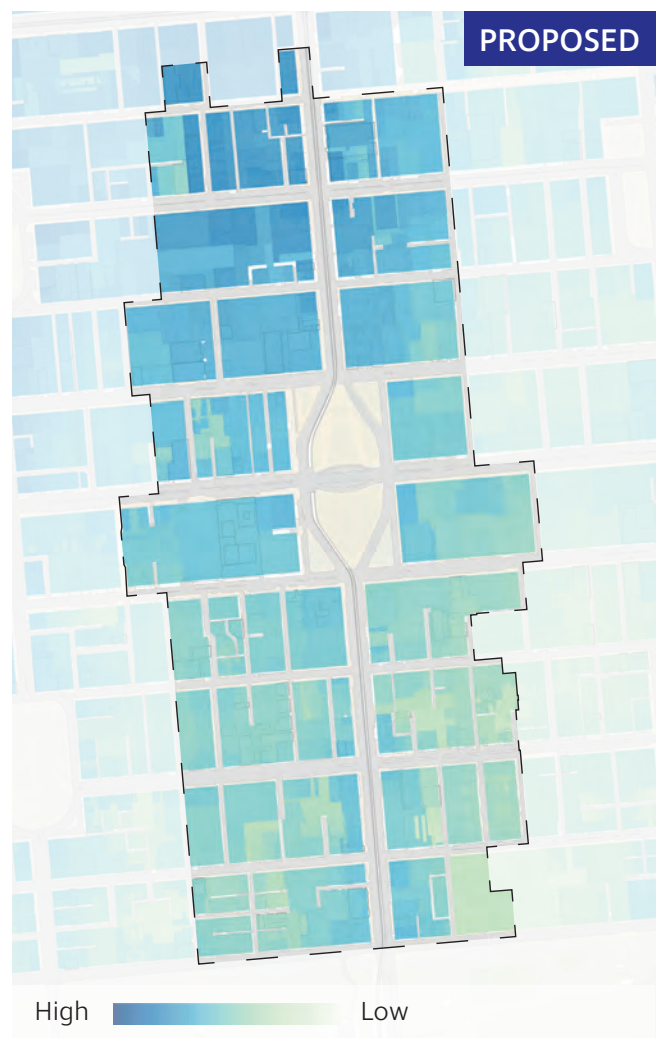


Figure 5.31 Cycling Connectivity Index (Potential)

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

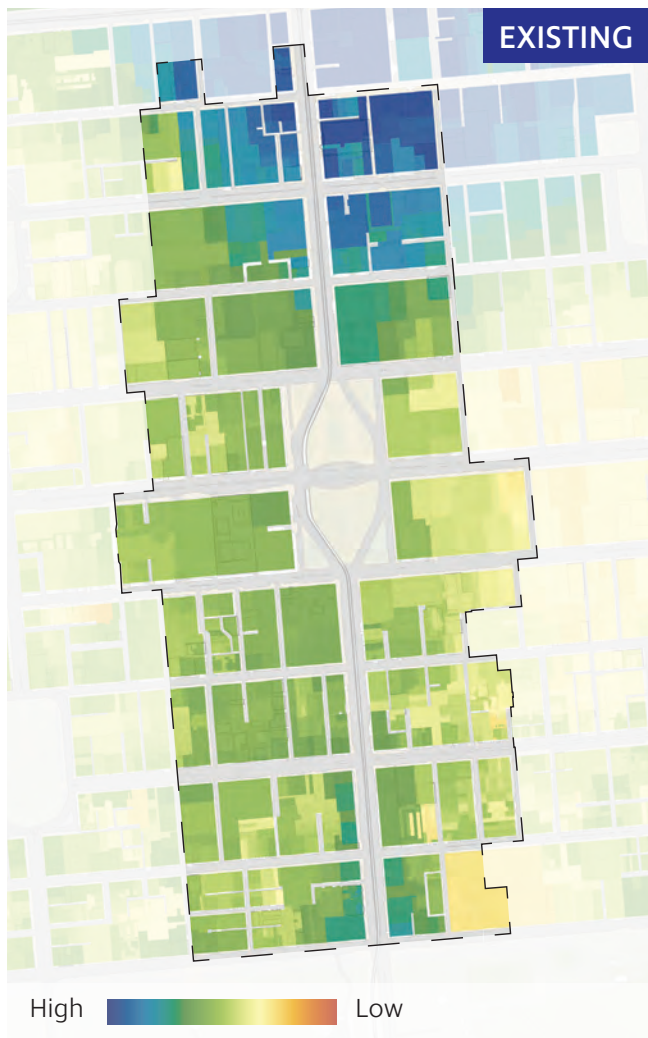


Figure 5.32 Overall Proximity to Amenity Index (Existing)

The existing Overall Proximity to Amenity Index scores highly along King William Street.

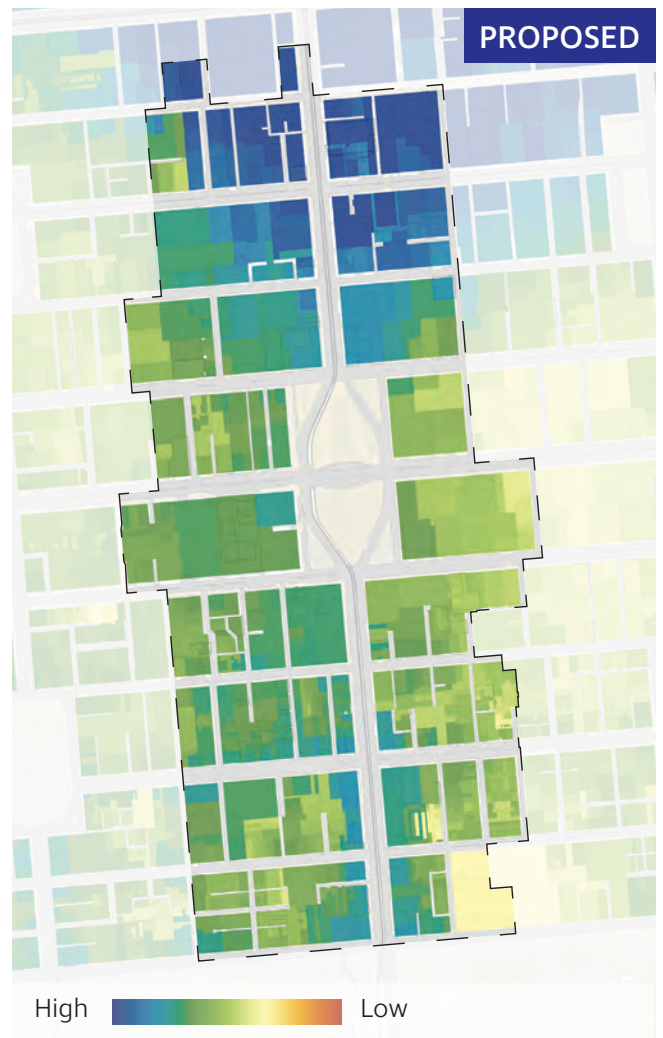


Figure 5.33 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity to Amenity Index analyses the impact of implementing new public transport connections, expanding cycling network, and enhancing the recreational useability of Victoria Square/Tarndanyangga demonstrating an increased liveability score within the local 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 while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- 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 events that are held there throughout the year while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Support vibrancy and activation of the local area through:
 - extended business trading hours and diversified tenancy mix.
 - development and activations of underutilised sites and buildings.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on vacant office buildings.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.

- Retain the views and vistas of important civic landmark buildings including the Adelaide Town Hall, the General Post Office and St Francis Xavier's Catholic Cathedral.
- 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.



Optimise tram operations and permeability to stops



Diversify housing supply

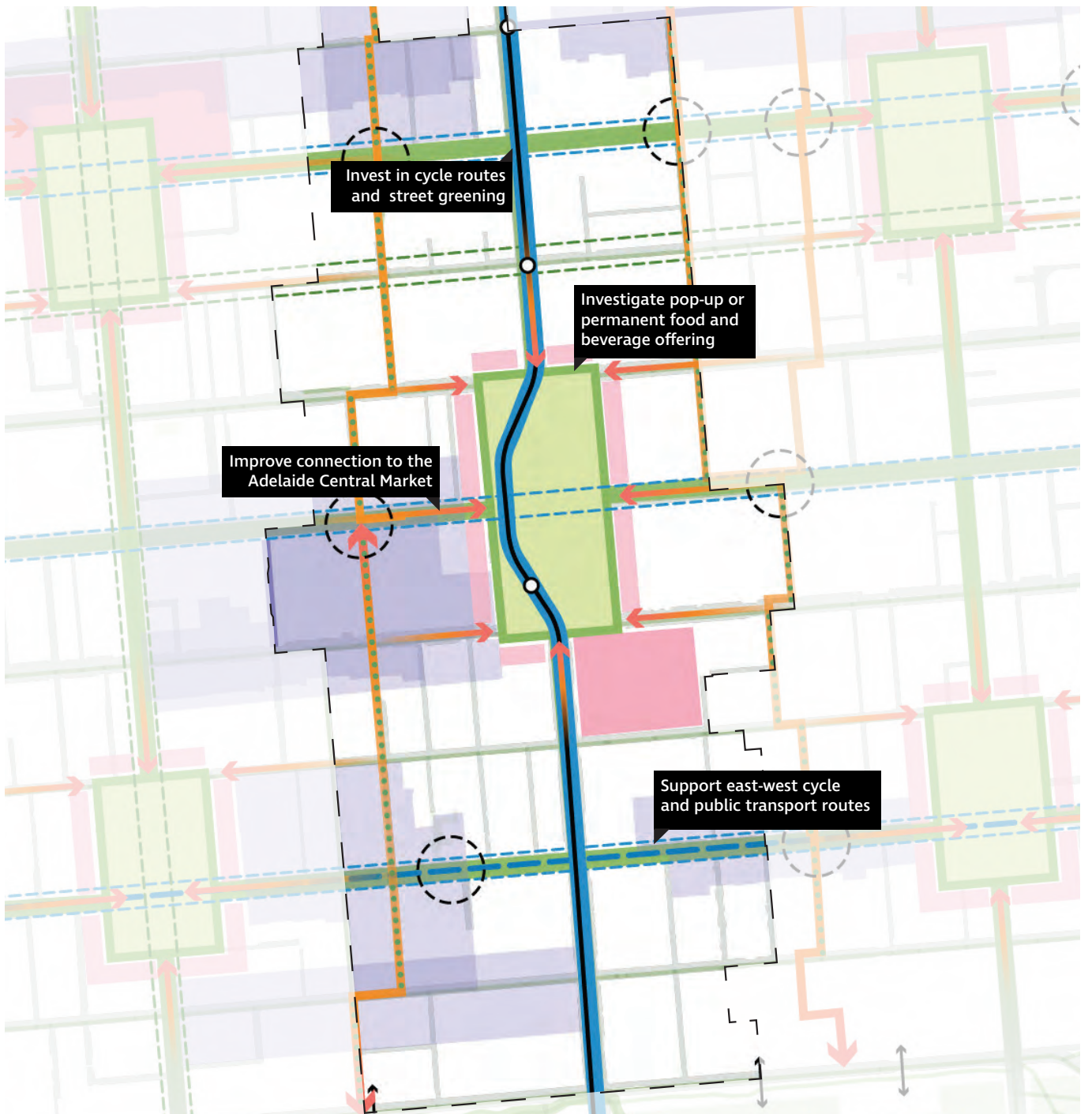


Figure 5.34 Place Principles

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

Local Area 7: King William Street

Future investment opportunities include:

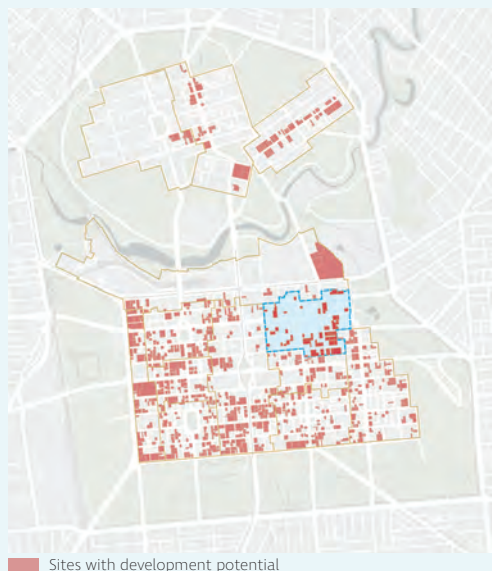
- Address the road, cycling and pedestrian function of King William Street with a view to reducing vehicle volumes and speed, increasing greening and prioritising pedestrian crossings, with a focus on active transport connections at the southern end.
- Encourage master planning of large and under-utilised sites suitable for redevelopment or adaptive reuse to residential uses on or near King William Street.
- Improve the east-west connectivity within the city through both public transport and greener corridors that provide cooler more pleasant places to walk and cycle and provide stronger connections to King William Street.
- Identify opportunities to provide a local level (at least 250-300 sq m) community centre to serve the needs of the south and south west of the city, located in one of the local areas of West Terrace, King William Street, or Grote Gateway.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.



Support vibrancy and activation



Local Area 8: East End



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 East End Local Area will build on its existing high amenity and proximity to green spaces and essential services to meet its growth potential. Characterised by its diverse offerings on Rundle Street and Rundle Mall the local area plays an important role in contributing to the city's vitality and visitation, as well as supporting workers, students and residents.

The East End 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 that contribute to a vibrant day, evening and night time economy.

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 high frequency public transport corridor.

The local area includes Hindmarsh Square / Mukata which is one of the six City Squares and is an important and historical public space that provides valuable open space and passive recreational opportunities for the enjoyment of South Australians. Hindmarsh Square is included within the National Heritage Listing of the Adelaide Park Lands and City Layout.

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

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

Kaurna Context

The Kaurna historical context for this local area is:

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



Rundle Street shopping precinct



East End Unleashed Event in Hindmarsh Square / Mukata



Character tree shaded laneways

Local Area 8: Hindmarsh Square

Key Spatial Analysis

East End presents high existing liveability metrics and moderate projected growth. The area excels in open space proximity, ranking 3rd out of the 13 local areas, and boasts a robust cycling network, ranking 1st. Additionally, East End demonstrates high overall availability of all amenities, scoring well above the city average across all subcategories. In comparison to other local areas, East End'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.

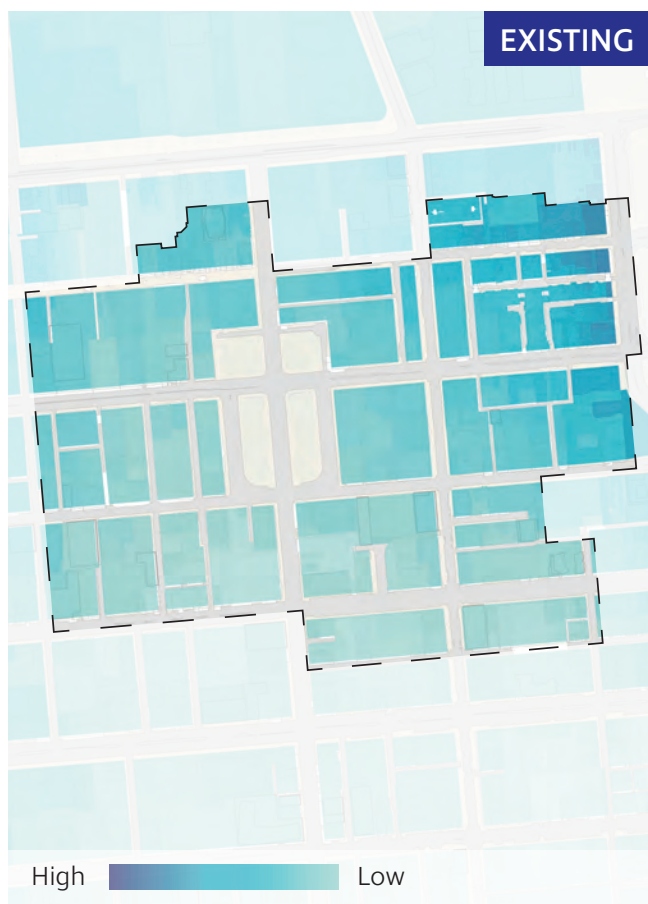


Figure 5.35 Active and Public Transport Useability Index (Existing)

A significant challenge for the East End Local Area is access to public transport. Currently public transport connectivity is provided by bus services along Grenfell Road.



Figure 5.36 Active and Public Transport Useability Index (Potential)

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

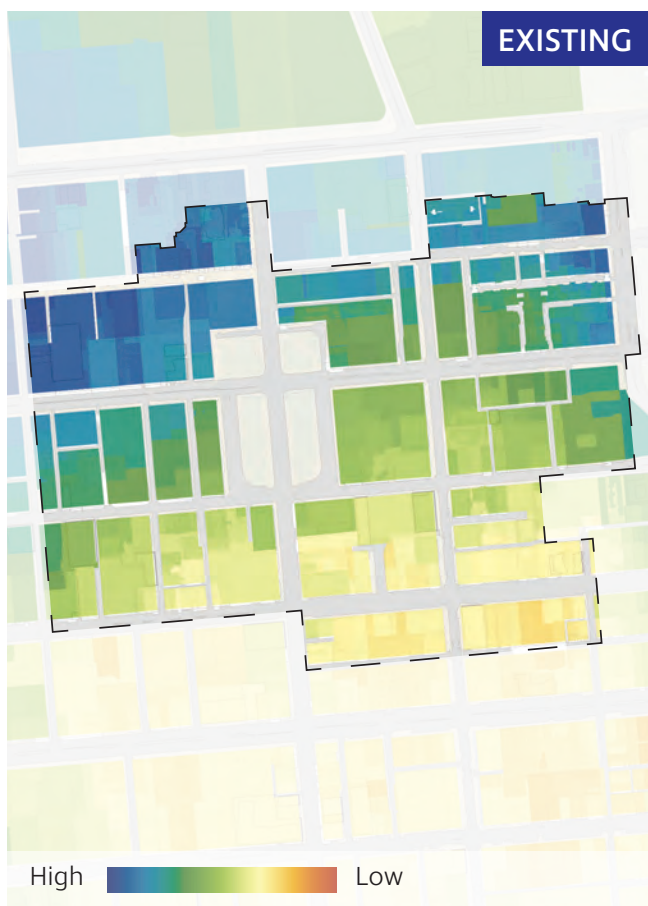


Figure 5.37 Overall Proximity to Amenity Index (Existing)

The existing Overall Proximity 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.

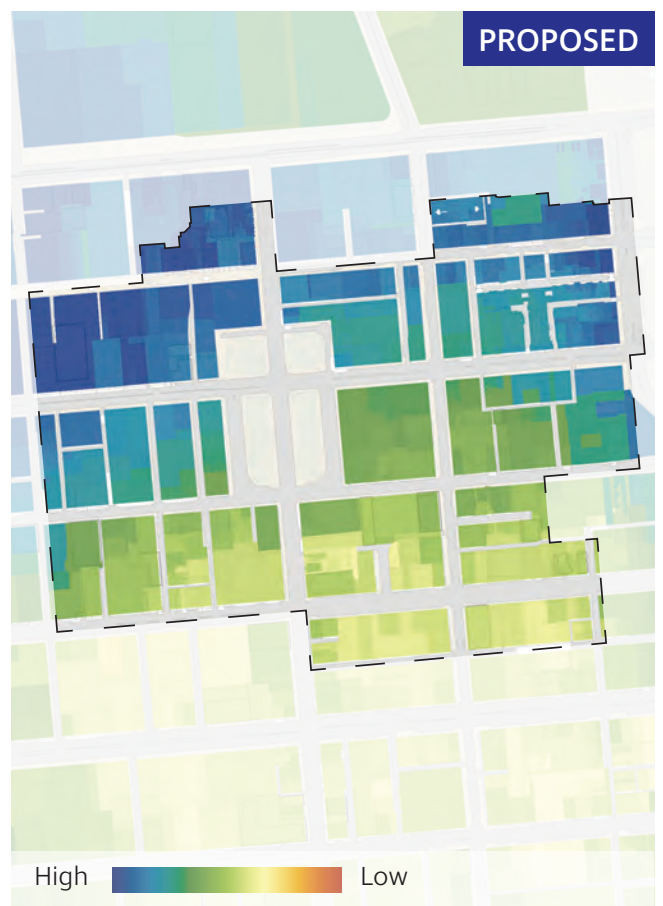


Figure 5.38 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity to Amenity Index analyses the impact of implementing new public transport connections, expanding cycling network, and enhancing the recreational useability of East End demonstrating the potential for better liveability scoring dispersed across the area.

Local Area 8: East End

Place Principles

The place principles for the local area are:

- Strengthen and support the East End character of activated and vibrant streets and laneways, and small scale creative retail opportunities as a key destination for workers, residents, students and visitors to the city.
- Support opportunities for residential growth to take advantage of the high proximity to services and open space in this area of the city.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with a particular focus on shop top housing and vacant office buildings.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Activate the public space within Hindmarsh Square / Mukata through a master planning process, including consideration of traffic movement and pedestrian access to the Square to facilitate the creation of an oasis within the city while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- 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.



Activated laneways



Cycling and public transport corridor



Support festivals and events throughout the year

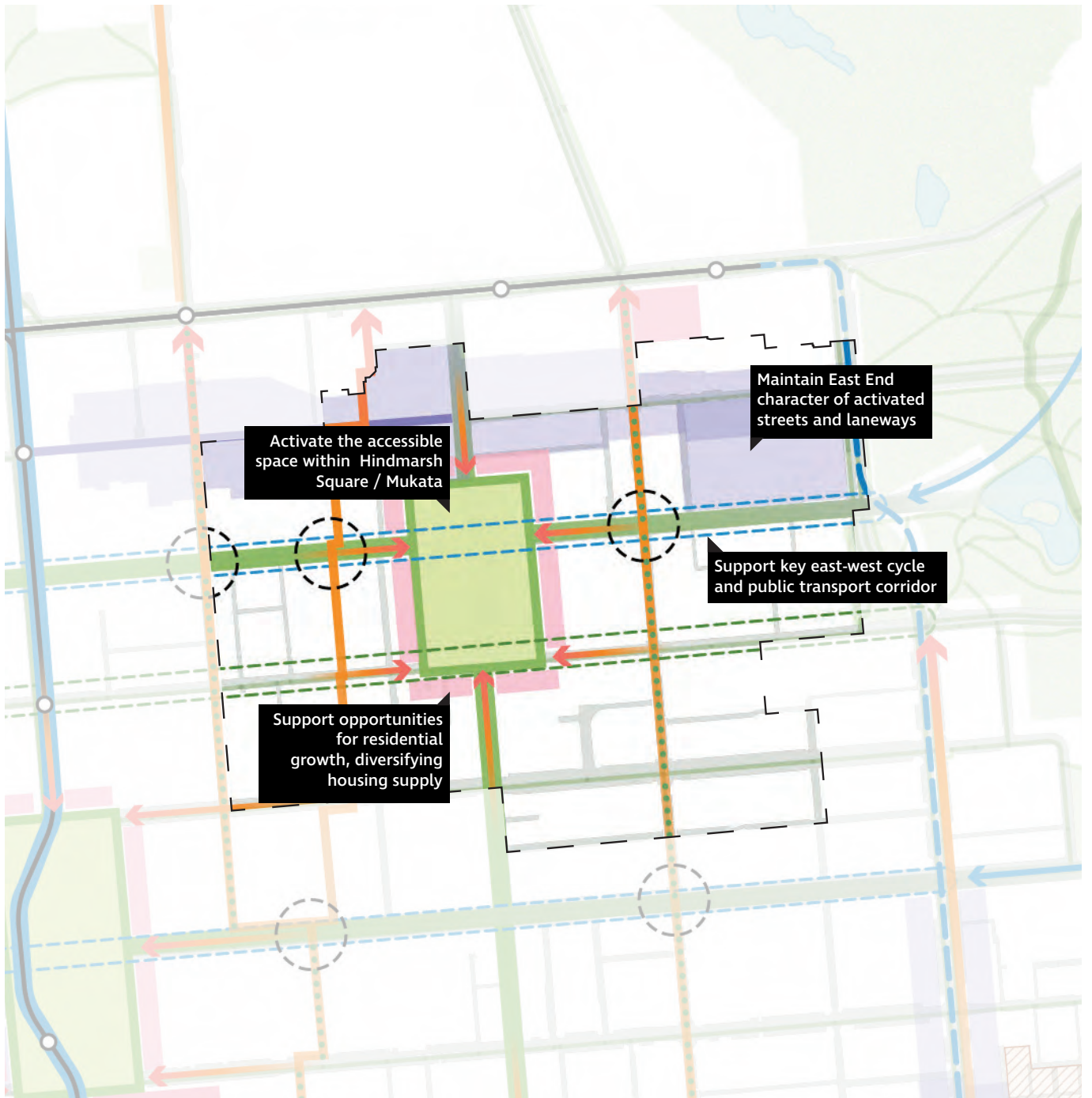


Figure 5.39 Place Principles

- 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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

Local Area 8: East End

Future investment opportunities

- 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.
- Provide at least one additional children's play space in the East End or Wakefield Gateway Local Areas.
- Identify an existing public space in the East End or Wakefield Gateway Local Areas to provide a 'neighbourhood' park function. East Terrace, Glover Playground or Hindmarsh Square are initial starting points for review.
- Review and identify opportunities for at least three pocket or micro parks in the East End or Wakefield Gateway Local Areas.



Aerial photograph of the East End and Wakefield Gateway Local Areas (March 2024)



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

Grote Gateway Local Area will become a welcoming and vibrant mixed-use boulevard for people arriving from Adelaide Airport and western suburbs. The Grote Gateway will provide engaging and convenient connections between the Adelaide Central Market District and an activated West Terrace.

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. Land use is diverse with larger plots providing for mixed use developments, and smaller lots on side streets providing for more fine-grained intimate 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.

Kurna Context

The Kurna 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 Kurna 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 growth potential. The area faces challenges in proximity to open space, ranking 11th out of the 13 local areas, and ranks 5th for public transport connectivity. The local services and retail availability 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 5.40 Tree Canopy Coverage (Existing)

A significant opportunity for Grote Gateway Local Area is increasing tree canopy coverage for key east west streets including Grote Street, Franklin Street and Gouger Street.



Figure 5.41 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.

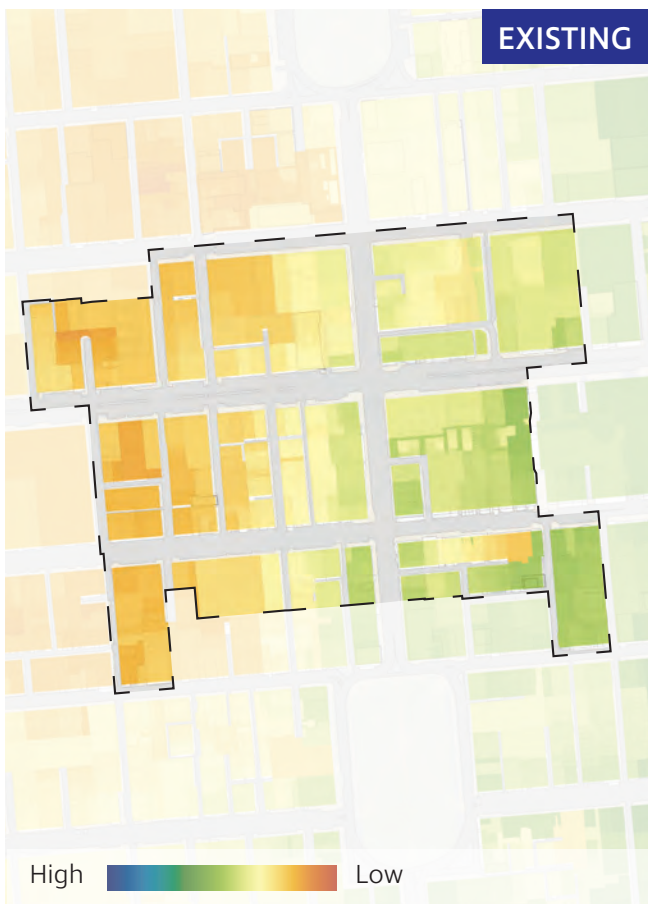


Figure 5.42 Overall Proximity to Amenity Index (Existing)

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

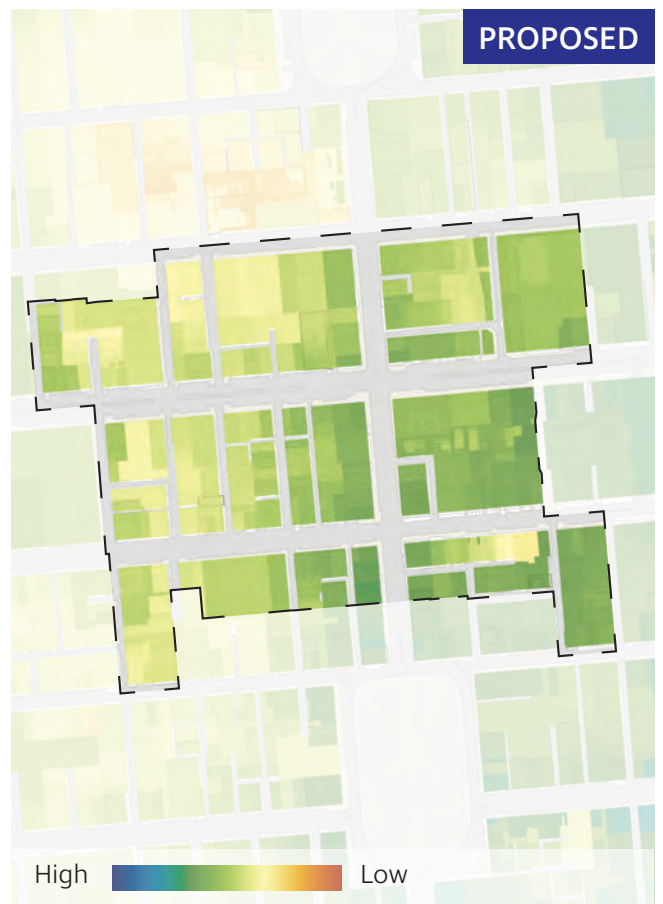


Figure 5.43 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity 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 outcome for Grote Street that creates a cohesive brand as the gateway to the city.
- Enable activation and attract visitors by improving the western end of 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 (Strategy 1 - A Green City Grid).
- Support mixed use development to bring a diversity of economic benefits to the area and promote the main street function of Grote Street, through increased services to better connected urban streets supported by active shopfronts and businesses.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- 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.
- Investigate over the longer term, a light rail loop new public transport infrastructure along West Terrace adding to the appeal of Grote Street as a focus for economic development (Strategy 6 – Establishing the City Loop).



Prioritise greening



Support mixed use development



Figure 5.44 Place Principles

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

Local Area 9: Grote Gateway

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 (Strategy 4 – Activating North-south Laneways).
- Ensure sunlight access on the southern side of streets to provide a comfortable pedestrian environment.
- Identify opportunities to provide a local level (at least 250-300 sq m) community centre to serve the needs of the south and south west of the city, located in one of the local areas of West Terrace, King William Street, Grote Gateway or Whitmore Square.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.



Connect laneways



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

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 by 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 growth potential, with strategic investment in social infrastructure a key to unlocking further growth and investment.



Wakefield Street

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.

Kurna Context

The Kurna historical context for this local area is:

“Ityamaiipinna, relates to a Kurna Ancestor at the time of European settlement. His leadership, along with Mullawirraburka and Kadiitpinna, were the other leaders of the Kurna people. Ityamaiipinna’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



Wakefield Street



Wakefield Street

Local Area 10: Wakefield Gateway

Key Spatial Analysis

Wakefield Gateway low existing liveability metrics but with significant projected growth potential. The area requires significant improvement in both open space, cycling and public transport connectivity, ranking 13th, 10th and 7th out of the 13 local areas, respectively. Despite these challenges, the neighbourhood score is above the city average, with availability of 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.

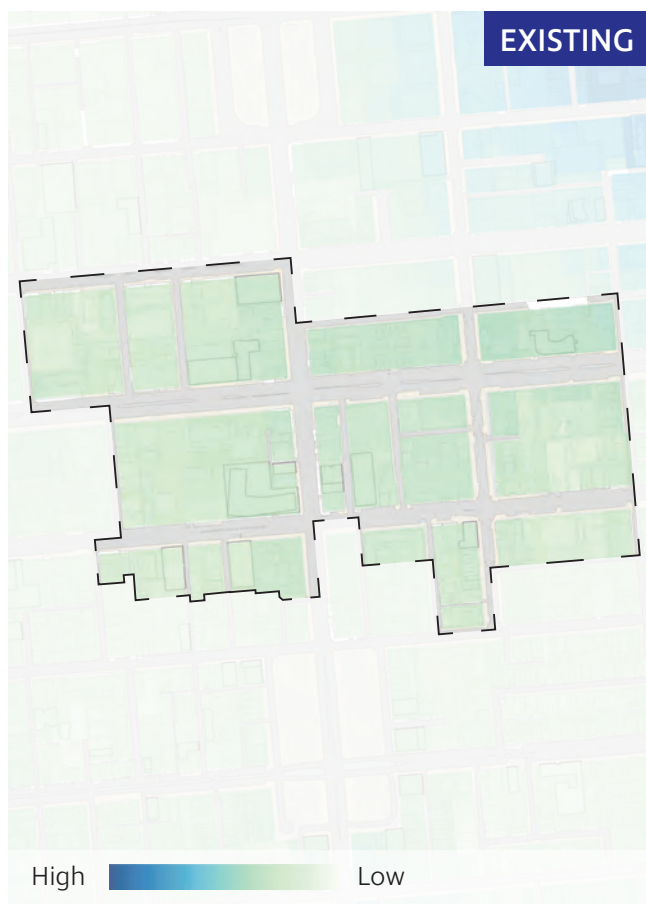


Figure 5.45 Cycling Proximity Index (Existing)

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.

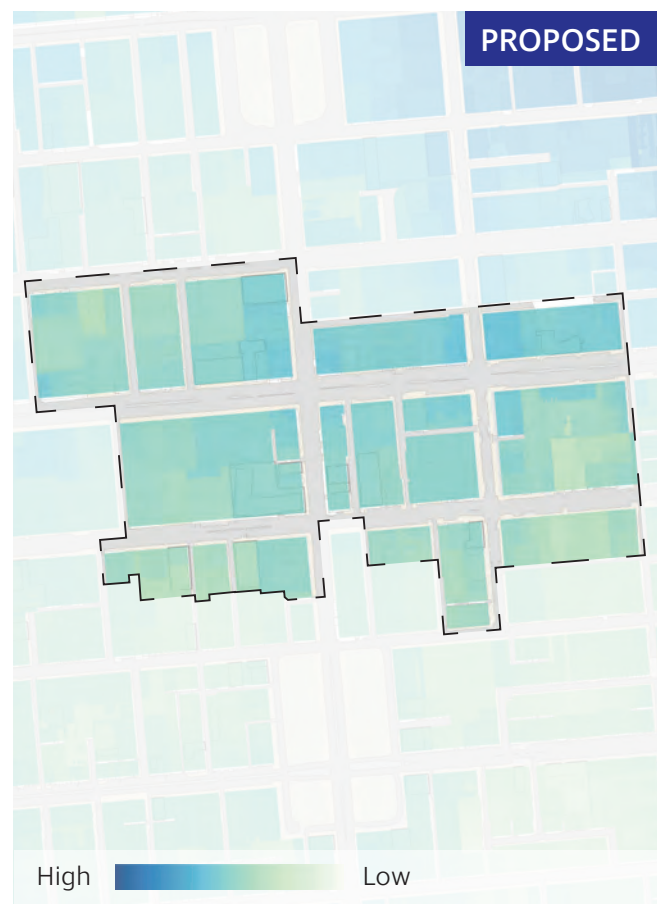


Figure 5.46 Cycling Proximity Index (Potential)

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

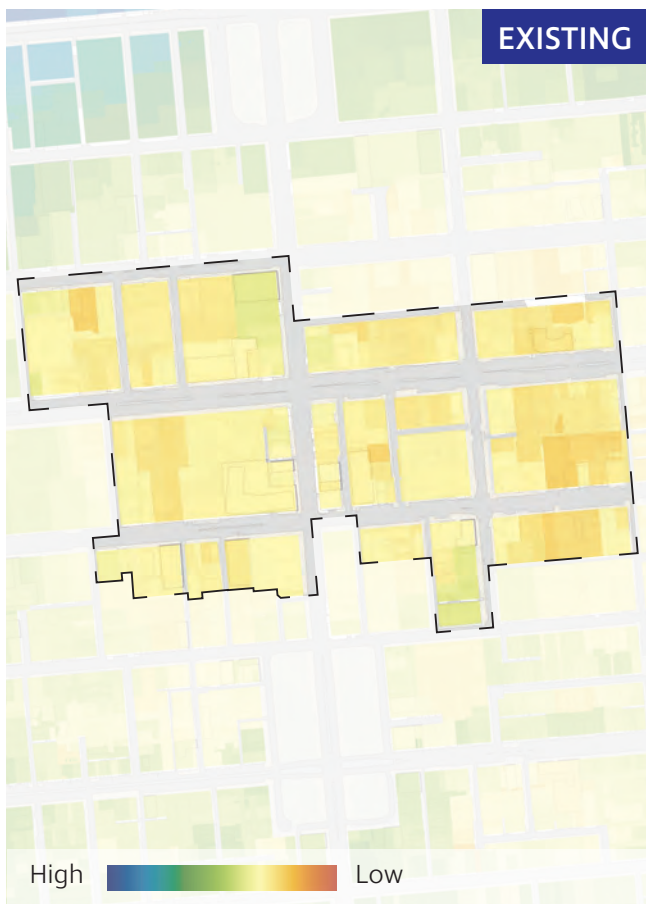


Figure 5.47 Overall Proximity to Amenity Index (Existing)

The existing Overall Proximity 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.

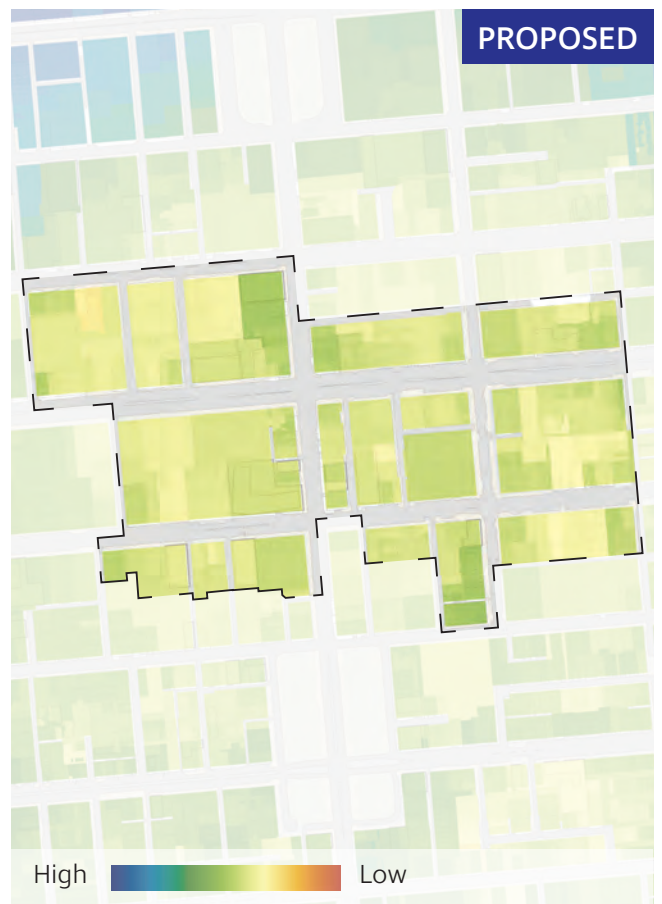


Figure 5.48 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity 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:

- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on vacant office buildings.
- Protect small businesses by maintaining small shopfronts and limiting the large tenancy spaces within larger developments.
- Divert through traffic from Wakefield Street while maintaining local vehicle access within the city.
- 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 Street and Hutt Street.
- 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 5.49 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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening
- Historic Area Overlay

Local Area 10: Wakefield Gateway

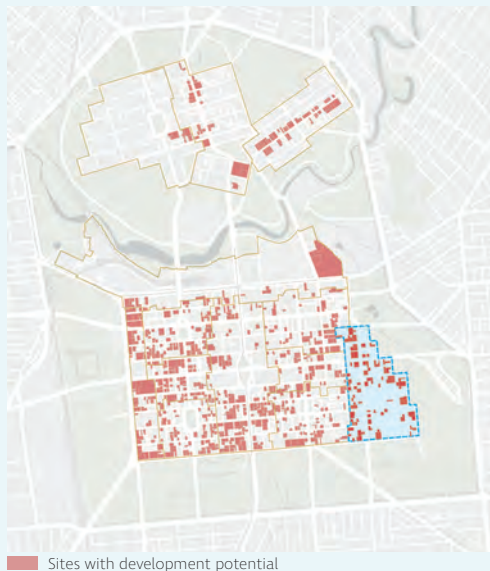
Future investment opportunities include:

- Invest in local infrastructure, particularly focused on improving public transport connectivity and access to open spaces to unlock the area's 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.
- Provide at least one additional children's play space in the Wakefield Gateway or East End Local Area.
- Identify an existing public space in the Wakefield Gateway or East End Local Area to provide a 'neighbourhood' park function. East Terrace Glover Playground or Hindmarsh Square are initial starting points for review
- Review and identify opportunities for at least three pocket or micro parks in the Wakefield Gateway or East End Local Area
- Investigate the replacement of the Hutt Street Library including potential co-location with a Box Factory replacement community centre in the Wakefield Gateway, Hutt Street or Hurtle Square Local Area.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.



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Local Area 11: Hutt Street



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

The Hutt Street Local Area with its well-established avenue of London Plane trees and good access to open space, will continue to support local residents and visitors with its unique offering of day, evening and night time experiences. The local area’s good access to open space and services support targeted growth while retaining the historic character of the development either side of the main street.

The Hutt Street Local Area is a high amenity, 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 as well as semi-detached and row dwellings more recently interspersed with medium rise apartment buildings fronting East Terrace.

The local area includes a highly valued main street focussed on Hutt Street, and supports a mix of land uses including offices, restaurants, hotels, boutique retail, hospital and support services that play an important role in contributing to the city’s vitality. Development of the local area should seek to enhance and preserve this main street function, with residential growth to support increased local services and facilities.



Character laneways connecting to the Adelaide Park Lands

Hutt Street provides an attractive 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.

Bordered by the Adelaide Park Lands to the north and east, this local area boasts excellent access to active and passive recreation in the Adelaide Park Lands.

Kaurna Context

The Kaurna historical context for this local area is:

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



Heritage shop frontages



Tree lined Hutt Street



Al fresco dining

Local Area 11: Hutt Street

Key Spatial Analysis

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

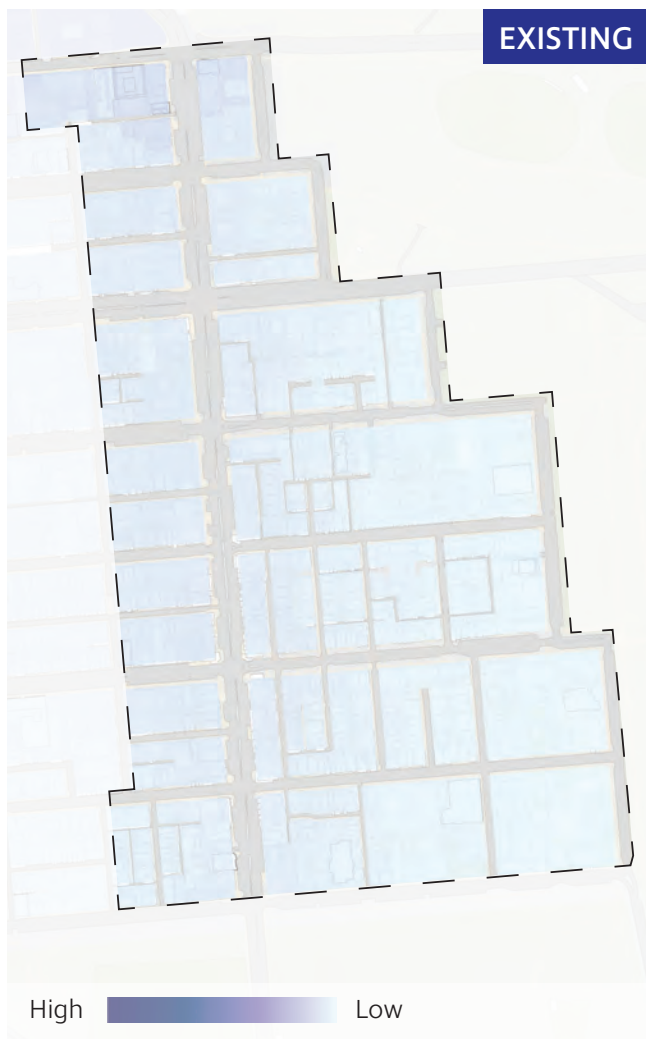


Figure 5.50 Public Transport Index (Existing)

A significant challenge for the Hutt Street Local Area is access to public transport. Currently public transport connectivity is provided by selective bus services.

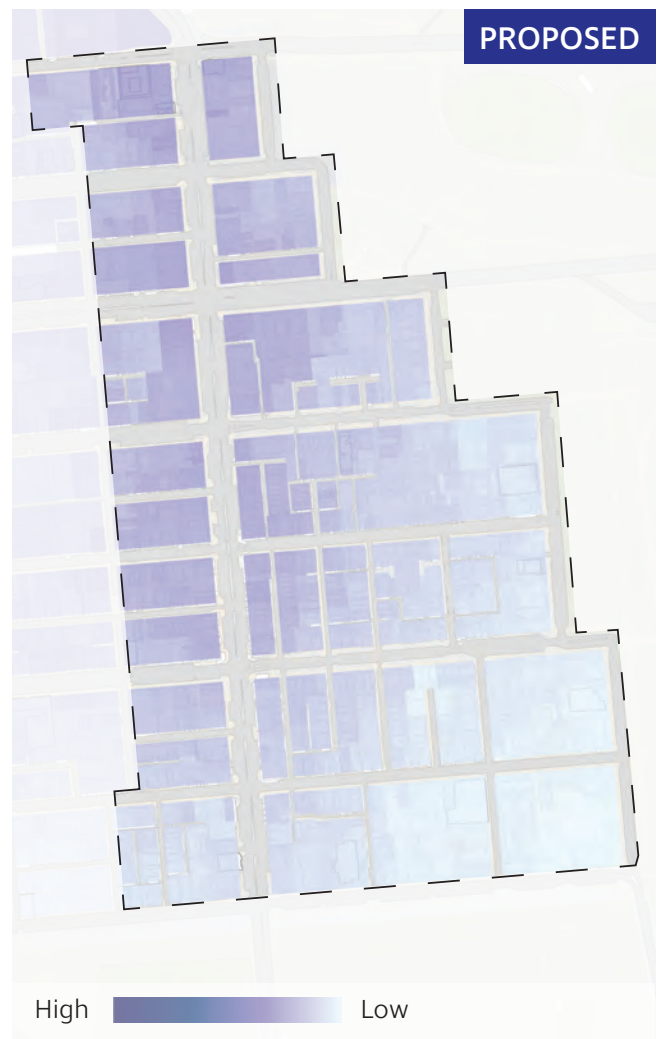


Figure 5.51 Public Transport Index (Potential)

Delivery of the City 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.

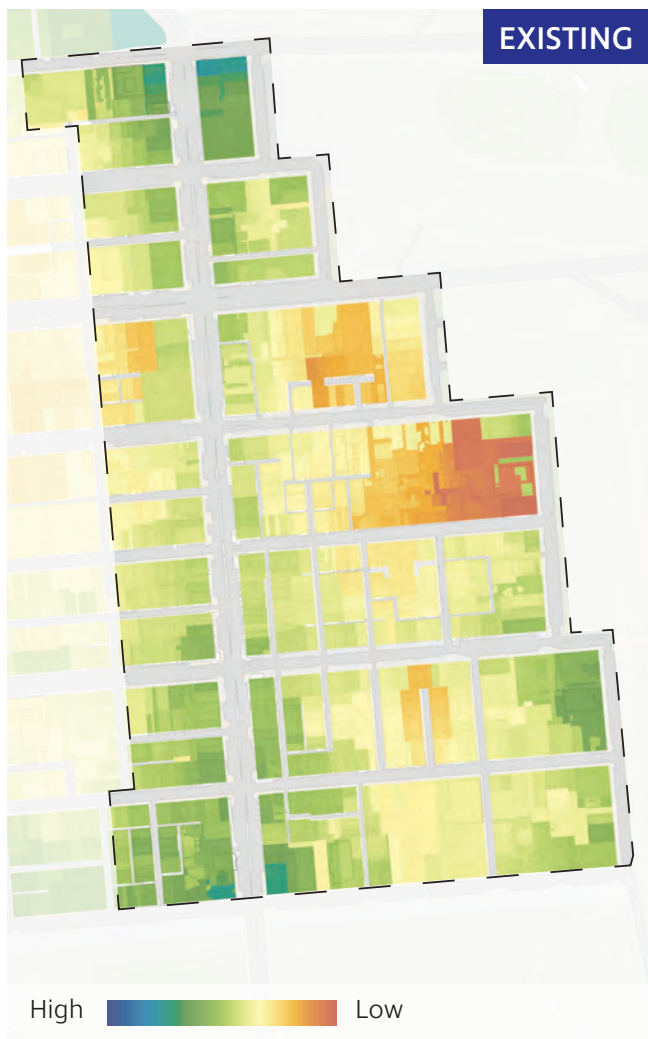


Figure 5.52 Overall Proximity to Amenity Index (Existing)

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



Figure 5.53 Overall Proximity to Amenity Index (Potential)

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

Local Area 11: Hutt Street

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 by prioritising pedestrian movement, extending trading hours and diversifying activity.
- Protect small businesses on Hutt Street and surroundings, by maintaining small shopfront character and limiting the large tenancy spaces to one central supermarket offering.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with a particular focus on shop top housing.
- New residential development near Hutt Street, East Terrace and South Terrace to retain the low scale historic character of the smaller internal streets.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form addresses interface issues and respects the surrounding historic residential areas, including architectural and landscape features.
- Investigate applying new Historic Areas to identify and protect key heritage sites within the local area.
- Diversify housing supply through innovative adaptive reuse that preserves the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Subject to addressing interface issues, Hutt Street will accommodate taller buildings with low to medium rise built form in the surrounding streets.
- Maintain the festival vibrancy of the local area by supporting and encouraging usage of event spaces throughout the year and strengthen connections.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Strengthen public transport usage by providing additional or more frequent bus routes and in the longer term, investigate the development of the City Loop through Hutt Street (Strategy 6 – Establishing the City Loop).
- Maintain Wakefield Street, Pirie Street and Hutt Street as the main connections to the east and south while encouraging transport modal shift.
- 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 Strategy 1 – A Green City Grid).



Strengthen connections

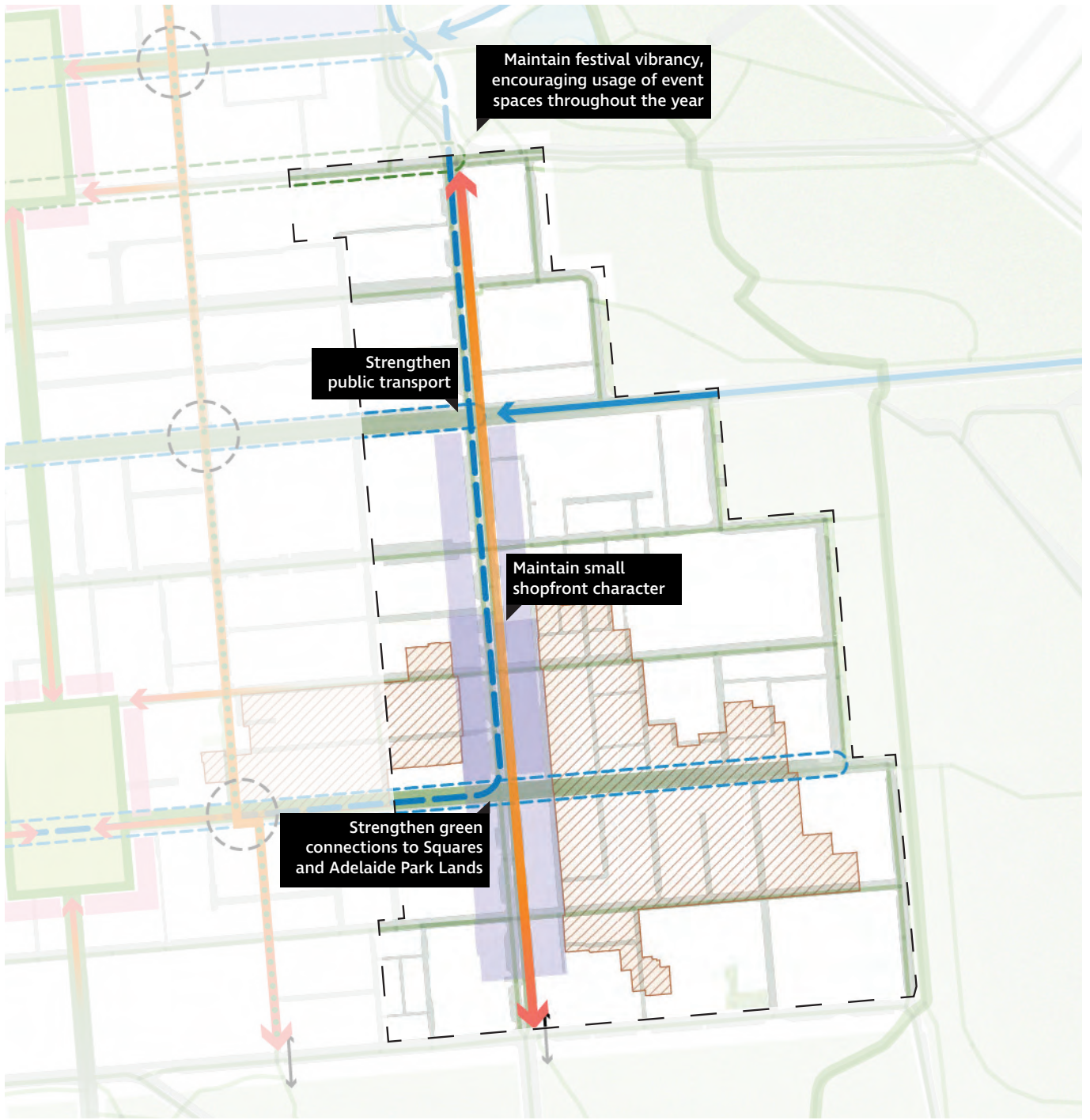


Figure 5.54 Place Principles

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

Local Area 11: Hutt Street

Future investment opportunities include:

The place principles for the local area are:

- 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 Victoria Park/Pakapakanthi (Park 16) through urban wayfinding and green street connections.
- Provide additional young people/youth play provision, such as additional 'pick-up' sport facilities. This could be located within Peppermint Park/Wita Wirra (Park 18) or as part of a library/community centre in the Hutt Street or Hurtle Square Local Area
- Provide additional children's play space in the Hutt Street or Hurtle Square Local Area.
- Investigate the replacement of the Hutt Street Library including potential co-location with a Box Factory replacement community centre in the Wakefield Gateway, Hutt Street or Hurtle Square Local Area.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway or Whitmore Square.



Maintain festival vibrancy



Maintain festival vibrancy



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

The Whitmore Square Local Area has many loved attributes which will be retained and built on to support its growth potential. Improved connections to the Adelaide Central Market and the Adelaide Park Lands will connect the area with opportunities in the wider city.

The Whitmore Square Local Area is predominantly characterised by lower density residential development some of which are of heritage value 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.

The local area includes Whitmore Square / Iparrityi which is one of the six City Squares and is one of the city's most important and historical public spaces that provides valuable open space and passive recreational opportunities for the community.

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.



Whitmore Square

The adjacent 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.

Kurna Context

The Kurna historical context for this local area is:

“Iparrityi is the daughter of Ityamaitpinna and is described as the most recognisable representative of Kurna Country today. Her knowledge of the Country has been vital in Kurna’s reconnections to the landscape. Many places, sites and stories were told by Iparrityi to scholars and academics. She was the last true Kurna Queen, being known as the last full-blooded Kurna member. She was humble and kind-hearted and looked after lost Kurna 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 has moderate existing liveability metrics with significant projected growth potential. The area benefits from moderate to high overall proximity to amenities with local services and retail scoring well above the city average. Whitmore Square boasts good open space availability, ranking 4th out of the 13 local areas, and a strong cycling network, ranking 4th. There is room for improvement in public transport availability, ranking 6th of the 13 local areas. Whitmore Square's infrastructure and amenities present opportunities for further enhancement to fully capitalise on its growth potential.

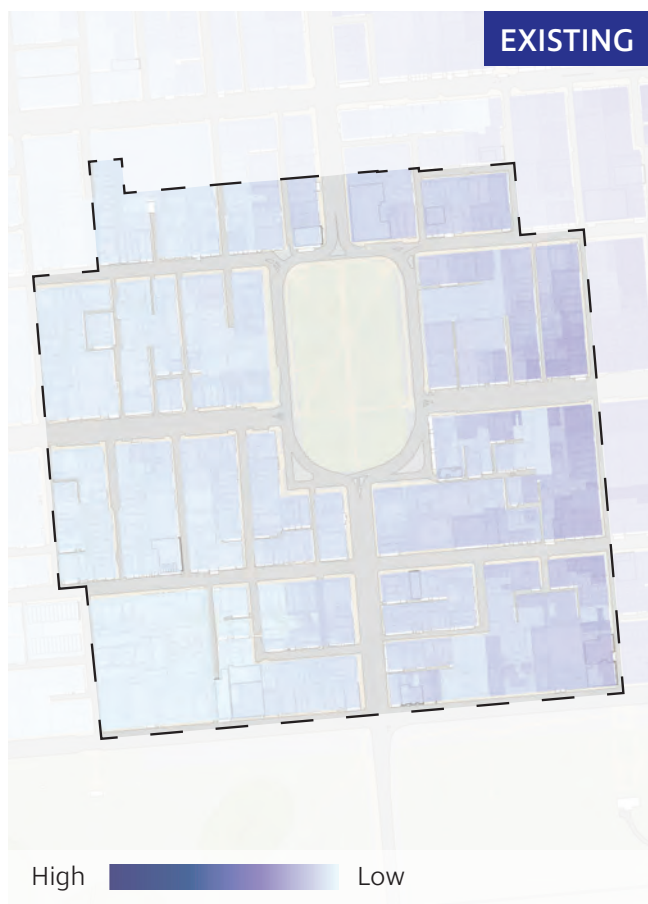


Figure 5.55 Public Transport Proximity Index (Existing)

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

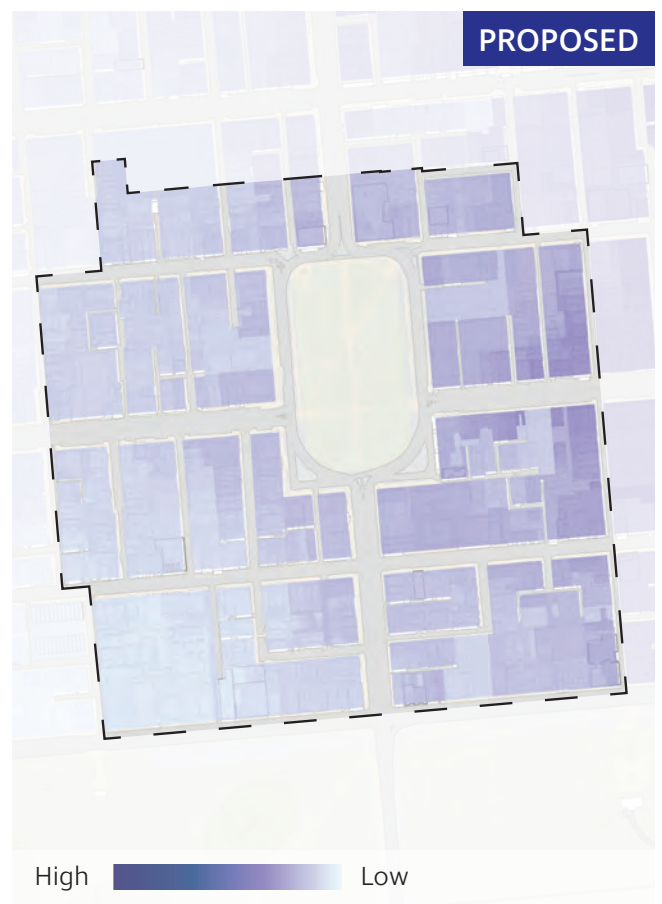


Figure 5.56 Public Transport Proximity Index (Potential)

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

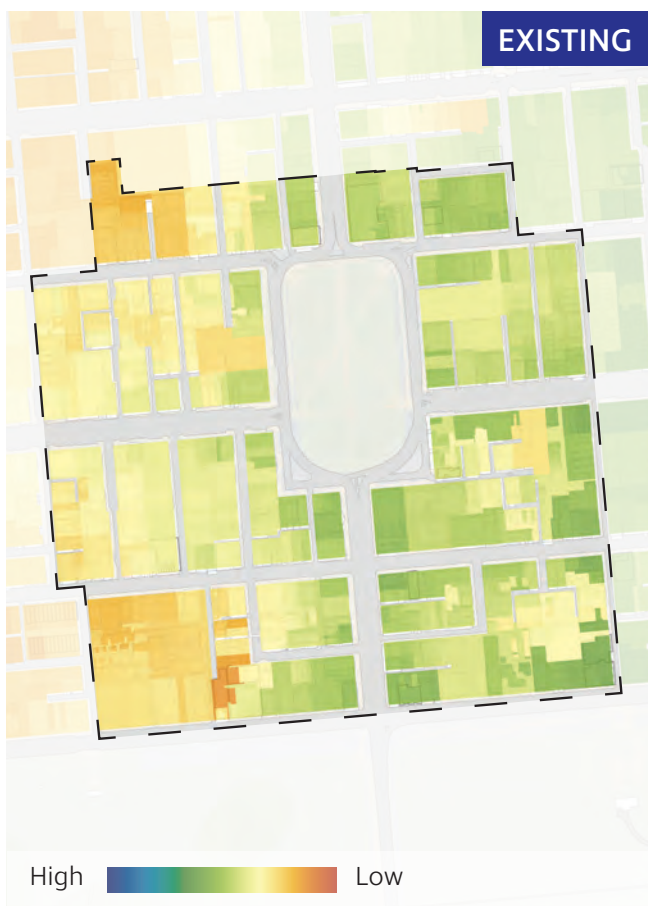


Figure 5.57 Overall Proximity to Amenity Index (Existing)

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



Figure 5.58 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity to Amenity Index analyses the impact of implementing new public transport connections and optimising open space usage within Whitmore Square/Iparrityi, 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 by protecting and encouraging new local services and retail amenities, particularly towards the western edge.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area. Maintain small shopfront character and limiting the large tenancy spaces within larger developments.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- 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 combining housing with 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 mixed use developments incorporating medium density housing and appropriate services to encourage and support population diversity.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form addresses interface issues and respects the surrounding historic residential areas, including architectural and landscape features.
- Investigate applying the Planning and Design Code's Historic Area Overlay to key heritage sites within the local area.
- Support pop-up activities for festivals and events throughout the year.
- Improve connections into the Adelaide Park Lands, activate Whitmore Square /

Iparrityi and ilcrease social infrastructure to better support vulnerable members of the community who access services and spend time in the local area.

- Strengthen the neighbourhood identity by providing more supporting cultural infrastructure.
- Increase street greening while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- 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.
- Improve north-south crossings for people walking, wheeling and cycling



Greening of Whitmore Square



Enhance activation of Whitmore Square

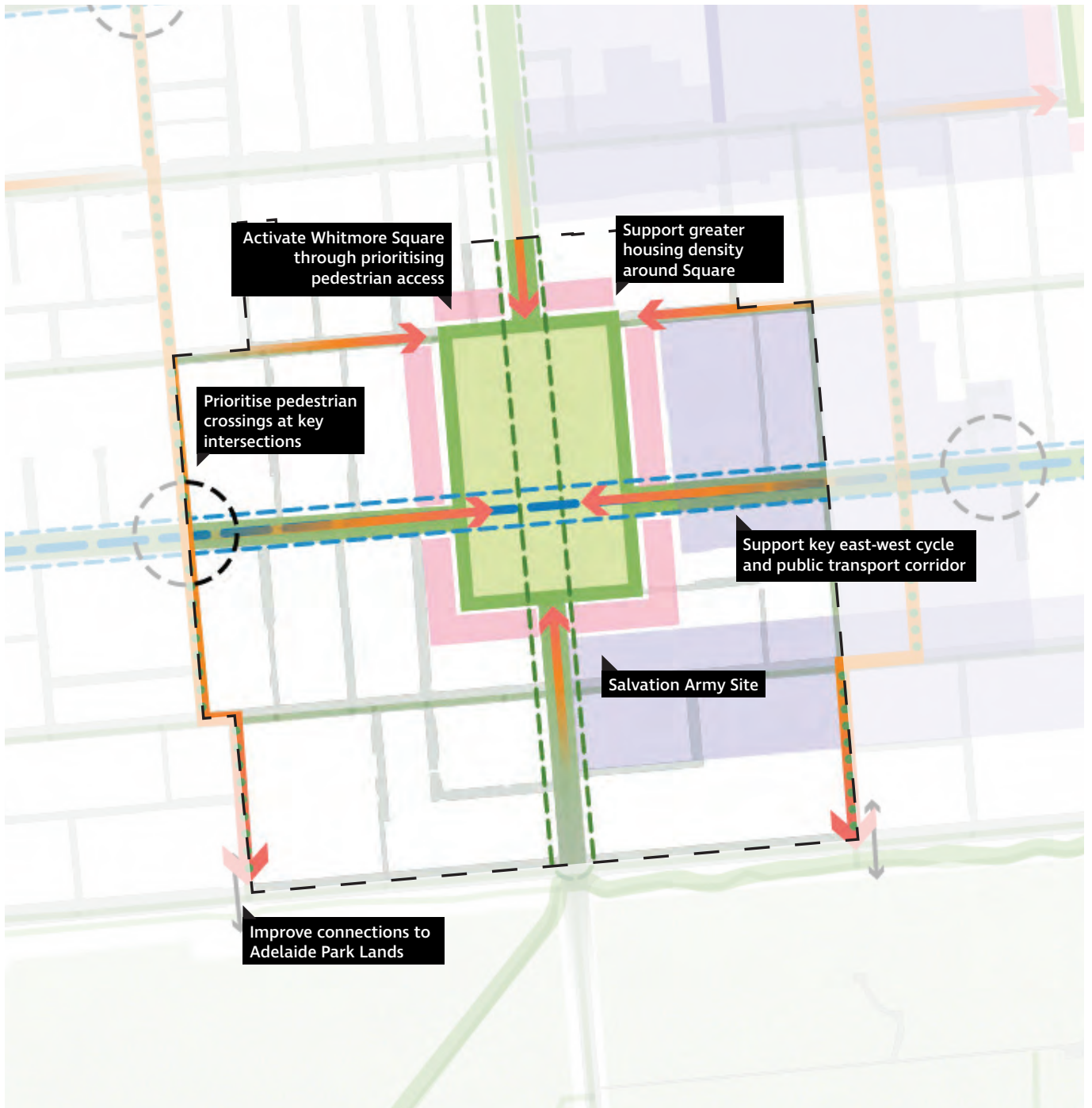

















Figure 5.59 Place Principles

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

Local Area 12: Whitmore Square

Future investment opportunities include:

- Invest in public transport and pedestrian connectivity in the local area for people to access local services and businesses.
- Deliver and leverage the Gouger Street upgrade to create a vibrant, cultural main street that supports the day, evening and night time economies and reinforces the strong sense of culture and community.
- Support medium density infill development, adding to the housing and population diversity of the area.
- Invest in streetscape quality, greening and activation in Morphett Street, Sturt Street and Whitmore Square/Iparrityi while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Identify opportunities to provide a local level (at least 250-300 sq m) community centre to serve the needs of the south and south west of the city, located in the local area of West Terrace, King William Street, Grote Gateway or Whitmore Square.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in local area of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.





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 continue to evolve as a distinctive and vibrant neighbourhood with 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 high rise commercial development.

The local area includes Hurtle Square/Tangkaira which is one of the six City Squares and is one of the city's most important and historical public spaces that provides valuable open space and passive recreational opportunities for the surrounding community.

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.

Kurna Context

The Kurna historical context for this local area is:

“Another important representative of the Kurna community, Tankaira of Charlotte, from the Clare District is known as Ityamaitpinna’s wife. Many Kurna 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 public transport and open space connectivity, ranking 8th and 9th of the 13 local areas. Hurtle Square’s infrastructure and amenities offer opportunities for improvement to fully leverage its growth potential.

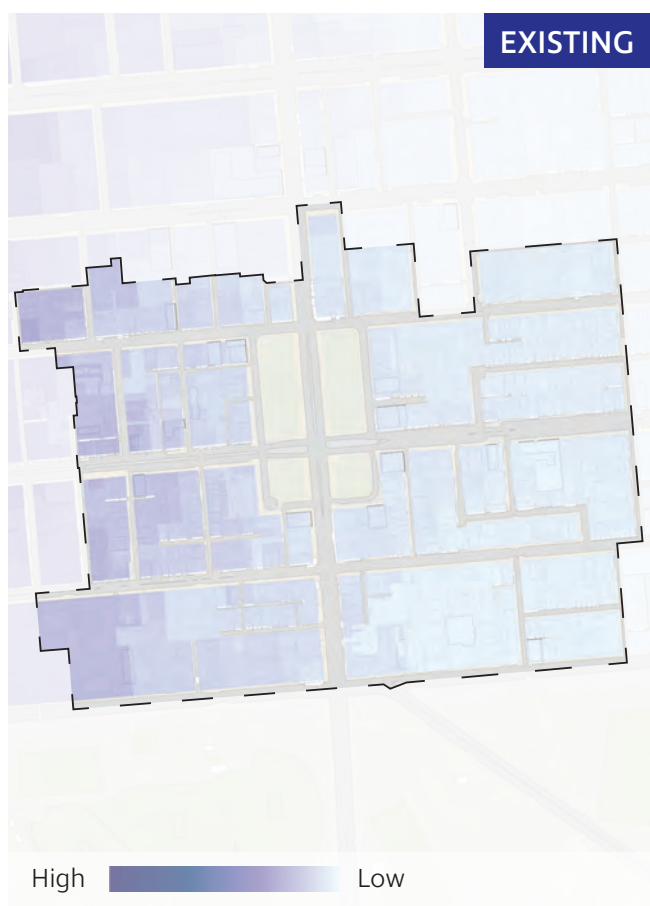


Figure 5.60 Public Transport Proximity Index (Existing)

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

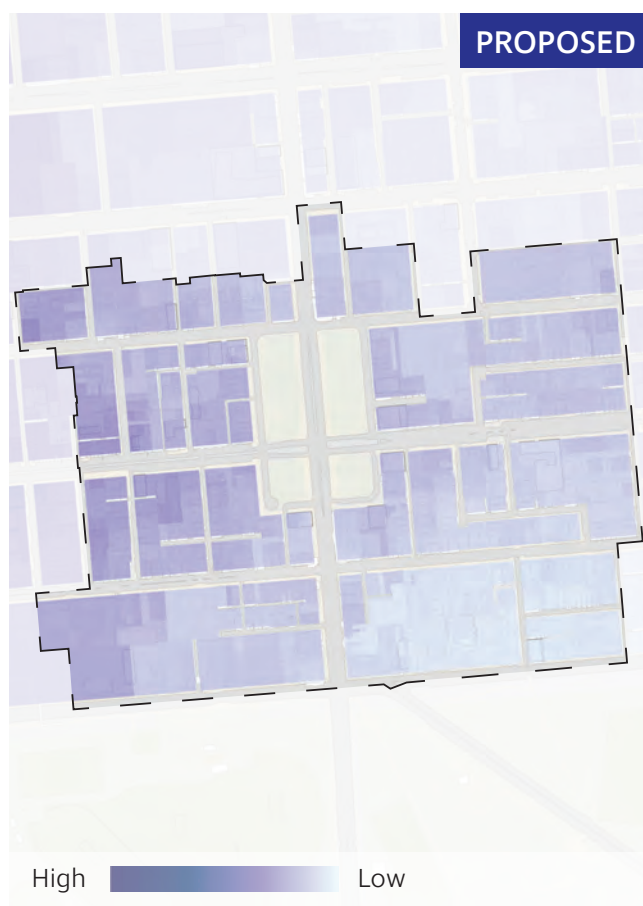


Figure 5.61 Public Transport Proximity Index (Potential)

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

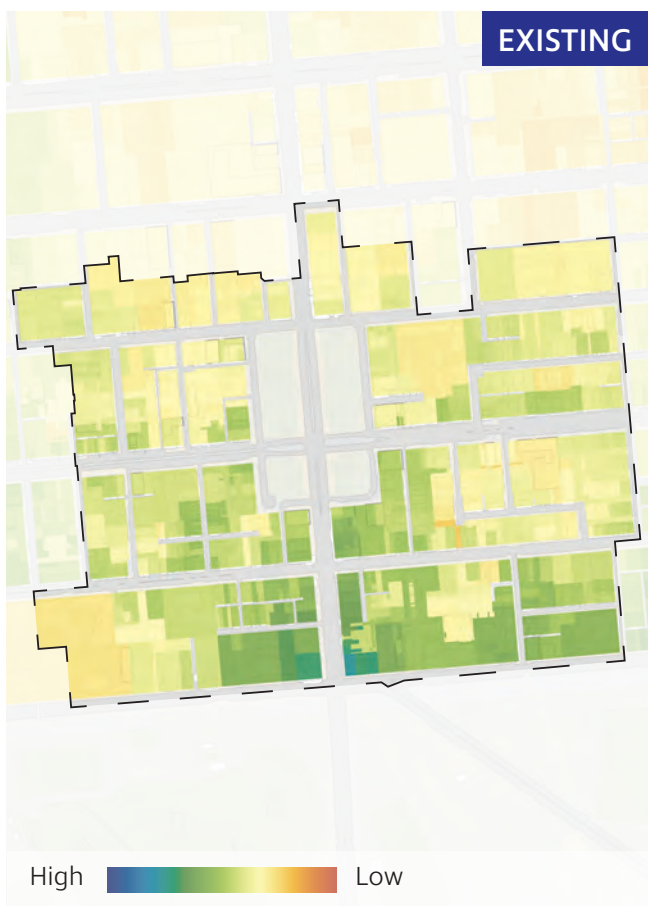


Figure 5.62 Overall Proximity to Amenity Index (Existing)

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

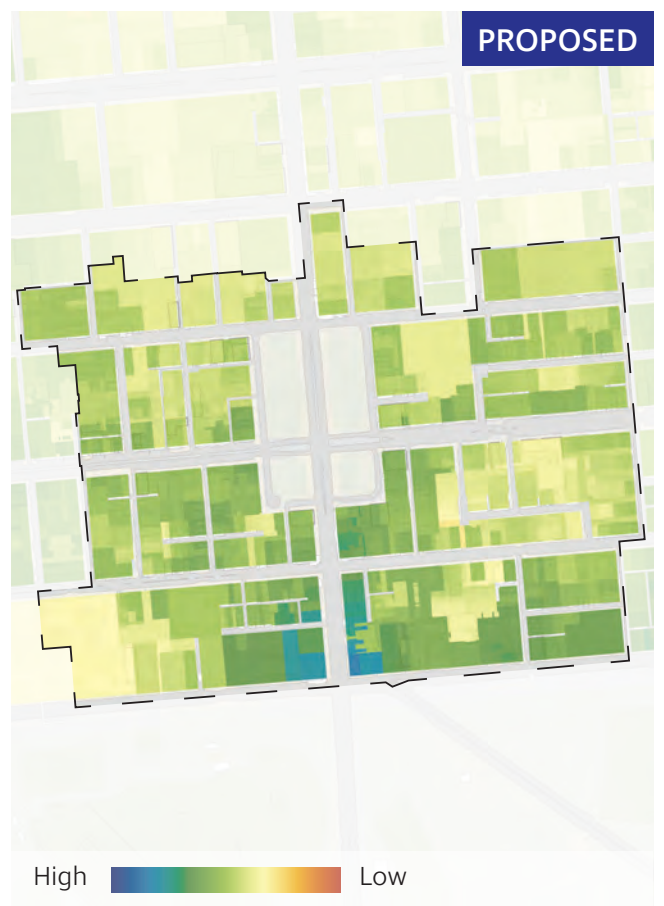


Figure 5.63 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity 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, while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
 - Support pop-up activities for festivals and events throughout the year.
 - Extend the Halifax Street mixed use zone further east to provide a wider range of essential services to support the surrounding streets to densify and diversify.
 - Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form addresses interface issues and respects the existing architectural and landscape character.
 - Investigate applying the Planning and Design Code's Historic Area Overlay to key heritage sites within the local area.
 - 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.
 - Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
 - Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
 - Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
 - Increase social infrastructure provisions to better support vulnerable members of the community who access services and spend time in the local area.
- 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.
 - 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.
 - Improve active transport safety and priority by creating routes separated from the main north-south public transport corridor



Prioritise north-south active transport connectivity



Expand open space network

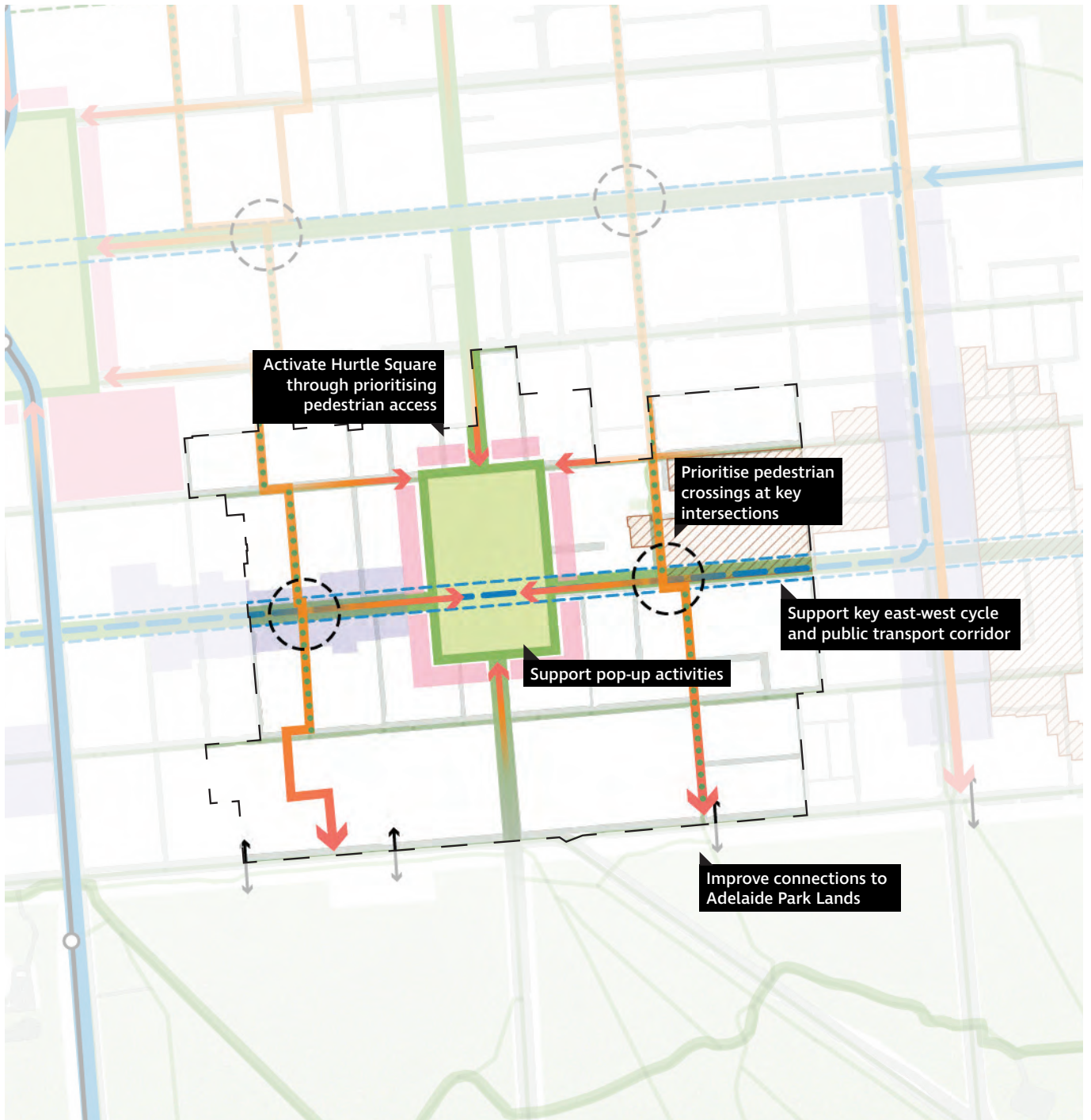


Figure 5.64 Place Principles

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

Local Area 13: Hurtle Square

Future investment opportunities include:

- Invest in fine grain pedestrian connectivity and greening throughout the area to support increased permeability to the main streets, Hurtle Square/Tangkaira, the Adelaide Park Lands and opportunities in the wider city.
- Improve access to Hurtle Square/ Tangkaira, including modifications to the service roads to improve access and permeability for pedestrians to and through the Square while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- An adequately sized library for the local area including potential co-location with a larger community centre in the Wakefield Gateway, Hutt Street or Hurtle Square Local Area.
- Provide additional young people/youth play provision, such as additional 'pick-up' sport facilities. This could be located within Peppermint Park / Wita Wirra (Park 18) or part of a library/community centre in the Hurtle Square or Hutt Street Local Area
- Provide additional children's play space in the Hurtle Square or Hutt Street Local Area.
- Review and identify opportunities for at least one pocket or micro park in the Hurtle Square or Hutt Street Local Area.
- Increase facilities and activities on offer at Hurtle Square to make it a 'neighbourhood space'.



Extend Halifax mixed use zone further east



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.

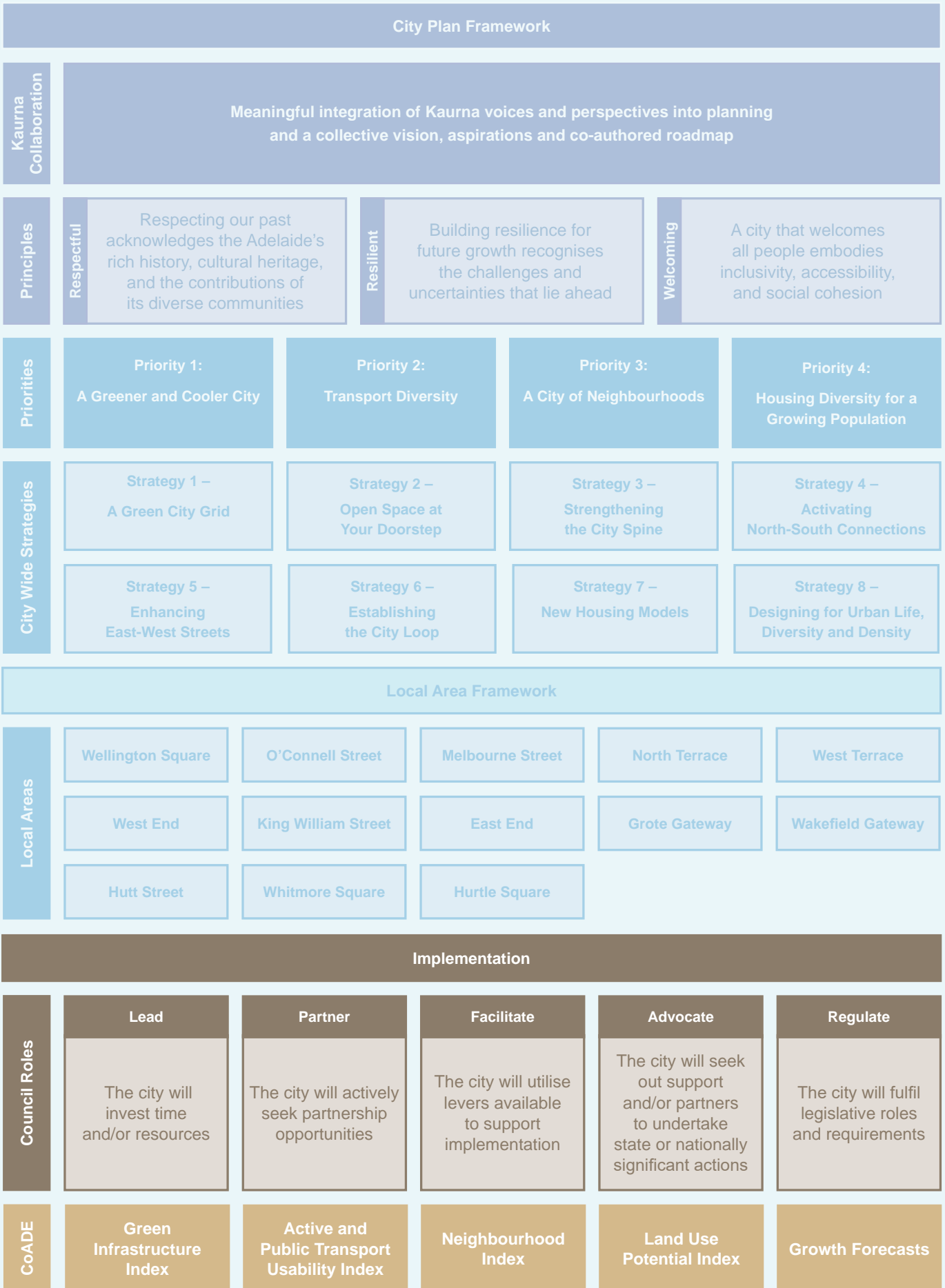


Figure 6.1 Plan on page

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), Disability Access and Inclusion Plan 2024-2028, 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.

This will be led by the Designing for Urban Life, Diversity and Density Code Amendment anticipated to commence in 2024/25.

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
- Liveability Index
- Land Use Potential Index
- Growth Forecasts.



City of Adelaide Digital Explorer (CoADE)

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 liveability.

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	Transport 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 of the Adelaide Park Lands social, cultural, economic, environmental and National Heritage Values, including advocating for World Heritage Listing, enhancing pathways and connections to and from the Adelaide Park Lands (SPP 7.1 & 7.3). Advocate for stronger provisions in 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, private garden, food gardens, heat reflective materials and built shade (SPP 5.3 & 5.4). 	<ul style="list-style-type: none"> Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets (SPP 11.5). Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function (SPP 11.4). 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).
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 by removing slip lanes and side-roads, and adjusting on-street car parking (SPP 11.4).

	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. (SPP 5.2) • 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, with a focus on neighbourhoods with high growth potential (SPP 6.2 & 6.3).
Strategy 2 – Open Space at Your Doorstep	<ul style="list-style-type: none"> • Facilitate a better balance of play, relaxation, and recreation with efficient and safe 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 the provision of a diverse range of local open spaces in the Adelaide Park Lands to support our growing population, including through additional public open space and re-programming of open space in the Adelaide Park Lands (SPP 2.13). 	<ul style="list-style-type: none"> • Lead public infrastructure provision to improve neighbourhood amenity and access to open space that stimulates housing growth, with a focus on neighbourhoods that have high growth potential (SPP 6.2 & 6.3). • Lead changes to the Planning and Design Code that facilitate development that positively contributes to the public realm and open space provision through the inclusion of active street frontages, plazas, green roofs and balconies (SPP 2.10).

City Plan Policy Summary (Cont.)

	A Greener and Cooler City	Transport Diversity
Strategy 3 – Strengthening 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 (SPP 5.1, 11.10 & 15.4). 	<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 (SPP 11.5). Advocate for a light rail connection from North Adelaide to North Terrace (SPP 5.1 & 11.5).
Strategy 4 – Activating North South Connections	<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 (SPP 11.5). 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). 	<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. Lead investment in the pedestrianisation of key north-south laneway links, including Western Laneways Link and Adelaide Market Laneways Link.
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 Kurna Country (SPP 2.13 & 11.1). 	<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 (SPP 11.5). 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 (SPP 2.10 & 11.5). Advocate changes to the 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	Housing Diversity for a Growing Population
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 (SPP 2.5). 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 (SPP 2.1, 9.2 & 9.10). 	<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 (SPP 6.5) Advocate to the State Government to explore options for new mixed use development, including affordable and social housing, and adaptive reuse of the existing Women’s and Children’s Hospital.
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. (SPP 2.10) Facilitate opportunities for the activation of laneways in line with neighbourhood identity (SPP 2.10). 	<ul style="list-style-type: none"> 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 <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. (SPP 2.10) 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.

City Plan Policy Summary (Cont.)

	A Greener and Cooler City	Transport Diversity
Strategy 6 – Establishing the City Loop	<ul style="list-style-type: none"> Advocate for the longer-term planning of West Terrace, Hallifax and Sturt Streets, and Hutt Street to accommodate greening and the City Loop (SPP 5.1 & 11.5). 	<ul style="list-style-type: none"> Advocate for an investigation into mode and alignment options for the City Loop which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP 11.1) and maintains pedestrian connectivity across the city (SPP 5.1).
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 (SPP 5.3 & 5.4). 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 (SPP 5.1). Advocate for mixed-use development around activity centres, public transport nodes and strategic transport 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	Housing Diversity for a Growing Population
Strategy 6 – Establishing the City Loop <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 (SPP 5.1 & 11.5). 	<ul style="list-style-type: none"> Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5). Investigate changes to the Planning and Design Code to allow for higher density development focused around future public transport hubs.
Strategy 7 – New Housing Models <ul style="list-style-type: none"> Lead investment in new social and community infrastructure throughout the city, particularly in the western parts of the city (SPP 6.3). 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 (SPP 2.8). 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 a Local Design Review Scheme. 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). 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). Advocate to the State Government for a range of housing typologies and tenures at the existing Women’s and Children’s Hospital site including affordable and social housing as part of a mixed use redevelopment (SPP 2.1).

City Plan Policy Summary (Cont.)

A Greener and Cooler City	Transport Diversity
<p data-bbox="124 846 183 1258">Strategy 8 – Designing for Urban Life, Diversity and Density</p> <ul data-bbox="204 398 813 555" 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 data-bbox="847 398 1457 521" 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.

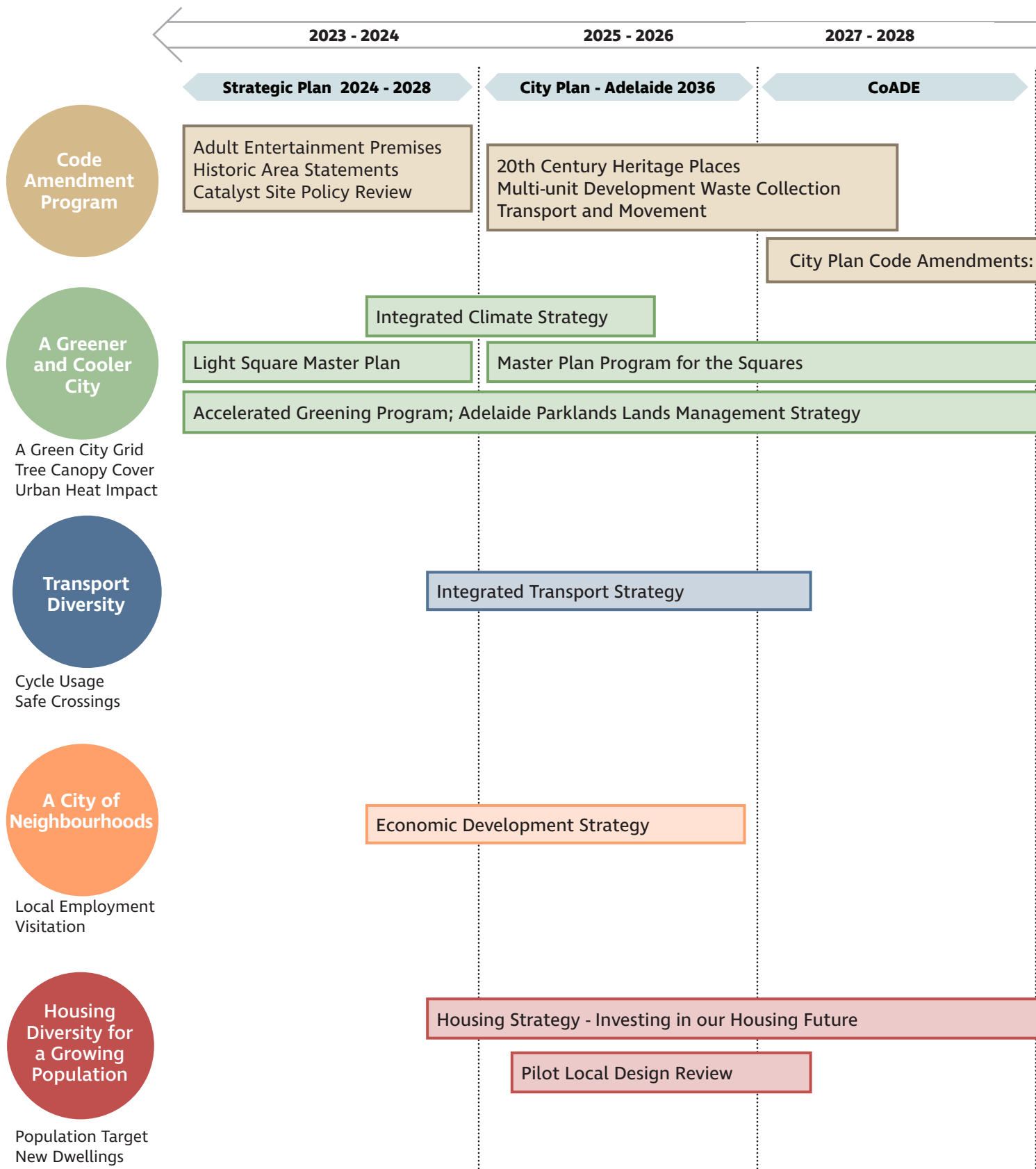
A City of Neighbourhoods

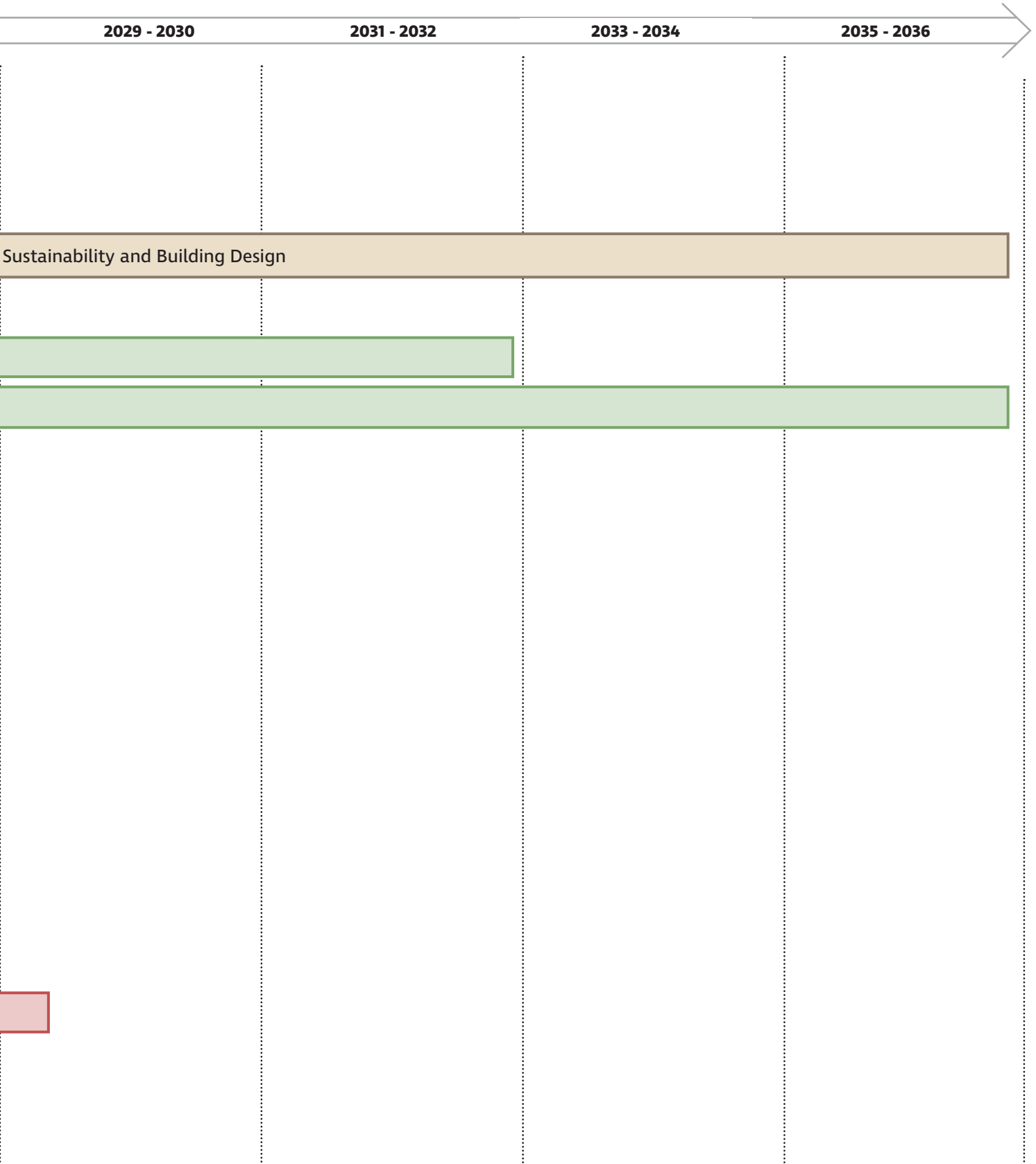
Housing Diversity for a Growing Population

Strategy 8 – Designing for Urban Life, Diversity and Density

- 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 (SPP 9.10).
- 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





Glossary



Glossary

Active recreation

Active recreation refers to activities that require physical exertion, such as playing sports or hiking.

Active transport

A physical activity undertaken as a means of transport and not purely as a form of recreation. It generally refers to walking, cycling and wheeling for travel, but may also include other activities such as the incidental activity associated with the use of public transport.

Adaptive reuse

Refers to the re-purposing and refitting of an existing building or structure to accommodate a new function – in this case residential dwellings. This process can involve modifications to meet current building codes and legislation and fulfill occupant expectations.

Amenity

The pleasantness or appeal of a place or area.

Amenities

The range of public and private facilities and services that are available to the community – including schools, shops, libraries, open space, health and community services etc.

CBD / Central Business District

The Central Business District (CBD) in the context of the City of Adelaide is generally the area between North Terrace and Angas Street/Gouger Street and between East and West Terraces that includes the core commercial, retail, institutional and cultural functions of the city.

City Grid

Refers to the pattern of the streets and laneways within the City of Adelaide collectively.

City of Adelaide

Refers to the City of Adelaide Council as a local government organisation and the local government geographical area.

City Squares

Refers to the six City Squares within Adelaide and North Adelaide:

- Wellington Square / Kudnartu
- Light Square / Wauwi
- Hindmarsh Square/ Mukata
- Victoria Square / Tarntanyangga
- Whitmore Square / Iparrityi
- Hurtle Square / Tangkaira

Code Amendment

A code amendment is a proposal to change the policies, rules or mapping within the Planning and Design Code.

Community Infrastructure

Includes open space, community sporting facilities/ hubs, indoor recreation centres, trails and public realm improvements or installations.

Contextual analysis

A report describing the prevailing character attributes and design elements within the locality of the site and the extent to which the proposed development is consistent with these attributes and elements. It can also include drawings demonstrating how the proposed development relates to built form and landscaping on adjoining sites.

Density

A measurement of the population (persons) or the number of dwellings in a given area (usually hectares).

- Low density = fewer than 35 dwelling units per hectare
- Medium density = 35-70 dwelling units per hectare
- High density = more than 70 dwelling units per hectare

Green grid

The City Grid will be enhanced with tree canopy and other forms of shade cover to create a green grid of streets and laneways that contribute to cooling, climate resilience, biodiversity and comfort to the users of the city

Green infrastructure

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.

Green spaces

Areas of grass, trees, or other vegetation set apart for recreational or aesthetic purposes in an otherwise urban environment.

High rise

Refers to buildings that are 7 storeys or above.

Housing Diversity

Refers to the range of housing options available for people to live in within the city. This includes apartments, townhouses, detached dwellings, row dwellings, student accommodation. It also refers to a range of housing/dwelling sizes to cater to varying household types and sizes.

Isochrone

A line on a map connecting places from which it takes the same time to travel to a certain point, such as identifying places that are within a 15 minute walk from a set point.

Low rise

Refers to buildings that are up to and including 2 storeys.

Medium rise

Refers to buildings that are 3-6 storeys in height.

Missing Middle

Refers to medium density housing that is 'missing' between typically low density/low rise single household houses and high density/high rise apartment or unit type housing. Missing Middle housing is generally required in inner and middle ring suburbs to bridge the gap between low and high density housing.

Neighbourhood

An area within the city that has its own unique identity and character, including built form, amenities and services, where people live and interact with one another.

Passive recreation

Passive recreation is a type of leisure activity that does not involve physically strenuous activities. It involves low impact activities such as walking, bird watching, gardening and simply enjoying nature.

Planning and Design Code

The Planning and Design Code (the Code) is a statutory instrument under the Planning, Development and Infrastructure Act 2016, for the purposes of development assessment and related matters within South Australia.

The Code contains the planning rules and policies that guide what can be developed in South Australia. Planning authorities use these planning rules to assess development proposals. h

Public realm

The public realm comprises publicly owned spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas and open spaces.

Social Infrastructure

Social infrastructure is the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community. Examples of Social Infrastructure Assets include schools, universities, hospitals, prisons and community housing.

Strategic Sites

Sites in private or public ownership that are vacant or underutilised and have potential for co-ordinated development for residential and mixed uses to support population and economic growth ambitions, as well as drive provision of social and community infrastructure outcomes. Strategic places may also be in proximity to areas or precincts of high investment that can be leveraged to attract further development.

Strategic Places

Places in proximity to areas or precincts of high investment that can be leveraged to attract further development. Strategic Places are areas or precincts consisting of a number of Strategic Sites

Transit diversity

Refers to the range of options available for people to move to and around the city, including walking, cycling, wheeling, public transport and private vehicle.

Universal Design

Universal Design 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 or ability.

Urban Design

Urban design is the design of towns and cities, streets and spaces. It is the collaborative and multi-disciplinary process of shaping the physical setting for urban living. Urban design involves the design of buildings, spaces, streetscapes and landscapes. It establishes frameworks and procedures that will deliver successful development by different people over time.

Wayfinding

Wayfinding is a term used by access consultants and experts that describes the way people find locations in the built environment. People with low vision and who are blind may require environmental cues to find their way, eg maps, street numbers, and directional signs.

Wayfinding is much more than signage. Tactile Ground Surface Indicators, dome buttons on handrail ends, raised and directional signage, continuous handrails, tactile trails, Braille signage, infrared wireless and interactive signage can all assist in wayfinding



CITY OF ADELAIDE DRAFT CITY PLAN – ADELAIDE 2036

CONSULTATION SUMMARY

DRAFT VERSION – 26 JULY 2024

UPDATED 15 AUGUST 2024

Background

The draft City Plan - Adelaide 2036 report (draft City Plan) was developed and informed by three previous engagements:

- City Plan Studio drop-in sessions and stakeholder forums, (in-person), 1 – 15 September 2023
- Your Say Adelaide mapping survey (online), 1 March – 8 April 2024
- Local Area Focus Groups (in-person), 18 - 30 April 2024

The draft City Plan was on public consultation from 18 June to 16 July 2024. This consultation summary report summarises the feedback received from this public consultation.

A detailed engagement report on all four public engagements on the City Plan will be provided to Council in August 2024.

Public consultation and responses

The public consultation invited the public and all stakeholders from previous engagements to provide feedback on the draft City Plan either by responding to survey questions or by providing their feedback in writing.

Table 1 summarises key themes and responses with reference to the structure of the draft City Plan. Table 2 summarises consultation from individual written responses. Table 3 summarises survey responses. Table 1 to Table 3 include an administrative response to consultation feedback.

The feedback from the public consultation will inform further updates to the City Plan.

Individual meetings were held with the following organisations and subject matter experts:

- Commissioner for Children & Young People

Response to Engagement and Submissions

A total of 51 members of the public provided feedback on the draft City Plan.

The response to the online engagement webpage was as follows:

- 4411 views of the draft City Plan engagement webpage, from 3666 users
- 926 downloads of the draft City Plan summary
- 768 downloads of the draft City Plan report
- 195 downloads of the engagement pack
- 197 followed the link to the survey
- 41 'engaged' visitors submitted feedback through the online survey or on a written form
- 10 'engaged' visitors submitted written feedback by email.

These are summarised in this consultation summary document.

Detailed written submissions were received from 18 organisations:

- Commissioner for Children & Young People
- Department of Climate Change, Energy, the Environment and Water
- Adelaide Airport Limited and Parafield Airport Limited (AAL)
- Australian Institute of Landscape Architects
- Lot Fourteen
- Australian Hotels Association (SA)
- City of Burnside
- Department for Environment and Water, and Green Adelaide
- North Adelaide Society
- Transport Action Network

- Community Alliance Mainstreet Sub-Committee
- Bike Adelaide
- City of West Torrens
- Purple Orange
- Kadaltilla / Adelaide Park Lands Authority
- Australian Institute of Architects
- State Planning Commission
- South Australian Water Corporation

Key themes arising from Consultation

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

- Broadly positive support for the draft City Plan.
- Overwhelming support for the draft City Plan's proposed priorities and strategies for shaping a vibrant, sustainable and inclusive future city.
- The Local Area Framework should strengthen references to:
 - Local and State Heritage Places
 - Locally significant places and elements, built form
 - Role of main streets and precincts
 - Role of students and visitors
 - Role of small business
 - The night time economy.
- Interest in additional detail and clarity regarding the implementation of some of the City Wide Strategies such as the tram loop.
- The data and indices used in the City Plan require further explanation and a glossary.
- Support for recognition in the City Plan that the City of Adelaide is a 'city of neighbourhoods'.
- The Local Areas do not adequately reference the role of existing main streets in visitation and vitality of the neighbourhoods.
- The target 50,000 population is at odds with current ABS based City of Adelaide growth forecasts.
- The current and future conservation value of the Adelaide Park Lands to the City of Adelaide and its National Heritage listing should be reinforced.
- Collaboration with adjoining local governments is required to improve connections to surrounding suburbs.
- General support for the proposed expansion of public transport loop but further investigation on its mode and detailed alignment are needed.
- New developments need to have regard to local character, scale and interface treatment.
- Improved experience as an active transport user e.g. fewer cars, pedestrian priority at traffic lights and lower speed city speed limits.
- Further recognition of and expansion on need for active transport connectivity across the city, particularly for cycling.
- Importance of the roles of greening, open space, social infrastructure, and main streets to support the future population.
- Importance of identifying and prioritising development of vacant and underutilised sites.
- Support from the State Government and adjoining Councils to work collaboratively on future transport and infrastructure planning.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
GENERAL COMMENTS	
<p>Commissioner for Children and Yong People Better engagement with children and young people is sought to ensure that the voices of children and young people are incorporated into consultation processes and that Adelaide meets their needs now and in future.</p>	<p>Noted. A meeting was held with the Commissioner to workshop future improvements to engaging with children and young people in Council’s future key policies and strategies.</p>
<p>City of Burnside <i>Parking</i> The City of Adelaide would be aware of the external traffic and parking impacts associated with events occurring in Victoria Park/Pakapakanthi (Park 16), particularly as it affects the Burnside suburbs of Dulwich, Rose Park and Eastwood. Noting the current zoning along Fullarton Road and Greenhill Road is Urban Corridor (Boulevard) and that larger developments in the City of Burnside may be assessed by the State Commission Assessment Panel, the provision of adequate parking associated with new developments in these areas should be a key consideration to minimise future car parking issues.</p>	<p>Noted. Event parking is outside the scope of the City Plan. The development potential referenced will occur in the City of Burnside and City of Unley adjacent the Adelaide Park Lands. Car parking requirements for new developments in these areas are addressed through the Development Assessment Process. The CoA Integrated Transport Strategy due for public consultation early in 2025, will consider impacts of events on the transport network. An ‘events and works’ discussion paper is currently being prepared. On 25 July 2024, Council requested administration prepare a report on access to the City of Adelaide relating to event usage in Victoria Park / Pakapakanthi (Park 16).</p>
<p>Australian Institute of Landscape Architects SA (AILA) <i>Digital tool</i> AILA supports the ambition and leadership shown by the City of Adelaide in preparing a digital tool to guide and test design scenarios for the city in a 3D format which is understandable for designers as well as the public. This tool is anticipated to enable better high-level decision-making about the built form of our city and make discussions richer during the planning and approval stages of projects.</p>	<p>Noted. The draft City Plan has been developed in consultation with State Government Agency, Planning and Land Use Services, to ensure datasets and methodology can be replicated by other local government areas. The City of Adelaide is supporting/collaborating with other local government areas to inform the Greater Adelaide Regional Plan (GARP) process.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>AILA supports this as a means of making design, as a process, more accessible to the public and raising the profile of design professions.</p> <p>AILA understands the leadership role the City of Adelaide is taking in developing a tool of this nature to assist with the planning and development of the city. AILA recommends the City of Adelaide explores how this tool can be replicated by other Local Government jurisdictions- particularly the adjoining Councils to strengthen the impact / reach of the City Plan and ultimately embed its importance and function in the planning and design decisions for our city across metropolitan Adelaide.</p>	
<p>Australian Institute of Architects</p> <p><i>What we would like to see:</i></p> <ul style="list-style-type: none"> • Data showing the current distribution of housing, including mapping of housing types and the density. Information about occupation of existing housing stock would also be useful to determine the percentage of vacant and underutilised properties and the extent of use of residences for short term accommodation. • Indication of how the Kaurna Context statements will inform implementation of the Draft Plan. It would also be interesting to consider how these statements can be incorporated into strategies that enable interpretation and build public knowledge. • Discussion of strategies to support and sustain activation of buildings at street level. Multi-use development with retail/services at lower levels and residential/office accommodation above is strongly supported as it supports a safer and more pedestrian friendly city. However, this is only effective where ground floor tenancies are occupied, and occupants do not obscure the windows. • Inclusion of measurable targets within the implementation plan and transparent reporting of progress. 	<p>Noted.</p> <p>CoADE includes mapping showing distribution of housing types and density. Individual vacancy data is not captured in CoADE as it is not publicly available and would be very difficult to keep live due the constantly changing data.</p> <p>Context statements will be incorporated into Healthy Country protocols.</p> <p>Noted.</p> <p>The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated</p>

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<ul style="list-style-type: none"> A commitment to work to the City Plan until 2036, including strategies for amendments that respond to feedback. City shaping is a long-term project and requires consistency to achieve optimal outcomes. While we understand that future Councils may not choose to continue with implementation of the plan, what mechanisms can be embedded to reduce this outcome? 	<p>Transport Strategy, all of which include specific and measurable targets</p> <p>The City Plan has been developed as a key input into the GARP to embed within long term planning priorities for the city.</p>
<p>Australian Institute of Architects</p> <p><i>Concerns</i></p> <ul style="list-style-type: none"> The document is lengthy, which may discourage engagement and application. Review to identify and reduce the repetition of information would provide a leaner and more accessible document. The only quantified targets in the Draft Plan relate to the number of residents and workers aimed for by 2036. Inclusion of progressive targets relating to each of the Urban Design Framework priorities and the City Wide Strategies would facilitate the proposed annual review and measurement of success. 	<p>Noted</p> <p>An abridged version of the City Plan will be made available following endorsement and adoption.</p> <p>Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based.</p> <p>The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets</p>
<p>Department for Energy and Water</p> <p>DEW and Green Adelaide are supportive of many of the concepts and options in the Plan to guide for sustainable growth and development in the City of Adelaide, including meaningfully embedding our First Nation people’s perspective, concepts to contributing to biodiversity with open space and greening, increased emphasis of active and public transport, and intent to develop environmentally sustainable policies for development.</p>	<p>Noted.</p> <p>The City of Adelaide has submitted to the draft Urban Greening Strategy consultation by Green Adelaide seeking to partner on Healthy Country Plan.</p>

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<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)</p> <p><i>Data</i></p> <p>The Inner Urban Ring is a critical area that showcases the interplay between urban development and green spaces. Including this area in data mapping will highlight the importance of Park Lands within the urban fabric by providing a clear visual representation of how green spaces integrate with and enhance the surrounding urban areas. This detailed mapping will underscore the significant role that Park Lands play in improving the quality of life, supporting biodiversity, and offering recreational opportunities. Moreover, it will demonstrate the importance of preserving and expanding open green spaces in future urban development scenarios, ensuring that the city's growth is balanced with the need for natural environments. By doing so, the data mapping will provide valuable insights into how Park Lands contribute to sustainable urban planning and help guide future development to prioritise green space accessibility and environmental health.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Expand the scope of data mapping to include the Inner Urban Ring, providing a detailed spatial analysis of Park Lands and their benefits. • Use data to illustrate the connectivity and accessibility of Park Lands within this area, emphasising their role in urban liveability with the ability to anticipate future demands on open green space. 	<p>Mapping inner growth corridors and strategic sites in the inner urban ring is in train as an outcome of the Adelaide Park Lands Management Strategy and will be incorporated into the City Plan digital tool.</p> <p>The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government's Open Space Strategy as part of the Greater Adelaide Regional Plan.</p>
<p>Australian Institute of Landscape Architects (AILA)</p> <p><i>Data</i></p> <p>AILA fully supports and understands the in-kind efforts made across Government to unlock datasets to enable the generative and scenario testing power of the City Plan.</p>	<p>Noted.</p> <p>The City of Adelaide Digital Explorer (CoADE) will continue to be updated and applied throughout the lifetime of the City Plan.</p>

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<p>AILA recommends that the City of Adelaide confirm continued support from other agencies in keeping this data up to date with new datasets when they become available to keep the tool current and relevant. The connection to the SA Property and Planning Atlas (SAPPA) and other mapping tools used by the planning and design agencies in government, and by professionals in private practice is imperative to keeping the City Plan relevant and useful to these professions and durable in the longer term.</p>	
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)</p> <p><i>Indices</i></p> <p>Walkability is a key indicator of urban quality of life and sustainability, as it directly impacts the health, accessibility, and overall well-being of city residents. A walkable city encourages physical activity, reduces reliance on cars, and fosters social interactions, contributing to a more vibrant and connected community. Park Lands are crucial in promoting walkable environments by providing safe, pleasant, and attractive spaces for walking and recreation. The presence of trees, plants, and water features in the Park Lands helps to create a more pleasant microclimate, reducing urban heat island effects and improving air quality. These environmental benefits further enhance the attractiveness of walking as a mode of transportation and recreation. The draft City Plan should therefore clearly outline how it articulates 'walkability' and access to open space, in current and future data mapping scenarios. Articulating the simplicity of that step will help quantify the value of Park Lands to the future growth and development of the city.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Describe how the draft City Plan defines and measures 'walkability'. 	<p>Noted.</p> <p>The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website.</p> <p><i>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</i></p> <p><i>Technical notes to support use and interpretation of the digital tool will be developed.</i></p>

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<ul style="list-style-type: none"> Define the criteria for access to open space within the draft City Plan. Detail how current and future data mapping scenarios incorporate 'walkability' metrics 	
<p>The North Adelaide Society Inc. <i>Indices & Clarity</i></p> <p>Definition and clarity about the various “indices” to which draft refers ought to be transparent and fully disclosed, including the source, basis, and criteria applicable to each index and how the index is assessed to apply in the circumstances. The understanding about, and utility of, an index depends on the veracity and relevance of its criteria and how they are their weighted and assessed.</p> <p>For example, no information is given about the criteria, source, rationale, or elements of the “Overall Accessibility to Amenity Index”. If amenity/ies are the qualities applicable to a site, precinct, or area (locality), whether unique or more widely applicable, then the descriptor of that index connotes an assessment of amenity and accessibility, neither of which are defined save that accessibility refers to a maximum 15 minute walk.</p> <p>Similarly, it seems most odd how the “Active and Public Transport Useability Index” appears to operate given the “low...high” assertions applicable to various “local areas” of the City Plan. For the “local areas” of the City Plan within North Adelaide, there are very many routes that operate along Hill Street; Jeffcott Street; O’Connell Street; Ward Street; and Melbourne Street; as well as the much used and valued City Connector Bus.</p>	<p>The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website.</p> <p><i>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</i></p> <p><i>Technical notes to support use and interpretation of the digital tool will be developed.</i></p> <p>The Indices and associated figures have been reviewed</p> <p><i>Comments about availability of public transport in North Adelaide are noted. This index is also about ability to walk and cycle which is poorer in these areas.</i></p>
<p>Australian Institute of Landscape Architects (AILA) <i>Clarity</i></p> <p>AILA applauds the background research and collation of material and data sets that underpin the City Plan. However, the document itself is lengthy and difficult to navigate.</p>	

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<p>AILA SA recommends an abridged publicly facing document or online interface is produced that clearly articulates purpose and importance of the Plan and is written in an inclusive language without jargon for members of the public who might not be urban designers but who are interested in how cities work.</p>	<p>An abridged version of the City Plan will be made available following endorsement and adoption.</p>
<p>The North Adelaide Society Inc <i>Glossary</i> The “City Plan” needs a glossary of terminology, which would provide certainty of meaning, interpretation, understanding, and intent. There are a raft of words, phrases and expressions that are uncertain or interchangeable (e.g., city, City, City centre, CBD, City of Adelaide), and others that will be open to conjecture, misapprehension, or subjective interpretation. Definition will assist understanding and certainty of intent. For example: Activate; Active transport; Capitol Works; CBD; Central urban spine; City; City centre; City grid; City of Adelaide; City Plan; City squares; City wide; City wide spatial analysis; City’s main streets; Density; Development; Diversify APL uses; Economic centre; Evidence base; Green grid; Green Infrastructure; Green spaces; Growth; Heritage; Heritage site; Interventions; Light Rail Loop; Main east west connections; Mid-scale height; Missing middle of housing; Neighbourhood; Partners, our partners; Place based height strategy; Place based objectives for growth; Taller buildings; Transit diversity.</p>	<p>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</p>
<p>The North Adelaide Society Inc <i>Clarity</i> “We” appears multiple times but is neither defined nor attributed. Is “we” the Corporation of the City of Adelaide (CoCoA); the chief executive of the CoA; the planning function within the CoCoA; or the elected members of the Adelaide City Council who resolve in favour of the eventual “City Plan”?.</p>	<p>Noted. Use of ‘we’ has been clarified in the final City Plan.</p>

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<p>Either the royal “we” should be defined, or non-personal expression or grammar used to avoid the indefinite and illusive “we”.</p>	
<p>The North Adelaide Society Inc <i>References</i> The draft City Plan includes many assertions and conclusions, some of which appear personal to the author and others refer to studies or findings, for example: “successful cities around the world have strong residential populations living locally” and “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.” In a policy and implementation document such as the draft City Plan, the basis or primary source for an assertion or statement ought to be attributed and referenced.</p>	<p>Noted.</p> <p>Additional references and benchmarks have been inserted into the City Plan.</p>
<p>Lot Fourteen <i>Facilities and amenities</i> The plan generally doesn’t address/recognise the working/studying population that use the CBD facilities and amenities 5 days a week all day which impact on the urban design of the city and to be more specifically relevant for us is Local Area 4: North Terrace (page 122) with the Universities and the growing Lot Fourteen district.</p>	<p>The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses.</p> <p>The Local Area Framework has been updated to capture the role of workers and students in supporting and activating the city is adequately reflected.</p> <p>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.</p> <p>North Terrace Local Area 4 has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form

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	<ul style="list-style-type: none"> • Role of precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included:</p> <ul style="list-style-type: none"> • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities.
<p>Lot Fourteen <i>Economic Development Strategy</i> Need for alignment with feedback already provided to the CoA Economic Development Strategy (in May 2024).</p>	<p>The draft CoA Economic Development Strategy has been considered in the preparation of the draft City Plan and provides greater detail on the importance of institutions such as Lot Fourteen as drivers of innovation, creativity and collaboration.</p>
<p>Lot Fourteen <i>Visitors</i> Greater appreciation of the growing visitors that use the city’s amenities.</p>	<p>The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses.</p> <p>The Local Area Framework has been updated to capture the role of workers and students in supporting and activating the city is adequately reflected.</p> <p>The City of Adelaide’s draft Economic Development Strategy also captures the role of city in visitor attraction.</p> <ul style="list-style-type: none"> • Goal 1: More than the gateway to South Australia • Goal 5: Australia’s festival and creative capital.

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	<p>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard</p> <p>North Terrace Local Area 4 has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included to:</p> <ul style="list-style-type: none"> • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities etc.
<p>Community alliance main streets sub-committee <i>Visitors</i> A plan for a capital city there is no projection of a visitor-awareness, it seems inward- looking</p> <ul style="list-style-type: none"> • Visitor attraction is critical to the health and vitality of the whole city. • The City of Neighbourhoods has a promising ring to it but seems to be simply a division of the map of the city into segments rather 	<p>The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses.</p> <p>The City of Adelaide’s draft Economic Development Strategy also captures the role of the city in visitor attraction.</p> <ul style="list-style-type: none"> • Goal 1: More than the gateway to South Australia • Goal 5: Australia’s festival and creative capital

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<p>than representing how residents and visitors experience and see the city.</p> <ul style="list-style-type: none"> Main Street precincts critical to the city’s vitality such as the East End, Central Market, Gouger-Grote Streets precinct, Halifax Street precinct, and Leigh-Peel-Hindley Streets precinct are not foregrounded in any way. O’Connell Street-Tynte St is a precinct which should be worthy of the same consideration, despite loss of some human scale. Only Hutt St attracts specific comment. 	<p>Noted. The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality.</p> <p>All applicable Local Areas have been updated to strengthen references to:</p> <ul style="list-style-type: none"> Local and State Heritage Places Locally significant places and elements, built form Role of main streets and precincts Role of students and visitors Role of small business The night time economy. <p>Additional Place Principles have been included:</p> <ul style="list-style-type: none"> Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions.
<p>Lot Fourteen <i>Lot Fourteen</i></p> <p>The Plan could greater reflect the vision of the government for the city in terms of areas of economic growth - Lot Fourteen is a major contributor to the success of the city and with its prime location and future focus will continue to impact the city’s growth in all aspects reinforcing the need to be more deeply involved as a key stakeholder in the city’s future plans</p>	<p>Noted.</p> <p>The City of Adelaide’s draft Economic Development Strategy expands on the role of Lot Fourteen in economic growth of the city.</p> <p>The Executive Summary and Local Area 4 – North Terrace have been updated to include reference to Lot Fourteen and the role it plays in supporting economic growth and visitation to the city.</p> <p>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.</p>

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<p>Community alliance main streets sub-committee <i>Support</i> We see much that is hopeful and positive:</p> <ul style="list-style-type: none"> • Emphases on North-South, and East-West laneways and pedestrian and cycling linkages. • Walkability and public realm amenity • Greening, climate resilience and climate change awareness • Transit options- especially the city circle light rail. • Focus on activation of the squares • Hindley-Rundle St seen as a cohesive whole 	<p>Noted</p>
<p>Transport Action Network <i>Support</i> We strongly endorse the following elements:</p> <ul style="list-style-type: none"> • Commitment to working with Kaurna peoples in the future development of the City. • Measures to increase the use of active modes of transport such as walking and cycling within the City and for access to the City. • Creating Grenfell/Currie Streets as a bus boulevard. • Creating a CBD tram loop. • Identifying specific areas (e.g. King William and Hutt Streets) for potential expansion of business activities. • Mixed use development and housing diversity with attention to the interface with adjacent developments and neighbourhood place making. • Increasing the City’s population. 	<p>Noted</p>

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<p>Australian Institute of Architects</p> <p>supports the following elements of the Draft Plan:</p> <ul style="list-style-type: none"> • the three Pillars that the Plan is founded on • The three City Metrics which will be used to review and measure the Plan’s effectiveness. Specific targets within these three metrics should also be identified. • the definition of liveability as access to open spaces, public transport, community facilities and local services. Access to employment opportunities could also be added to this list of criteria. • the use of data to shape the future development of the City and as a mechanism to test implementation. A mechanism for adjusting the Plan in response to challenges identified through these reviews, which should occur periodically until 2036, or changes in factors beyond the Council’s control, should also be articulated in the final Plan. • the high growth trajectory of 50000 residents and 22000 new jobs by 2036. Boosting residential and employment growth within the City should be prioritised over development at the fringes of Adelaide’s metropolitan area. This is the most environmentally, socially, and culturally sustainable means of urban development and maximises the benefits provided by existing infrastructure and services. This growth needs to be managed and accompanied by renewal of existing services infrastructure in recognition of the increased loads. • referencing of the Draft Plan to other strategic documents, including the GARP and the State Planning Policies. 	<p>Noted.</p> <p>Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based.</p> <p>The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets.</p> <p>Employment/jobs is a separate metric outlined in the methodology in the Stage 1 & 2 report available on the City of Adelaide website.</p> <p>The City Plan has been developed as a key input into the GARP to demonstrate the growth potential of the city which can take advantage of existing services and infrastructure.</p>
<p>Community Alliance Main Streets Sub-committee</p> <p><i>Small businesses</i></p> <p>Hundreds of small businesses in hospitality and retail are in these zones</p>	<p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality including the role of small businesses in hospitality and retail.</p>

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<ul style="list-style-type: none"> • They are vulnerable businesses- even modest up-zoning can inflate rents in these zones that rely on low rents to allow colourful niche businesses to exist. • These zones are the relaxation, socialisation, destination-shopping, cultural and hospitality zones for the whole metro area. Along with Rundle Mall they are the deeply functional core of the city. • Young adults are seen as critical to the state’s future by all levels of government. It is they who disproportionately who relax, work or conduct business in these precincts. 	<p>All applicable Local Areas have been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included: Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions.</p>
<p>Purple Orange <i>Co-design</i></p> <p>The City of Adelaide should adopt genuine co-design approaches including a full diversity of stakeholders for the development of all council plans, strategies, frameworks, and similar documents, among other projects. The City of Adelaide should undertake specific engagement activities with the disability community to ensure the draft City Plan – Adelaide benefits from their experiences, insights, and ideas before proceeding toward adoption.</p> <p>Although the draft City Plan contains many important objectives, there appears to have been little to no engagement specifically with the disability community (pages 24-25) and, in many respects, this is reflected throughout the document. We respectfully recommend the City of Adelaide address this shortcoming before proceeding further toward the adoption of this Plan. Indeed, utilising genuine co-design processes that include a full diversity of stakeholders should be adopted as a standard approach for the development of all council</p>	<p>CoA held a workshop with its Access and Inclusion Advisory Panel on key elements of the draft City Plan.</p> <p>The Access and Inclusion Advisory Panel is City of Adelaide’s advisory body on plans, strategies, frameworks and projects and will be invited to contribute to projects or policies arising from the City Plan implementation.</p> <p>Further engagement can be undertaken through implementation and delivery of the City Plan.</p> <p>The Implementation Plan has been updated to include the Disability Access and Inclusion Plan 2024-2028.</p>

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<p>plans, strategies, frameworks, and similar documents because this enables a full range of perspectives and experiences to contribute toward better outcomes.</p>	
<p>Purple Orange <i>DAIP</i></p> <p>The City of Adelaide should review the draft City Plan – Adelaide 2036 to ensure it is consistent with, and reflective of, the commitments in the City of Adelaide Disability Access and Inclusion Plan 2024-2028, including implementing universal design principles.</p> <p>According to recent data from the Australian Bureau of Statistics (ABS), people with disability make up more than 20 per cent of the population, however the draft City Plan largely overlooks how they will be included and welcomed. Although the draft City Plan indicates it has been informed by the Disability Access and Inclusion Plan 2024-2028 (DAIP) (draft City Plan, page 27), few of the DAIP’s commitments seem to be present – indeed, the aforementioned instance is the only appearance of “disability” within the 198-page document. It is critically important that DAIP actions are integrated into all elements of an organisation’s work and not siloed as the responsibility of a single team, irrespective of the strength and commitment of members of that team.</p>	<p>The DAIP commitments to universal design principles have been strengthened through the inclusion of the importance of universal design principles in the following sections of City Plan:</p> <ul style="list-style-type: none"> • Housing Diversity for a Growing Population • Urban Design Elements • Strategy 7 – New Housing Models • Strategy 8 – Designing for Urban Life, Diversity and Density <p>Universal design has been included in the Glossary.</p>
<p>Purple Orange <i>Universal Design Principles</i></p> <p>Further, despite the draft City Plan’s focus on urban design and spatial planning, the DAIP’s commitment to “ensure Council-led public space and streetscape upgrades incorporate universal design principles” (page 23) is absent, with “universal design principles” not mentioned anywhere in the draft</p>	<p>The DAIP commitments to universal design principles have been strengthened through the inclusion of the importance of universal design principles in the following sections of City Plan:</p> <ul style="list-style-type: none"> • Housing Diversity for a Growing Population • Urban Design Elements • Strategy 7 – New Housing Models • Strategy 8 – Designing for Urban Life, Diversity and Density <p>Universal design has been included in the Glossary.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

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<p>Purple Orange</p> <p><i>Terminology – accessibility</i></p> <p>The City of Adelaide should avoid using language including access, accessible, and accessibility in contexts where the more appropriate terminology of availability, presence, or proximity would be a more accurate and clear description. The “Accessibility to Amenity Index” should be renamed to adopt a more accurate label, such as “Proximity to Amenity Index” or “Availability of Amenity Index”, in order to avoid confusion with the provision of genuine accessibility. We are also extremely concerned about the way the term “accessibility” is used throughout the document, particularly in relation to the “accessibility score” or “walkability rating”, also known as an “Accessibility to Amenities Index”, that measures presence and proximity of amenities (page 38 and throughout) but appears to be unconcerned with genuine accessibility. While the methodology of rating the extent to which services and amenities are readily available and located close to people is likely to be very useful, the terminology used should be amended to ensure accuracy and clarity.</p> <p>Accessibility is a very important principle and is widely used to denote the extent to which people with disability, older people, people with short-term injury, and others can access a space, service, event, or information. Since 2008, Australia has been a signatory to the United Nations Convention of the Rights of People with Disability (UNCRPD). Article 9 provides a clear articulation of the significance of the term “accessibility” to ensure people with disability can access services and amenities “on an equal basis with others” and requires the “identification and elimination of obstacles and barriers to accessibility” including in the public realm that is a key focus of the draft City Plan. The Commonwealth Disability Discrimination Act 1992 ascribes the same clear meaning to the term and provides the legislative basis for the ‘Disability (Access to Premises — Buildings) Standards 2010’ (among others), which</p>	<p>Noted.</p> <p>The Accessibility to Amenity Index has been replaced with the Proximity to Amenity Index throughout the City Plan.</p> <p>Other references to accessibility have been changed to connectivity, proximity or availability to better reflect the intent of the measures referred to.</p>

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<p>includes the following definition at Part A1.1: “accessible means having features to enable use by people with a disability”. Likewise, the South Australian Government is committed to Australia’s Disability Strategy 2021-2031 (ADS), with Principle 6 being “accessibility”, which can be applied using the “prompting questions” of “Can people with disability access all aspects of the proposal, including the information, technology, services, and location?” and “Have the principles of universal design been applied?” Based on these international, national, and subnational precedents, we strongly urge the</p> <p>City of Adelaide to apply the same meaning to the term “accessibility” throughout its draft City Plan as is widely used elsewhere. The terms “proximity” or “availability” are more accurate for what the score/rating/index actually measures. Therefore, we suggest the adoption of either “Proximity to Amenities Index” or “Availability of Amenities Index” to ensure the metric is clearly understood and is not confused with policy objectives intended to deliver genuine accessibility. This will also ensure consistency in the meaning of the term between the City Plan and the DAIP, the latter of which applies the meaning as described above.</p>	
<p>The North Adelaide Society Inc. <i>Population</i> ABS population projections do not align with the ambition of 50,000 people by 2036</p>	<p>The City of Adelaide Strategic Plan 2024-2028 sets a population targets of 50,000 residents by 2036. The ambition for a population of 50,000 residents by 2036 is based upon the growth capacity within the City of Adelaide, not on projected population figures.</p> <p>The population target of 50,000 residents by 2036 has been recognised as being above current forecast growth in ‘The Case for Investment and Value Creation’ section.</p>
<p>Transport Action Network <i>New Transport connections</i></p>	<p>Noted.</p>

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<p>CBD tunnel linking the northern (Gawler) and southern (Seaford) train lines. The ADL Metro tunnel should include stations at the existing Adelaide Railway Station, Pultney-Rundle Streets, Victoria Square and, potentially, Whitmore Square.</p>	<p>The CoA Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>The North Adelaide Society Inc. <i>Owners/renters vs. temporary residents</i></p> <p>There is a substantive difference in liveability, spatial, and humanistic needs as between permanent residents (owners & renters) and temporary residents (students & visitors), which is obfuscated by use of a global characterisation of “residents”. Just as is pertinent to differentiation of economic and cultural human activities, there should be granulated differentiation and consequent strategic intent vis a vis residential (e.g. gradually increasing the permanent residential population of the City of Adelaide while conserving the spatial elements of heritage and character of residential precincts and adjacent main streets).</p>	<p>The City of Adelaide aims to cater for the needs of all residents, be they long term or short term, and recognises the important contribution that they all bring to the character and liveliness of the city.</p>
<p>The North Adelaide Society Inc. <i>Adelaide Park Lands</i></p> <p>The intergenerational value of the Adelaide Park Lands ought to be reinforced for the value it brings to the City of Adelaide, both environmentally and as a capital city. It is a world class feature yet is not referred to as such, nor is the Adelaide City Council’s support for its World Heritage Listing reflected.</p>	<p>Reference to the importance of the Adelaide Park Lands is made throughout the City Plan.</p> <p><i>Strategy 1 – A Green City Grid has been updated to include advocating for the World Heritage Listing as part of Policy 1.3 – Partnering on the protection of the Adelaide Park Lands.</i></p>
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Adelaide Park Lands</i></p> <p>Park Lands play a crucial role in urban development, exerting a significant economic influence by enhancing property values through increased attractiveness and desirability for nearby residents and businesses. They also serve as magnets for tourism, drawing visitors</p>	<p>The City of Adelaide’s draft Economic Development Strategy sets two key priority actions related to the Adelaide Park Lands:</p> <ul style="list-style-type: none"> • The City of Adelaide is leading investigations to promote visitation to the Park Lands as a ‘Top 10’ South Australian destination with the advice of Kadaltilla/Adelaide Park Lands Authority.

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<p>who contribute to local economies through spending on accommodations, dining, and recreation services.</p> <p>Park Lands also stimulate local business growth by providing venues for events and activities that promote community engagement and support entrepreneurial initiatives catering to Park Lands visitors and residents alike.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Strengthen the theme of economic influence to demonstrate how Park Lands attract investments, enhance property values, and stimulate local economies. • Use this economic data to guide open space funding on Park Lands areas where planned urban development is forecast. 	<ul style="list-style-type: none"> • The City of Adelaide will advocate for an assessment of the economic, environmental, social and cultural contributions of the Adelaide Park Lands to the city and South Australia.
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)</p> <p><i>Connections with State Government Plans</i></p> <p>Aligning the draft City Plan with State Government strategies, such as the Greater Adelaide Regional Plan, ensures coherence and maximises resource utilisation for Park Land protection and enhancement. This alignment facilitates a unified approach to urban planning, where city and state objectives complement each other, leading to more effective and efficient use of resources. By harmonising local plans with broader state initiatives, the City of Adelaide can leverage state-funded programs, technical expertise, and policy support, enhancing the capacity to coordinate on the Park Lands. This coordination helps in prioritising projects that align with both city and state goals, ensuring that investments in Park Lands are strategically directed towards areas that will yield the highest benefits in terms of environmental sustainability, recreational opportunities, and community well-being. Additionally, aligning with State Government plans fosters collaborative efforts in addressing urban challenges, promoting innovative solutions, and achieving long-term sustainability goals.</p>	<p>Noted.</p> <p>The City Plan will be a key document informing the CoA’s submission to the GARP, which is due for public consultation in September 2024.</p> <p>The ‘strategic context’ in Section One of the City Plan addresses how the City Plan aligns with key state government plans.</p> <p>The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government’s Open Space Strategy as part of the Greater Adelaide Regional Plan.</p>

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<p>Recommendations:</p> <ul style="list-style-type: none"> Review and integrate relevant state government plans and policies that affect the Park Lands. Ensure the draft City Plan reflects state-level priorities and initiatives, creating a unified approach to urban and environmental planning. Add a new section to the draft City Plan that outlines the document’s alignment with relevant State Government Plans. 	
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Connections with existing Council Strategies</i></p> <p>Consistency with existing council strategies, such as the Adelaide Park Lands Management Strategy, ensures that Park Lands initiatives are part of a broader, cohesive framework for urban development. This alignment helps integrate Park Land planning with other urban development goals, creating a unified approach to enhancing the city’s green spaces. The draft City Plan should reference the Adelaide Park Lands Management Strategy’s goals, principles, and guidelines, demonstrating how it builds upon and supports these existing strategies. By doing so, the draft City Plan will reinforce the existing strategy and provide a clear, consistent direction for future Park Land development and preservation efforts.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Cross-reference current council strategies to identify interactions and gaps related to Park Lands. Create a new section that clarifies the bridge between the draft City Plan and other existing Council strategies, such as the Adelaide Park Lands Management Strategy. 	<p>The draft Adelaide Park Lands Management Strategy was a key reference document in the development of the City Plan. These two strategies have been developed to work cohesively. As such, repetition of the goals, principles and guidelines of the APLMS is not necessary in the City Plan.</p> <p>The ‘strategic context’ in Section One of the City Plan addresses how the City Plan aligns with key CoA documents.</p> <p>Kadaltilla’s decisions are based on the APLMS however as the City Plan is the spatial depiction of City of Adelaide strategies, there are strong linkages between the APLMS and the City Plan.</p> <p>The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government’s Open Space Strategy as part of the Greater Adelaide Regional Plan.</p>

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<ul style="list-style-type: none"> Clarify how the draft City Plan sits in relation to the Adelaide Park Lands Management Strategy, and how it should be used by Kadaltilla in relation to decision-making. 	
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Investment Opportunities</i></p> <p>Identifying and leveraging investment opportunities is essential for enhancing Park Lands, which in turn drives city development and growth. Investing in Park Lands presents a unique opportunity to fundamentally reshape city development, which should be easily evidenced through data mapping analyses. Cities can fast-track transformative changes in urban landscapes by allocating resources to enhance and expand Park Lands’ infrastructure. Data mapping should illustrate how strategic investments in Park Lands will integrate seamlessly with broader city-wide development strategies, showcasing potential transformations beyond the traditional city grid. Such strategic planning not only envisions how Park Lands can evolve but also demonstrates the tangible benefits of these investments, including increased recreational opportunities, improved environmental sustainability, and enhanced community cohesion, ultimately yielding a more vibrant and resilient urban environment.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Highlight successful case studies of Park Lands investments that have led to significant urban development and community benefits. Expand the draft City Plan footprint on page 61, even graphically, at the high-level principals to demonstrate the relationship between the Park Lands and the spatial plan. Ensure that the mapping identifies city-wide strategies and illustrates their application to Park Lands, beyond just the city grid. 	<p>The draft Adelaide Park Lands Management Strategy was a key reference document in the development of the City Plan. These two strategies have been developed to work cohesively.</p> <p>The draft Adelaide Park Lands Management Strategy includes priority projects and a section on investment which has been considered in the development of the City Plan.</p> <p>The draft Adelaide Park Lands Management Strategy and the City Plan draw on the same datasets for assessing investment opportunities and priorities, and will be included in the City of Adelaide Digital Explorer (CoADE) platform for modelling and monitoring.</p> <p>The City of Adelaide’s draft Economic Development Strategy sets two key priority actions related to the Adelaide Park Lands:</p> <ul style="list-style-type: none"> The City of Adelaide is leading investigations to promote visitation to the Park Lands as a ‘Top 10’ South Australian destination with the advice of Kadaltilla/Adelaide Park Lands Authority. The City of Adelaide will advocate for an assessment of the economic, environmental, social and cultural contributions of the Adelaide Park Lands to the city and South Australia.

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<ul style="list-style-type: none"> Enhance the data mapping to highlight the transformative impact of investing in the Park Lands on planned city development. 	
<p>State Planning Commission (SPC) <i>Alignment with Greater Adelaide Regional Plan (GARP)</i> The priorities work well together with the four outcomes that the State Planning Commission (SPC) identified in the GARP Discussion Paper released in 2023 which are:</p> <ul style="list-style-type: none"> A greener, wider and climate resilient environment A more equitable and socially-cohesive place A strong economy built on smarter, clear and regenerative future A greater housing choice in the right places. <p>The development of the new GARP is in progress and SPC is looking to build on the outcomes identified in the Discussion Paper and other significant strategic work being undertaken by Councils.</p>	<p>CoA has been actively engaging with Planning and Land Use Services in the development of the City Plan.</p> <p>The City Plan will be a key document informing the CoA's submission to the GARP.</p>
<p>SA Water <i>Infrastructure considerations</i> Whilst the draft is detailed, aspirational and focussed on the urban design of the city, SA Water would benefit from increased detail about the functional design and delivery.</p> <p>SA Water considers water as a resource critical in the provision of growth and supporting sustainable and liveable urban environments. City plan could be strengthened in relation to infrastructure (or public utilities) in respect to water supply, storage, wastewater or stormwater management to support sustainable and liveable urban environments.</p>	<p>Noted</p> <p>The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes.</p> <p>The State Government plays a critical role in infrastructure planning through the Greater Adelaide Regional Plan and State Infrastructure Strategy.</p> <p>As the City Plan is implemented, including any planning policy changes to facilitate growth, more detailed consideration will be given to local infrastructure requirements and opportunities to meet these requirements within development sites.</p> <p>The Integrated Climate Strategy identifies key priorities relevant to water resources and stormwater management in the city.</p>

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<p>As the forecast is planned to be high rise residential development, preference should be to promote sustainable developments which look to efficiently manage drinking water and wastewater to treat, store and reuse water within development sites.</p> <p>At the City-Wide level this should also consider the localised treatment and reuse of wastewater to support the retention of the Adelaide Parklands and enhance the public realm for a sustainable city.</p> <p>There is the risk that the desire to accommodate more growth without a considered and prescribed plan will off load costs for infrastructure capacity increases to utility providers and all customers, rather than incurred by those that benefit.</p> <p>Key consideration - SA Water suggests there is an opportunity to consider water in more detail to support effective city and urban planning, the impacts of climate change including water scarcity, hazards, or solutions including reduced supply (rainfall), increased demand, increased and more severe flooding.</p> <p>Areas for further consideration include:</p> <ul style="list-style-type: none"> • Water supply planning • Wastewater planning • Stormwater planning • How to plan for City wide growth to 50,000 (doubling) by 2036 • How the City should deal with its water needs more sustainably at a local/neighbourhood level. • How development sites should deal with their water needs more sustainably on site. <p>Sustainable infrastructure provision which is not a cost burden to current and future customers.</p>	<p>City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.</p>
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)</p>	<p>Noted.</p>

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<p><i>Corrections</i></p> <p>Some minor corrections required to the draft City Plans have been listed below:</p> <ul style="list-style-type: none"> • On slide 14, point 6, consider redesigning the graphic to make it clear if the shape of the square changes. • On slide 14, point 13 should be “Hutt Street” and not “East Terrace”. • On page 61, redesign the graphic to demonstrate the relationship between the Parks Lands and the spatial plan. 	<p>Outcomes for Light Square / Wauwi will be progressed through the Master Plan, no changes required at this time.</p> <p>Local Area 11 – East Terrace has been renamed Local Area 11 – Hutt Street and mapping updated.</p> <p>Figure 4.2 Overview of the City Wide Strategies has been reviewed and updated to more clearly demonstrate the spatial elements of the Strategies.</p>
SECTION 1 – EXECUTIVE SUMMARY AND INTRODUCTION	
<p>Department Climate Change, Energy, the Environment and Water (DCCEEW)</p> <p><i>Adelaide Park Lands</i></p> <p>It would be beneficial to identify that the Park Lands are included on the National Heritage List when first introduced.</p>	<p>The National Heritage Listing of the Adelaide Park Lands has been included in the Role of the City Centre in Greater Adelaide, as well as in Strategy 2 – Open Space at Your Doorstep.</p>
<p>Adelaide Airport Limited and Parafield Airport Limited (AAL)</p> <p><i>Population growth</i></p> <p>Supportive of the growth of the city's population to 50 residents by 2036.</p>	<p>Noted.</p>
<p>SA Water</p> <p><i>Population growth target</i></p> <p>The City Plan is intended to provide a framework for effectively doubling the City of Adelaide’s population to 50,000 by 2036. This target exceeds population forecast of 36,059 by 2046. SA Water notes this forecast has been revised downwards by approximately 10,000 in the last year. Additionally, it is noted that this target</p>	<p>Noted.</p> <p>The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes.</p> <p>The ambition for a population of 50,000 residents by 2036 is based upon the growth capacity within the City of Adelaide, not on projected population figures.</p> <p>Given the city currently has this growth capacity changes to the Planning and Design Code are not required to achieve the growth.</p>

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<p>exceeds Plan SA’s high projection forecast for the Adelaide LGA of 48,000 by 2041.</p> <p>If the 50,000 target is an ambitious vision rather than forecast position, consideration should be given to service and utility providers.</p> <p>It will be important to manage the risk of potential over investment and a misdirection of resourcing for growth that will not occur.</p> <p>Furthermore, if policy changes, particularly to the South Australian Planning and Design Code, are needed to expedite and support this growth this raises the concern that they take years to become enacted (indicated in the draft’s Implementation section) resulting in a lag before any benefits can be truly yielded.</p> <p>Whilst the distribution of growth has been forecast spatially across the City of Adelaide it has not been forecast temporally over the life of the plan to 2036 and consideration would need to occur for SA Water to include into the 4-year regulatory cycle.</p> <p>Key consideration: SA Water is not able to commit to supporting uncertain growth that may not eventuate which is likely to impose additional costs onto current customers. In relation to implementation, the provision of water and public utility infrastructure to manage the proposed growth needs to be considered if SA Water is to consider any un-staged and sporadic growth in future regulatory submissions.</p>	<p>The State Government plays a critical role in infrastructure planning through the Greater Adelaide Regional Plan and State Infrastructure Strategy.</p> <p>The GARP should be the guiding document for SA Water and other State based infrastructure investment.</p> <p>As the City Plan is implemented, including any planning policy changes to facilitate growth, more detailed consideration will be given to local infrastructure requirements and opportunities to meet these requirements within development sites.</p>
<p>SA Water</p> <p><i>Planning for growth</i></p> <p>For SA Water to most efficiently discharge its duties and have growth investment approved by ESCOSA, clarity on long-term growth projections is imperative. Greater detail is needed on the medium term, timing and scale of individual development areas and associated investment needs.</p>	<p>Noted.</p> <p>The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes.</p> <p>The GARP should be the guiding document for SA Water and other State based infrastructure investment.</p>

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<p>Network planning requires ongoing adjustment to respond to market demands and allow redistributing network growth where required. Regular revision of growth plans is required in coordination with councils and Planning and Land Use Services to reconfirm or change urban growth staging and predicted yields.</p> <p>Available capacity of existing and new water sources and treatment facilities, creation of infrastructure corridors, appropriate and timely land zoning, and allocation of space for water and wastewater infrastructure all need careful consideration and provisions made early in the development planning process.</p> <p>SA Water develops long-term master plans to maintain services to existing customers while also responding to new growth. Master planning is guided by but not limited to the following: population growth forecasts, government long-term plans, land zoning and composition, climate projections, asset age and condition, customer service standards and regulatory requirements.</p> <p>Key consideration - SA Water is committed to engaging with City of Adelaide to achieve alignment between the intent in SA Water’s long term master plans and the development of the City Plan to ensure network availability and capacity are integrated into planning at the earliest stage and through future regulatory periods.</p>	<p>CoA is committed to reporting against the City Plan and particularly population growth to support PLUS and infrastructure authorities with their planning.</p> <p><i>City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.</i></p>
<p>Lot Fourteen <i>North Terrace</i></p> <p>P 11 - No mention/recognition that North Terrace is a major boulevard to the city or a Tourist attraction as a cultural precinct throughout the year and more so during the festival time (Feb/March/July/December); and a Major Hub for university students and the growing innovation district such as Lot Fourteen with now 1700 population.</p>	<p>Noted.</p> <p>P 11 is a summary of the City Wide Strategies.</p> <p><i>The Executive Summary and Local Area 4 – North Terrace have been updated to include reference to Lot Fourteen and the role it plays in economic growth and visitation to the city.</i></p> <p><i>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.</i></p>

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<p>Lot Fourteen <i>State Government Infrastructure</i></p> <p>Under ‘Strategic Context’ (page 26+), consideration should be given to including an additional heading related to State Government infrastructure projects (not just strategies/plans/policies) which are shaping the Adelaide CBD. This obviously includes Lot Fourteen, but also the new RAH, new WCH, Festival Plaza, Aquatic Centre redevelopment, Tapangka on Flinders development, etc</p>	<p>Important infrastructure projects are referenced in the Local Area Framework Plan</p> <p>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.</p>
<p>Australian Hotels Association (AHA) <i>City Plan purpose</i></p> <p>The ambition to create a well designed city that meets the diverse needs of residents and city users is welcomed by the AHA SA. Particularly if an ancillary outcome of the identified ambitions and targets is to reduce the adverse impacts experienced by our members in recent times as a result of public congregation issues, asking for money, drinking, drug use and brazen theft.</p>	<p>Noted.</p>
<p>Australian Hotels Association (AHA) <i>Housing</i></p> <p>The AHA SA supports a diversity in housing options and neighbourhood design models that will see the conversion of underutilised sites for housing. Residential growth in the CBD will help to drive the economic recovery of the CBD hospitality industry, with many venues still struggling to return to pre-COVID levels of patronage.</p>	<p>Noted.</p>
SECTION 2 – CARING FOR COUNTRY	
<p>Australian Institute of Landscape Architects (AILA) <i>Digital tool</i></p>	<p>Caring for Country is a priority of the City of Adelaide and State Government through the draft Adelaide Park Lands Management</p>

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<p>AILA SA acknowledges the efforts made to embed Kurna culture in the City Plan, however it remains unclear how Kurna knowledge and input can continue to be explored through using the tool.</p> <p>This needs more consideration to ensure the Kurna input to date is not tokenistic and opportunities for cultural thinking and expression are not designed out of the Plan in the future.</p>	<p>Strategy and the City of Adelaide’s Stretch Reconciliation Action Plan and Integrated Climate Strategy.</p> <p>The City of Adelaide has made commitments in these strategies to developing stronger engagement protocols with Kurna.</p>
<p>Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)</p> <p>The inclusion of Kurna voice in the city planning process is essential for honouring and integrating Indigenous perspectives and knowledge, ensuring that the cultural significance of the land is not only acknowledged but also respected and preserved for future generations. By actively engaging with the wider Kurna community, the draft City Plan can authentically reflect their values and traditions, fostering a more inclusive and sustainable approach to urban development that respects the deep connections between people, place, and history.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Establish formal mechanisms for wider Kurna community engagement throughout the planning process. • Incorporate further Kurna cultural heritage and values into the draft City Plan. • Ensure that Kurna’s contributions are not just consultative but influential in decision-making processes. 	<p>Caring for Country is a priority of the City of Adelaide and State Government through the draft Adelaide Park Lands Management Strategy and the City of Adelaide’s Stretch Reconciliation Action Plan and Integrated Climate Strategy.</p> <p>The City of Adelaide has made commitments in these strategies to developing stronger engagement protocols with Kurna.</p>
SECTION 3 – URBAN DESIGN FRAMEWORK	
GENERAL	
<p>Australian Institute for Landscape Architects (AILA)</p> <p><i>Measurable targets</i></p> <p>Support the priorities</p>	<p>Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the</p>

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<p>It is noted that population growth is the only target quantified in the City Plan. Clear measurable targets are recommended in support of each of the Priorities listed in the City Plan.</p> <p>Measurable targets will benefit the aims and objectives of the Plan as measurable targets hold authorities accountable to improvements and provide members of the public and private entities with metrics for change over time in measuring success.</p>	<p>data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based.</p> <p>The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets.</p>
PRIORITY 1 – A GREENER AND COOLER CITY	
<p>DCCEEW Support for this priority</p>	Noted.
<p>Bike Adelaide Support for this priority</p>	Noted.
<p>SA Water <i>Collaboration and investment</i></p> <p>The priority for a greener and cooler city is critical for the liveability of all urban areas in the 21st century, and sustainability is a key theme of the draft. SA Water would suggest the priority about sustainability to include water – its capture, storage, use and reuse.</p> <p>Given the City of Adelaide is forecast to have reduced rainfall, delivering the City Plan and a greener and cooler city for population growth needs to make mention of sustainable and more innovative use of water.</p> <p>There is a need to quantify the volume and location of future water demands for greening, so these demands can be integrated into future integrated water management planning.</p> <p>To meet this additional water demand, this may require a combination of localised solutions (i.e. Water Sensitive Urban Design), small-scale decentralised recycled water and stormwater</p>	<p>The City of Adelaide is an active participant in the State Government’s current review of integrated water management governance being co-lead by SA Water and the Department for Water and Environment.</p> <p><i>City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.</i></p> <p>CoA’s submission to the Urban Greening Strategy supported the future water demand modelling action and identified that the CoA is undertaking a strategic water assessment with State Government support.</p>

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<p>schemes, as well as large-scale centralised augmentations to balance water demands across the regions.</p> <p>We recommend the Strategy consider how water is prioritised when resources are limited (during drought) and more broadly, consideration be given to how these greening investments are managed over their full lifecycle to ensure security/public safety, drought resilience, and renewal are all managed effectively, as well as consideration given to long term financial sustainability and asset management.</p> <p>SA Water recommends collaboration and investment in the following activities to realise the aspirations and ensure there is adequate water for greening:</p> <ul style="list-style-type: none"> • a shift to an Integrated Water Management (IWM) planning approach for the public realm and new development including via: <ul style="list-style-type: none"> ○ increased use of recycled water (Glenelg Adelaide Recycled Water scheme (GARWS Scheme) and stormwater, shifting towards a circular economy and reduce discharge to the River Torrens and the Gulf St Vincent, ○ development and implementation of a water efficiency plan for Council and the community, including the adoption of smart technologies, ○ embed water sensitive urban design principles and practices in capital works, asset renewal and maintenance programs, and new development, and ○ capacity building to ensure the workforce is suitably skilled for an IWM future. • development of financial and economic frameworks to support adoption of green and blue infrastructure investments 	

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<p>that better support the use of all water supplies for the establishment and maintenance of new greening.</p> <p>Key consideration - SA Water understands greening requires water and that, without water, some of the performance targets detailed in the Strategy may not be met. Water Sensitive Urban Design (WSUD) alone will not meet these targets. Governance frameworks are required to prioritise and manage trade-offs carefully to ensure there is enough water for greening.</p>	
<p>Australian Institute of Architects</p> <p>Support</p> <p>This is vital to make the city more resilient to climate change. However, it should be part of a broader strategy that includes education of energy consumption through strategies including improved building performance, increasing water sensitive urban design and utilisation of heat reflecting building and paving materials.</p>	<p>Noted.</p> <p>The Integrated Climate Strategy has a long term priority for all homes and businesses to be electrified or powered by renewables. It also identifies key priorities relevant to water resources, stormwater management in the city and sustainable development.</p>
<p>PRIORITY 2 – TRANSIT DIVERSITY</p>	
<p>Bike Adelaide</p> <p>Welcome this priority.</p> <p>It would be counter productive to this priority not to reassess and reallocate road space for cars to other uses: transit diversity cannot be a meaningful priority without actually investing in other transport options and making it safer</p>	<p>Noted.</p> <p>The Transport Diversity priority has been strengthened to clarify that the City Plan will inform City of Adelaide’s advocacy for increased transport diversity through expansion of public transport services as well as prioritising increased opportunities for active transport and cycling infrastructure.</p>
<p>Bike Adelaide</p> <p>The Active and Public Transport Usability Index is not reflective of active transport experience in the city. For example, the extremely high usability at the North Terrace/King William Street intersection may be so for public transport, but is far from the case for cycling,</p>	<p>Noted.</p> <p>The Transport Diversity priority has been updated to decouple Cycling and Public Transport.</p>

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<p>noting there are no cycling facilities on either road, cyclists are seldom able to easily ride on the footpath and heavy traffic volumes make it unsafe for most cyclists. It is more accurate to represent cycling network utility as almost entirely constrained to the Lark Lands and city fringe, with low/moderate utility where there are existing on road bike lanes.</p>	
<p>Australian Institute of Architects Support Improved transport within the City through increased walkability, active transport and public transport options are supported. Objectives regarding the reduction of private vehicle use and car parking within the City, and strategies for diverting traffic around the city should also be considered in consultation with other relevant stakeholders.</p>	<p>Noted. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>PRIORITY 3 – A CITY OF NEIGHBOURHOODS</p>	
<p>Australian Institute of Architects Support The identification of neighbourhoods enables a finer grain approach to planning future growth, which is important in the creation of a diverse, equitable and vibrant city. It will also better support development that strengthens the character and heritage of each neighbourhood. It will also foster pride and ownership in people who regularly use or reside in the neighbourhood and assist in building community.</p>	<p>Noted.</p>
<p>PRIORITY 4 – HOUSING DIVERSITY FOR A GROWING POPULATION</p>	
<p>State Planning Commission</p>	<p>Noted.</p>

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<p><i>Development Potential</i></p> <p>The Housing Diversity for a Growing Population section emphasises the need for a diversity of housing options, encouraging mixed use development and supporting good neighbourhood design.</p> <p>This section also includes a Land Use Potential Index (Figure 3.18 Land Use Potential Index) which synthesizes development potential metrics with development likelihood metrics. This data layer looks very interesting especially as we are now in the process of considering how and where Greater Adelaide will grow. This may be one of the areas that PLUS and the City of Adelaide can collaborate on in the development of the GARP and the implementation process that will follow the once the GARP is finalised.</p>	<p>The Land Use Potential Index was developed in collaboration with Planning and Land Use Services (PLUS). The City of Adelaide welcomes further opportunities to collaborate with PLUS in the development of the GARP.</p>
<p>Australian Institute of Architects</p> <p>Support</p> <p>Diversity in housing type, size and cost is vital to growing the city’s residential population and ensuring that businesses have access to key workers as well as customers. Diversity of housing should be provided within neighbourhoods to support a mix of residents – age, household structure, ethnicity, socio-economic status etc – to create supportive, vibrant and sustaining communities.</p>	<p>Noted</p> <p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future outlines the city’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p>
<p>SECTION 4 CITY WIDE STRATEGIES</p>	
<p>GENERAL COMMENTS</p>	
<p>Lot Fourteen</p> <p><i>North Terrace</i></p> <p>North Terrace is omitted from nearly all strategies – is it because it is considered complete as noted as most advanced Local Area?</p>	<p>Significant City of Adelaide and State Government investment has occurred on infrastructure and public realm along North Terrace.</p> <p>Some opportunities exist to improve active transport and access to services and amenities at the western end of North Terrace which are reflected in the relevant Local Area.</p>

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	<p>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.</p> <p>Local Area 4 – North Terrace has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included to:</p> <ul style="list-style-type: none"> • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities etc.
<p>Lot Fourteen <i>Schools</i> The Plan does not seem to recognise schools (including Adelaide Botanic High and Adelaide High) and universities in the strategies and principles. Our education offerings have specific requirements</p>	<p>The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses.</p> <p>All applicable Local Areas have been updated to strengthen references to:</p>

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<p>and impacts that need to be considered as part of the city planning (e.g. transport impacts, public transport links, safety).</p>	<ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.
<p>Purple Orange <i>Graphics</i></p> <p>Elevations describing the policies include steps, see page 66. Indeed, the diagrams in Figure 4.6 depicting City Plan Policies (pages 66-67) include elevations and, in the case of “residential frontages”, stairs to reach the housing that is separated from the street level by a “green interface”. These examples do not adhere to universal design principles, Choice and inclusion for people living with disability would not be accessible to many people with disability or older people, and would not comply with the National Construction Code 2022 (NCC 2022) Liveable Housing Design Standard that will be implemented in South Australia in October this year</p>	<p>All diagrams that include steps have been reviewed and edited.</p>
<p>City of West Torrens <i>Connections with surrounding suburbs</i></p> <p>In regard to increasing public transport usage we seek to provide joint advocacy to the State Government for upgrades to the Mile End Station, increased connections across James Congdon Drive and to the Park Lands.</p>	<p>Noted and support joint advocacy through the GARP.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>City of West Torrens <i>Connections with surrounding suburbs</i></p> <p>Given the proposal for significant residential development along Port Road at Thebarton, the City of West Torrens is keen to collaborate</p>	<p>Noted and support joint advocacy through the GARP.</p> <p><i>Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</i></p>

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<p>with the City of Adelaide on matters concerning the western parklands, particularly Bonython Park/Tulya Wardli (Park 27). Council is currently undertaking improvements to pedestrian and cycling access to the Park Lands along the Torrens Linear Trail and seeks to continue the connection of the trail to the Park Lands under Port Road</p>	
<p>City of West Torrens <i>Connections with surrounding suburbs</i> I would like to bring to your attention the Henley Beach Road Visioning project which we are currently undertaking. This project will complement the outcomes envisioned in the City Plan, particularly those related to Glover Avenue. CWT sees the Henley Beach Road precinct as the main corridor to the western suburbs, beaches and sporting/cultural attractions and the airport. For this reason, Council has previously advocated for improved public transport options along Henley Beach Road.</p>	<p>Noted and support joint advocacy through the GARP. Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>City of Burnside <i>Connections with surrounding suburbs</i> The City of Burnside welcomes initiatives to partner with CoA and State gov’t to improve public transport patronage and active transport options into and throughout the city.</p>	<p>Noted and support joint advocacy through the GARP. Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>City of Burnside <i>Connections with surrounding suburbs</i> It would be useful to see further discussion around the city’s relationship with directly adjoining Local Government Areas as it is not possible to access the city without travelling through them.</p>	<p>Noted and support joint advocacy through the GARP. Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</p>

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<p>Long-term thinking around transportation to and from the city into neighbouring suburbs is a key component of this. The provision of better commuter cycling routes and a simpler, faster, connected bus network and other initiatives to manage the traffic congestion on arterial roads are key aspects of this theme.</p>	<p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>Transport Action Network <i>Connections with surrounding suburbs</i></p> <p>The City Plan acknowledges the City’s role as an investment, employment, cultural and tourist destination and as a Capital City ‘shaping the future of our state’ (p.26). This role would be more forcefully demonstrated with some greater attention to public transport access to the City from across Greater Adelaide. Local Governments play a vital role in advocating for better public transport and the City Plan is an essential forum for this advocacy.</p>	<p>Mapping inner growth corridors and strategic sites in the inner urban ring in train as an outcome of the Adelaide Park Lands Management Strategy.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.</p>
<p>State Planning Commission <i>Alignment with State Planning Policies</i></p> <p>The City Wide section of the Plan provides a series of strategies and includes an indicative approach to how these strategies may be implemented. Many of these approaches are also linked to and indicate how they may support the delivery of a relevant State Planning Policy. This line of sight between the overarching state goals for the planning system and implementation at a Council level is very important.</p>	<p>Noted.</p> <p>The City Plan has been purposefully aligned with the sixteen State Planning Policies, providing additional focus and relevance to these at a Council-wide level.</p>
<p>STRATEGY 1 – A GREEN CITY GRID</p>	
<p>DCCEEW <i>Support</i></p>	<p>Noted.</p>
<p>City of Burnside <i>Pedestrian and cycling paths</i></p>	<p>Noted.</p>

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<p>It is pleasing to see that key cycling and pedestrian paths will be prioritised to connect with the inner suburbs along key routes including the Glenside Bikeway. Safe road crossing points, particularly around the Greenhill and Fullarton Road interface is of key concern for the City of Burnside.</p>	
<p>City of Burnside <i>Pedestrian and cycling paths</i> Policy 1.3 - We support the intention to enhance pathways and connections to and from the Parklands. The text refers to the Adelaide Parklands Trail by prioritising connections to inner suburbs, however the associated maps on Pages 65-69 don't reference parklands connections. Further detail on the mechanism to achieve this and how such connections will be implemented would be worthwhile.</p>	<p>Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</p>
<p>Australian Institute of Architects This directly supports the greener, cooler city strategy. It could be strengthened by including policies that advocate for co-ordinated underground infrastructure when maintenance and new work is undertaken. Strategies for greening areas with limited footpath width or problematic underground services should be included. These may include planters or arbours that minimise impact. Inclusion of requirements for WSUD and tree planting on all at-grade carparks, as well as on vacant sites, would also greatly increase opportunities for urban greening and assist with maintaining healthy green spaces.</p>	<p>Noted.</p>

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STRATEGY 2 – OPEN SPACE AT YOUR DOORSTEP	
<p>DCCEEW <i>National Heritage Listing</i> (page 69) This page indicates that the National Heritage listing will be considered in the design of the city squares. There is an opportunity here to add a couple of sentences about how the activation of the city squares and the Park Lands might align with the National Heritage values – e.g. as a space for recreation and group activities or in alignment with the Garden City principles of an accessible planted space in an urban environment.</p>	<p>The National Heritage Listing of the Adelaide Park Lands has been included in the Role of the City Centre in Greater Adelaide, as well as in Strategy 2 – Open Space at Your Doorstep.</p>
<p>City of Burnside <i>Open space</i> This strategy refers to activating the City Squares and Adelaide Park Lands for local recreational uses to address the accessibility gaps and foster vibrant, inclusive neighbourhoods. It is acknowledged that access to open space is a key criterion for residents living within the City. It would be worth noting, however, that these open space areas are frequently used by the wider community and consequently provision made for shared use is appropriate. It is worth noting that the City of Burnside is currently working on an Open Space Layer to complement the Burnside City Master Plan. It will provide a holistic perspective to managing our City’s open spaces, parks and reserves and will consider emerging sport and recreation trends, demographic forecasts, environmental aspects, public art, amongst other things. There are likely to be many areas of overlap in the provision of open space between our respective councils, particularly for western City of Burnside residents.</p>	<p>Strategy 2 – Open Space at Your Doorstep is about shared use of open space. The draft Adelaide Park Lands Management Strategy (APLMS) (currently on consultation) discusses the role of the Adelaide Park Lands as an accessible landscape and open space system for all South Australians. The City of Burnside is represented on the Steering Committee for the APLMS review. The draft APLMS also discusses how the Adelaide Park Lands supports the adjoining Council's network of open spaces.</p>

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<p>Australian Institute of Architects We note the need for open space for use by residents has been specifically identified in 2.8. We strongly support this recognition that increased population with the City will required facilities priorities for local use. The diversity of open space identified in 2.6 is also strongly supported.</p>	<p>Noted.</p>
<p>STRATEGY 3 – DEVELOPING THE CITY SPINE</p>	
<p>Bike Adelaide Support this strategy, noting the current lack of contiguous north-south cycling corridor. King William St is a key route between the city and North Adelaide but is a somewhat hostile environment to any road user outside of a car. We strongly support the priority to advocate for and develop a tram extension along O’Connell St. We strongly support the O’Connell St redevelopment to include a separated bikeway, linking the city, North Adelaide and allowing movements into the city core from Park Land trails. An unbuffered or unprotected bike lane on such an important corridor will do little to facilitate more cycling journeys between the two areas.</p>	<p>Noted. Strategy 3 – Strengthening the City Spine has been updated to include improved cycling amenity and safety. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>Australian Institute of Architects Improved connection between south and north Adelaide is strongly supported. This will be positive for locals and visitors.</p>	<p>Noted.</p>
<p>The North Adelaide Society Inc <i>Does not support</i></p>	<p>Noted. The land north and south of the River Torrens is Adelaide Park Lands and as such is not appropriate for ‘ribbon development’.</p>

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<p>The notion of a “City Spine Strategy” is not supported if it connotes or infers non parklands land use – ‘ribbon development’ – along King William Road north and south of the River Torrens.</p>	
<p>STRATEGY 4 – ACTIVATING NORTH-SOUTH LANEWAYS</p>	
<p>Community Alliance Main Streets Sub-Committee <i>Public space</i></p> <p>The plan focuses on linear elements such as streets but not the public spaces or plazas where people gather and relax, aside from the city squares which are a slightly different case, and mostly under-used. Successful public spaces are in the East End (especially Ebenezer place), Peel and Leigh Streets, Moonta St, Rundle Mall, and other places.</p> <p>Many European cities have enormous pedestrianised city centres as drivers of their visitor economies. We suggest the city could be looking for more streets that could be pedestrianised, or part-pedestrianised.</p> <p>Jan Gehl saw visitor-friendly public spaces, walkability and city character as critical to Adelaide’s economic regeneration, not a sideshow.</p> <p>Government and Council subsidise a huge array of festivals and events to encourage visitors but we are seeing reduction of the public space that visitors might ‘hang out’ in. Contemporary examples are the possible Cranker-Roxies-site development’s impacts that space and on Union St and the wider East End, and the projected tower on the was once-to-be-open-space Festival Plaza.</p> <p>These Main Street precincts are more or less the sum total of the city’s visitor-attractive zones and deserve special focus. In our view building height limits in these particular precincts should not ever be increased as up-zoning increases land value which puts upward pressure on rents (apart from any building height issues).</p>	<p>Strategy 2 – Open Space at Your Doorstep is about shared use of open space and increasing access to public space.</p> <p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality.</p> <p>Note: Peel and Leigh Streets are not part of the city’s Main Streets.</p> <p>The City of Adelaide has been advocating to the State Government for review of catalyst sites. Through the 2022/23 review of the planning system the State Government has committed to review catalyst site policy.</p> <p>All relevant Local Areas have been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

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<p>Some of these Main Street precincts such as Peel and Leigh Streets are not even represented on Council’s map (below), Disconcertingly this City Council map does not agree with the State Government’s Location Viewer map (below again) which does not make any acknowledgement of most of these critical Main street precincts. It potentially allows these human-scale areas to be blanketed in high rise or very high rise. In our view this would destroy the very amenity that makes them attractive to visitors and so do enormous damage to the city.</p> <p>Catalyst provisions are still in place for the City and North Adelaide. They are highly problematic and add a wildcard element to any plan that City Council makes.</p>	
<p>Bike Adelaide</p> <p>Supports the focus on activating north-south laneways, however we express concern that this has focussed on walkability, rather than active transport broadly. We posit there is an assumption in the Plan that a walkable street is a cyclable one, or that improvements to laneways will automatically support cycling because car traffic is still supported. Neither are true in all cases, given walking and cycling seldom occurs in the same spaces in our city, and that most streets are unsuitable for most cyclists who are not already very confident.</p> <p>This Strategy must pay specific attention for active transport laneways, not just walking.</p> <p>An option relevant to the Plan’s intent is Gawler Place, which is currently one way and does not permit cycling contraflow. This corridor in particular is one of few that have potential to link the city core directly to the Torrens Linear Trail and therefore into North Adelaide via Frome Road or the inner eastern and western suburbs.</p> <p>This potential for active transport connectivity is not reflected in the Draft Plan as yet.</p>	<p>Noted.</p> <p>Strategy 4 – Activating North-south Connections has been reviewed in response to the feedback received.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>

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<p>Australian Institute of Architects</p> <p>Activating north south circulation is supported and will provide a safer, pedestrian friendly routes through the City. The present established by the Riverbank to Adelaide Central Market provides interesting learnings. Greater consideration of the intersections of this route where it crosses the east-west streets is required, as the existing implementation to date is compromised by these junctions, which reduce continuity and amenity. It is also implied that indirect routes are less effective. However, meandering circulation has the potential to provide a more interesting journey, provided they are supported with wayfinding at direction changes. Wayfinding strategies can also increase visual interest and neighbourhood identity and provide opportunities for interpretive information.</p>	<p>Noted.</p> <p>Strategy 4 – Activating North-south Connections has been reviewed in response to the feedback received.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>STRATEGY 5 – ENHANCING EAST-WEST STREETS</p>	
<p>City of Burnside</p> <p><i>Adjacent Councils</i></p> <p>This strategy references Wakefield / Grote Gateways as being significant gateways into the city and facilitating movement between the City of Adelaide and neighbouring eastern and western suburbs, including the Adelaide Airport.</p> <p>While connection to the eastern suburbs is referenced in the strategy, the relationship with key feeder roads into the city further east is unclear i.e. Britannia Roundabout and Kensington Road.</p> <p>It would also be worth highlighting in this Strategy the importance of maintaining the active transportation routes through Victoria Park to adjoining suburbs.</p>	<p>Noted.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>Bike Adelaide</p>	<p>Noted.</p>

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<p>Support for this Strategy, however the Plan should identify the continuity of these east -west routes in the Park Lands and how they are connected with the broader walking and cycling network.</p> <p>This strategy is key in promoting modal shift to active travel into the city core.</p>	<p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>Australian Institute of Architects</p> <p>East-west routes within the city are a feature of the Light’s Plan. Enhancing them is supported. However, this enhancement should focus on improving amenity and circulation within the City as opposed to prioritising traffic flow through the city between the western and eastern suburbs. In addition, Further consideration needs to be given to the way dedicated bus and cycle lanes are implemented to provide safe, effective circulation. Study of the Grenfell/Currie Street busway and Frome Street bike way should be undertaken to inform future models.</p>	<p>Noted.</p> <p>The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.</p>
<p>STRATEGY 6 – ESTABLISHING THE CITY LOOP</p>	
<p>Transport Action Network <i>North Terrace Tram Boulevard</i></p> <p>Creating a CBD loop to:</p> <ul style="list-style-type: none"> • improve access to/from areas currently under-served by quality public transport, • improve access to current activity centres, and • facilitate easy access to areas planned for future CBD form and residential development. <p>We see some important challenges with the CBD loop proposed in the Draft City Plan.</p> <ul style="list-style-type: none"> • West Terrace will not be attractive for mixed use and housing development if traffic volumes remain at current levels. 	<p>The route for the proposed City Loop has not been determined in the City Plan.</p> <p>This is a medium to long term proposal that will be further progressed through advocacy to the State Government’s Greater Adelaide Regional Plan, the City of Adelaide’s Integrated Transport Strategy and tested through City Plan digital tool.</p> <p>The suggestions on the route for a proposed City Loop are appreciated.</p>

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<ul style="list-style-type: none"> • Changing the function of West Terrace (as acknowledged in the Plan) is highly desirable and needs to ensure traffic is not diverted into other City streets. • • The Department for Transport needs to start planning to change the function and consequently the traffic on West Terrace in the short term. • Development on West Terrace is limited to the eastern side of the road which limits potential tram patronage. <p>We propose two alternative City Loop route options:</p> <ul style="list-style-type: none"> • North Terrace, East Terrace, Hutt Street, Angas (or Halifax) Street, King William Street, Grote Street, and Gray Street to North Terrace. <p>Benefits of this Route:</p> <ul style="list-style-type: none"> • Captures major trip generators along North Terrace and the East End as per the route proposed in the City Plan. • Serves the city’s south-east neighbourhoods and facilitates potential extension of the CBD form on Hutt, King William, and Grote Streets • Serves Central Market and major trip generators at Victoria Square. • Gray Street captures patronage from both sides of the street and serves proposed uplift on West Terrace. • Left turn from Gray Street towards the RAH to stop in central terminating aisle allowing for, layover, change of vehicle direction and transfer of passengers to other services. • Avoids a rebuild of the West Terrace/North Terrace intersection. 	

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<ul style="list-style-type: none"> • Ensures that all trams pass through the RAH stop, and provides a redundancy/go around option for trams heading west if there is a disruption (protest, accident, mechanical). <p>North Terrace, East Terrace, Hutt Street, Angas Street, Victoria Square South West (diagonal - joining with the City - Glenelg Line), Grote Street, Morphett Street, Light Square (one or both sides of the central park), Currie Street and West Terrace to North Terrace.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Captures major trip generators along North Terrace and the East End as per the route proposed in the City Plan. • Serves currently city south-east neighbourhoods and facilitates proposed intensification of activities on Hutt, King William, and Grote Streets. • Serves Central Market and major trip generators at Victoria Square. • Captures patronage from both sides of Morphett Street and major trip generators around Light Square. • Enables transfer of passengers onto bus services along Currie Street. • Facilitates uplift on northern end of West Terrace, serves the RAH and allows for transfer to other tram routes, avoids time penalty of turns onto North Terrace (associated with the Gray Street option). 	
<p>City of Burnside <i>Adjacent Councils</i></p>	<p>The route for the proposed City Loop has not been determined in the City Plan.</p>

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<p>Consideration could be given to how the proposed City Loop interacts with neighbouring Councils and/or if there is any potential to consider this network within a larger context, particularly bearing in mind the current congestion around the outside loop of the Park Lands.</p>	<p>This is a medium to long term proposal that will be further progressed through advocacy to the State Government’s Greater Adelaide Regional Plan, the City of Adelaide’s Integrated Transport Strategy and tested through City Plan digital tool.</p> <p>This will include targeted engagement with adjacent Councils.</p>
<p>Transport Action Network <i>North Terrace Tram Boulevard</i> Creating North Terrace as a tram boulevard to:</p> <ul style="list-style-type: none"> • complement the pedestrian role of Rundle Mall and enhance pedestrian access to and along Rundle and Hindley Streets, • complement the role of Grenfell/Currie Streets as a Bus boulevard and bolster public transport options to the City (see accompanying maps of network proposals), and • enhance transfer to other tram routes to improve access around the City of Adelaide. 	<p>The suggestion of a car-free North Terrace will be shared with the team developing the City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025. A public transport discussion paper is currently being prepared.</p>
<p>Bike Adelaide Support for this Strategy, but active transport amenity will deliver greater gains in accessibility.</p>	<p>Noted.</p>
<p>Australian Institute of Architects Planning for a light rail loop is strongly supported. Opportunities to further extend light rail to surrounding areas should also be considered. Future planning to coordinate light rail with urban greening is important.</p>	<p>The route for the proposed City Loop has not been determined in the City Plan.</p> <p>This is a medium to long term proposal that will be further progressed through advocacy to the State Government’s Greater Adelaide Regional Plan, the City of Adelaide’s Integrated Transport Strategy and tested through City Plan digital tool.</p>
<p>STRATEGY 7 – NEW HOUSING MODELS</p>	

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>City of Burnside <i>Adjoining Councils</i></p> <p>While no key sites and places for growth are identified bordering the City of Burnside, it would be worth acknowledging and considering the strategic work being undertaken by adjoining Councils to address housing options and how this may impact the demand and supply of housing within the city limits.</p> <p>It is also worth considering what opportunities there may be to collaborate on long-term liveability strategies which may benefit both of our councils.</p>	<p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future, outlines the city’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p>
<p>Lot Fourteen <i>Student housing</i></p> <p>Student accommodation should be referenced under– New Housing Models, noting the importance and high demand for student accommodation to support our universities (and Lot Fourteen).</p>	<p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future outlines the city’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice. This includes student housing.</p>
<p>Australian Institute of Architects</p> <p>Diversity of housing types is strongly supported, with exploration of shop top and adaptive reuse models a unique opportunity for the City. Consideration of what the term ‘missing middle’ means within the City context is suggested as this may differ from options that suit suburbs in the greater metropolitan area.</p>	<p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future, outlines the city’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p> <p><i>Missing middle has been included in the glossary of key terms</i></p>
<p>Australian Hotels Association (AHA)</p>	<p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future outlines the city’s 10-year plan for housing in the CBD, setting</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>The AHA SA agrees that a focus on the ‘missing middle’ in regard to housing models will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.</p>	<p>ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p>
STRATEGY 8 – DESIGNING FOR URBAN LIFE, DIVERSITY AND DENSITY	
<p>Australian Institute of Architects</p> <p>The importance of good design and recognition of the interconnection between private development and the public realm are welcomed. Consideration of glare from highly reflective building facades, wind at ground level deflected by tall buildings and access to sunlight at ground level are all important factors that should be considered in the City Plan 2036.</p>	<p>Noted</p> <p>Strategy 8 – Designing for Urban Life, Diversity and Density has been updated in response to the feedback received.</p>
<p>Adelaide Airport Limited (AAL)</p> <p><i>Building heights</i></p> <p>AAL is supportive of development in the CBD and the Council’s plans to increase population, especially where this aligns with the State’s strategic objectives around attraction of new international students and skilled migration. Our role in supporting development in the CBD that encourages the economic vibrancy of the city, while protecting South Australia’s airspace through Obstacle Limitation Surfaces (OLS) is critical. The Commonwealth Government, through the <i>Airports Act 1996</i> and the <i>Airports (Protection of Airspace) Regulations 1996</i> regulates the airspace and determines the OLS. They are established in accordance with the International Civil Aviation Organisation (ICAO) specifications which have been adopted by Australia’s Civil Aviation Safety Authority (CASA). The OLS defines the airspace to be protected for aircraft operating during</p>	<p>Noted.</p> <p>The City Plan’s Land Use Potential Analysis includes the Obstacle Limitation Surfaces (OLS) as a criteria.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>the initial and final stages of flight, or when manoeuvring in the vicinity of the airport. The protection of the immediate airspace around Adelaide Airport is essential to ensure that we maintain a safe operating environment and to provide future growth for the Airport and therefore the State.</p>	
<p>Australian Hotels Association (AHA) <i>Electrification</i></p> <p>With regard to strategies related to designing for urban life, diversity and density, I take this opportunity to reiterate the AHA SA's position expressed in previous rounds of consultation with regard to the Council's priority for all homes and businesses to be electrified and powered by renewables – and that is, that the food service sector needs dedicated consideration by the Council. Hotels and the broader food service sector want to retain gas as their preferred cooking method – there is no viable equivalent yet.</p>	<p>We note the AHA position relating to challenges in electrification within the food sector, and in particular for kitchens operating with high volumes and/or short service windows.</p> <p>The Integrated Climate Strategy has a long term priority for all homes and businesses to be electrified or powered by renewables, acknowledging that commercial kitchens may be later to transition as fit for purpose solutions become available.</p>
<p>Community Alliance Main Streets Sub-Committee <i>Public space</i></p> <p>Densification of the city is necessary to help curb urban sprawl, increase housing supply and to additionally invigorate our streets.</p> <ul style="list-style-type: none"> • But competent densification can support simultaneously revitalisation AND housing increase. Adelaide is a beautiful city but cannot afford to 'cook its goose' with the clumsy densification that is currently on offer. The Cranker is a contemporary example of this sort of problem. Tall buildings have no place in human-scale Main Street precincts that essentially need only to attract visitors. • The visitor precincts that are our Main Street precincts are the key to the character, vitality and the economy of the city and must be at the core of any city plan, along with pedestrian and bicycle passageways and transit routes. 	<p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality.</p> <p>Strategy 2 – Open Space at Your Doorstep is about shared use of open space and increasing access to public space.</p> <p>All relevant Local Areas have been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<ul style="list-style-type: none"> A public-spaces focus goes a long to resolving sustainability issues and greening issues as attractive public spaces increase foot and bike traffic and takes cars off the road. 	
<p>State Planning Commission <i>Alignment with Planning and Design Code</i> Strategy 8 - Designing for Urban Life, Diversity and Density talks specifically about a set of principles which seek to unlock the growth potential of the city and ensuring it is a desirable place to live, work and visit which include:</p> <ul style="list-style-type: none"> Protection of solar access to public spaces. Reinforcing prominence of key places and streets, whilst protecting the amenity of these places Protecting and responding to heritage and character in the city <p>The built form principles behind this include references to:</p> <ul style="list-style-type: none"> Height transition to lower densities. Solar access to residential. Consistent street wall heigh. Ground level activation. Adequate building separation upper-level setback. Awnings to shelter street environments. Solar access to open space. <p>While these are all important issues in the planning tools box, we would in the first instance also seek to ensure consistency with the relevant Planning and Design Code Policies in the relevant general Modules and Overlays.</p>	<p>Noted.</p> <p>City of Adelaide acknowledges that development must be consistent with the Planning and Design Code policies.</p> <p>Strategy 8 identifies the long term built form outcomes for the city and will be used to inform future amendments to the Planning and Design Code, if required, to align Code Policy with the City Plan Strategy.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
SECTION 5 LOCAL AREA FRAMEWORK	
GENERAL COMMENTS	
<p>The North Adelaide Society Inc. The conclusion that “Wellington Square, O’Connell Street, and Melbourne Street local areas show limited capacity for growth” is supported. It reasonably reflects the reality and particular character, history, heritage and intergenerational cultural value of the neighbourhoods within those local areas</p>	<p>Noted.</p>
<p>The North Adelaide Society Inc. Consideration of “Local Areas” and the neighbourhoods therein is supported. However, the inclusion of “other place-based interventions that support the priorities of the City Plan”, is not supported unless the “intervention” is support of the “Local Area”. The liveability of a local area ought not be oppressed, suppressed or subjugated by the “intervention”, otherwise it would diminish or neuter the priority described as “A City of Neighbourhoods”</p>	<p>The City Plan, Urban Design Framework and Local Area Framework are all premised on improving and supporting the Local Area.</p> <p><i>Use of the term interventions has been replaced with actions.</i></p>
<p>State Planning Commission <i>Support</i> Translating broader concepts to a community and neighbourhood level helps to makes the implementation of the Plan easier to achieve. I also note one of the important components of these interventions are based on the current planning and zoning policy. These neighbourhood frameworks provide a good foundation for us</p>	<p>Noted.</p> <p>Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to adjust the Planning and Design Code to enable development to achieve the outcomes identified in the City Plan.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>to work together on how to ensure the city can accommodate your identified population target of 50,000 residents by 2036.</p>	
<p>SA Water <i>Recycled Water Supply to the City</i> SA Water owns the Glenelg to Adelaide Recycled Water Scheme (GARWS) and provides about 700 ML of recycled water to the City of Adelaide. The pipeline completes a loop around the city from Greenhill Rd, West Terrace to North Adelaide. Numerous inner squares and corridors are not fed by the GARWS. The water quality and dual reticulation standard means it is fit for most landscaping uses. In relation to the Local Area Framework the following areas are supplied by the GARWS Scheme:</p> <ul style="list-style-type: none"> • North Terrace – new RAH site and Lot 14 • West Terrace – along cemetery to Adelaide High School and RAH • King William Street – South Terrace end only • Wakefield Gateway – SAPOL, SA Water House and Victoria Square • East Terrace - via Victoria Park • Whitmore Square is currently serviced by GARWS. The remaining sites identified in the Local Area framework are not currently serviced through this scheme. <p>In order to consider future connections in the context of any potential works relating to resilience of the GARWS network, SA Water may require additional pipework in case of outages which may be needed for growth and/or ageing assets. SA Water suggests the Plan look to</p>	<p>Noted. City of Adelaide acknowledge SA Water’s interest in establishing an ongoing relationship in relation to the GARWS and will progress this separately from the finalisation of the City Plan.</p>

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>consider areas of parklands which could support horticulture to support local communities within the CBD.</p> <p>SA Water is interested in establishing an ongoing relationship with key City of Adelaide staff to understand water security and growth needs for the future and to consider additional storage in the parklands in areas where there is high GARWS network demand.</p> <p>Key consideration - The 2024 to 2028 Regulatory Proposal does not include plans for any uplift to the Glenelg to Adelaide Recycled Water Scheme. Consideration should be given to sites that are linked to the CBD given their significance and interactions with CBD infrastructure.</p>	
LOCAL AREA 1 - WELLINGTON SQUARE	
<p>The North Adelaide Society Inc.</p> <p>Odd that there is no mention of state and local heritage listed built form.</p>	<p>The Local Area Framework has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form, valued characteristics and desired character
<p>The North Adelaide Society Inc.</p> <p><i>"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"</i></p> <p>Odd assertion</p> <p>There are many bus routes that travel along Hill Street, Jeffcott Street and Ward Street, in addition to the City Connector Bus, which is well used and highly valued by residents and visitors.</p> <p>Buses traversing this local area proceed to other areas of the city as they travel through inner suburbs.</p>	<p>Note the comments that public transport is performing well in this location. This place principle is about improving both active and public transport.</p>

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<p>The basis for the assertion is not evident. Improvements may include stop location. Increasingly use of electric buses will abate noise impacts.</p>	
<p>The North Adelaide Society Inc. <i>Population Growth</i> An increase from 2550 to 2600 would be a 2% increase by 2036 at a rate of 0.15% p.a. (0.12% 15yrs).</p>	<p>Noted.</p>
<p>The North Adelaide Society Inc. <i>Active and Public Transport useability index</i></p> <ul style="list-style-type: none"> • The criteria applicable to this index is not disclosed or self-evident. • While there may be fewer public transport services along Hill Street and the western end of Ward Street than along Jeffcott Street, each area is quite well served. • The City Connector bus also services this local area as well as east west streets and thus connects with O’Connell Street and other areas of the city in a manner that complements the other public bus services • It is difficult to comprehend the conclusions depicted in these Figures. • The indicated shadings do not reflect the residential experience. 	<p>The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website.</p> <p>Technical notes to support use and interpretation of the digital tool will be developed.</p> <p>Comments about availability of public transport in North Adelaide are noted. This index is also about walking and cycling which is poorer in these areas.</p>

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
GENERAL COMMENTS	
<p>The city plan could also - build a human -centred philosophy to support a sustainable, safe, liveable city</p>	<p>The City Plan is developed based on a human-experience focused methodology which is essentially to make the city more accessible based on a 15 minute walking isochrone. The methodology can be found in the City Plan Stage 1 & 2 report available on the City Plan website.</p> <p>The City Plan has been strengthened in relation to the human experience and making the city more attractive for people to live, work and spend time in.</p>
<p>I'd note that the plan comprises 195 pages and includes extensive planning jargon making it difficult for citizens and rate payers to comment on</p>	<p>An abridged version of the City Plan will be made available following endorsement and adoption.</p> <p>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</p> <p>Technical notes to support use and interpretation of the digital tool will be developed.</p>
<p>The plan timeframe should be from 25-50 years Plan should be developed with the state government</p>	<p>The plan has been developed with the State Government and will be a key input into the Greater Adelaide Regional Plan. Modelling of growth potential has extended beyond 2036. The City of Adelaide Digital Explorer (CoADE) platform has been set up to monitor progress and to adapt the interventions over time.</p>
<p>Several indexes are mentioned in the Plan but are not sufficiently explained or developed, including the Green Infrastructure Index, Active and Public Transport Usability Index, and the Neighbourhood Index.³ These factors underpin the City Plan's fundamental</p>	<p>The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website.</p>

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SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
<p>assumptions and are not contestable due to their lack of transparency. Such information could be placed in an appendix or footnoted</p> <p>The growth figures of the city plan should consider current and future development approval.</p> <p>There also could be greater recognition of the cultural importance of the existing local and state-listed buildings (and contributory items) and any intention of the City of Adelaide to expand these listings.</p>	<p>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</p> <p>Technical notes to support use and interpretation of the digital tool will be developed.</p> <p>The Local Area Framework has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form, valued characteristics and desired character. <p>Future investigations for possible Historic Areas have been identified in the West Terrace, Whitmore Square, Hurtle Square and Hutt Street Local Areas.</p>
<p>The front end of the Plan needs much more work to build the commercial and cultural life of the City. As written, it appears as aiming at a lot of residential growth with activated, resident friendly streets. Noting Covid has altered the work/home balance, the State’s capital and in my view this Plan needs to do more work on the economic, office sector, as well as cultural life of the City. Great, world leading cities are full of people, as well as great attractions. I note the excellent work along North Terrace, but as the wider CBD densifies, more work should be done to envision future main streets rather than ‘leave it to the market’ which will be ok building by building but will not lead to a cohesive great main streets.</p>	<p>The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses.</p> <p>The City of Adelaide’s draft Economic Development Strategy also captures the role of city in visitor attraction.</p> <ul style="list-style-type: none"> • Goal 1: More than the gateway to South Australia • Goal 5: Australia’s festival and creative capital <p>The Local Area Framework have been updated to better reflect the role the main streets and precincts play in the city’s vitality.</p>
<p>Dog park does not come up when searched at all in this Plan. Noting something like 20% of apartment occupiers (excluding students) had a dog according to the 2008 PCA etc research in Adelaide, more work needs to be done on dogs. The wellbeing role of dogs is well</p>	<p>The draft Adelaide Park Lands Management Strategy (currently on consultation) discusses the role of the Adelaide Park Lands as an</p>

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SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
<p>known and Dog Cat Management manages the risks. As the CBD densifies, more work is needed to plan for dogs, including dog off leash. This is a spatial outcome</p>	<p>accessible landscape and open space system for all South Australians, including consideration of future dog parks.</p>
<p>Major landholdings are critical to build a great capital of SA, and more than a great place with 50,000 residents living, but where many of the State level destination attractors that one would typically find in a CBD struggle to find a home.</p> <p>The topical Crown and Anchor live venue risk is one example of where more work on ensuring and planning for cultural land uses needs to be done. The current Planning and Design Code certainly allows such land uses but I think should be reviewed properly to ensure the CBD's important venue role continues. Land value increases are the big risk for these smaller venues. SGS research from around 2018 is valuable informing this. A word search found no reference to live music, with the only music reference being the Hindley Street music hall.</p> <p>Research from the early 2000s showed that mixed use zones tended to become all housing unless actively planned to be mixed use. I think this aspect of the Plan needs serious more work.</p>	<p>Noted.</p> <p>The Local Area Framework has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.</p>
<p><i>Reduction of car use in the City</i></p> <p>This aim should be central to all the strategies in City Planning. The commitment to EV charging station may run counter to this as we keep assuming cars will always be central to how we get around and so keep planning or that scenario. It is not helpful to assume people will continue to use cars in the numbers they do now.</p>	<p>The City Plan Indices and City Wide Strategies prioritise improved experiences for active transport users to support a reduction in car use.</p>

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SECTION 1 – EXECUTIVE SUMMARY AND INTRODUCTION	
<p><i>Executive summary – Environmental Sustainability</i></p> <p>Despite the Council’s response to my earlier comments, it is clear that addressing the climate emergency is of a lower priority. It was not mentioned at all in the initial City Plan focus Groups I attend or the Council documents.</p> <p>‘Incentivising and enforcing supply of environmentally sustainable developments’ may not be achievable and should also be questioned – especially when this strategy fails to account for and reduce consumption carbon, including embodied carbon.</p>	<p>The city is experiencing a housing and climate crisis. The City Plan is balancing environmental, economic and social objectives for the city and as such is seeking to sustainably grow the city’s population.</p> <p>In the context of the Greater Adelaide Regional Plan and forecast growth for Greater Adelaide, growth is better located in the city relying on existing infrastructure and services and supporting local business.</p> <p>City of Adelaide’s Integrated Climate Strategy has a strong focus on sustainable developments.</p>
<p><i>Adaptive Reuse</i></p> <p>Support adaptive reuse and repurposing which is entirely consistent with sufficiency and circularity principles. However, any savings in embodied carbon and resource use are likely to be negated by much increased new building activity.</p> <p>The City of Adelaide and Lord Mayor still appear to view adaptive reuses as conserving embodied carbon. I reiterate that the carbon associated with existing building is already spent.</p> <p>Instead, the focus must be on reducing new embodied carbon generated by new construction activities.</p>	<p>Noted.</p> <p>In the context of the Greater Adelaide Regional Plan and forecast growth for Greater Adelaide, growth in the city benefits from existing infrastructure and services and supporting local business.</p>
CITY PRIORITIES	
<p><i>Housing diversity for a growing population</i></p> <p>Increase in population and housing diversity should not mean a loss of planning vigilance. There should be a proper balance between the interests of the developers on the one hand and those of the local residents on the other, so as to avoid sub-standard development (over-size buildings, over-dense building complexes, loss of privacy and light, incongruous design features etc) and allowing in all cases proper consideration of any relevant heritage factors</p>	<p>Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.</p> <p>Implementation of City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the intent of Strategy 8 – Designing for Urban Life, Diversity and Density.</p>

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<p>It is concerning that the City of Neighbourhoods' 'people' priority is listed at 3 when it could be raised to at least priority 2 to provide a framework for people's relationship to the other priorities. Putting people at the centre of city design and planning informs the design of neighbourhoods on a people scale.</p>	<p>The City Plan Priorities are numbered to help navigation of the survey not reflecting order of importance and have been considered in all of the Strategies.</p> <p>The 'City Plan Policy Summary' table in the 'Implementation Plan' section describes how all the priorities are taken into consideration in the proposed City Wide Strategies.</p> <p>The City Plan has been strengthened in relation to the human experience and making the city more attractive for people to live, work and spend time in.</p>
<p><i>A city of neighbourhoods</i> City of Neighbourhoods could be more linked to the City of Adelaide's existing Main Street development program</p>	<p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality.</p>
<p>CITY WIDE STRATEGIES</p>	
<p><i>Strategy 1 - A Green City Grid</i> There are some streets in the CBD that could use the buildings on either side to hold up simple infrastructure to grow plants along them thus providing a living green nature option. There are also some narrow throughways that are not marked on maps that provide good shade for most of the day and these with minimal work will encourage people to use them.</p>	<p>Strategy 1- A Green City Grid has been updated to:</p> <ul style="list-style-type: none"> • recognise the importance of this strategy to people in the city • Include recognition of the contribution of private gardens, roof gardens and food gardens towards achieving this outcome. <p>Detailed and further investigation will be considered through the Implementation stage upon approval of the City Plan.</p>
<p><i>Strategy 2 – Open Space at Your Doorstep</i> Europe has perfected this model and we should look to replicate it. Medium density (5-6 storeys), mixed use living needs to surround each of the Squares in Adelaide. They are largely unused at present because they are surrounded by low density residential or commercial</p>	<p>Noted.</p>

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p><i>Strategy 4 – Activating North South Laneways</i></p> <p>Support potential north south links – these are critical to increasing pedestrian permeability in parallel with increasing densification. Each will need proper investigation and progressive implementation. Market to Riverbank shows what is possible and the benefits. A link something like Chinatown to Hindley slightly to the west seems a sensible next immediate opportunity.</p>	<p>Noted.</p>
<p><i>Strategy 5 – Enhancing East-West Streets</i></p> <p>At least two of these streets (one North, one South) should be closed to car traffic and converted to pedestrian/cycling focused thoroughfares</p>	<p>Noted.</p> <p>Detailed and further investigation will be considered through the implementation stage upon approval of the City Plan. This will also be considered in the City of Adelaide’s Integrated Transport Strategy which is currently being developed.</p>
<p><i>Strategy 6 - Establishing a City Loop</i></p> <p>Support in principle - subject to no significant loss of tree cover as a result and support infrastructure must be kept as un-obtrusive and as low-key as possible, avoiding unsightly and intrusive elements.</p> <p>The light rail stations/hubs should allow for future suburban links to the major arterial roads of the city. These roads will need to be serviced by trams/trains in the near future as they become focal points for new medium density housing.</p> <p>Does this Plan fail to acknowledge the long term under CBD train extension? Whilst likely to be beyond the 10 years of this actual Plan, this Plan should at least acknowledge the mooted location rather than be silent in total. Such an investment is nation building, reliant on Australian Government funding. This Plan should include at least the alignment and approximate station locations. This is fundamental to long term integrated densification of land use planning with transport planning.</p>	<p>Noted.</p> <p>The route for the proposed City Loop has not been determined in the City Plan.</p> <p>This is a medium to long term proposal that will be further progressed through advocacy to the State Government’s Greater Adelaide Regional Plan, the City of Adelaide’s Integrated Transport Strategy and tested through City Plan digital tool.</p>

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p>Trams are a good mode of public transport but the State Government’s proposal to create a city loop that cuts straight through Whitmore Square is counterproductive to maintaining an existing, well used, cool public space.</p> <p>Looking at the city map and thinking about the purpose of the tram loop I wonder about possibilities of meeting the need for improved access to Public Transport through scheduled (electric) minibuses.</p> <p>The minibuses could service several shorter routes that intersect with or are near other existing bus and tram routes and so make transport more easily available to even more people than what is proposed by Tram Loop.</p>	
<p><i>Strategy 7 – New Housing Models</i> <i>Design Solutions</i></p> <p>This seeks to amend the Planning and Design Code to ‘embed sustainable design principles into housing design, enhance energy and resource efficiency...’ As outlined above, resource and energy efficient design solutions alone will be ineffective in constraining resource consumption. This where sufficiency has an important role to play. This may include design of housing for sharing of amenities, reactivating empty housing and the like.</p>	<p>Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.</p>
<p><i>Strategy 8 - Designing for Urban Life, Diversity and Density</i></p> <p>Height restrictions - There should be both an upper and a lower limit. No new development in the city should be able to take place in the CBD below 3-4 storeys</p> <p>High rise limited to the terraces</p> <p><i>Heights</i></p> <p>Once again there is no consideration of the impact of higher and more building growth on the city’s emissions, including embodied, which detracts from is objective to halve emissions by 2030 and achieve net zero by 2035 (pg 27).</p>	<p>All Local Areas have been strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Detailed and further investigation will be considered through the implementation stage upon approval of the City Plan.</p>

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p>The approach is said to enable balancing density with preserving unique features and heritage character. It is unclear if this will support building above and overpowering heritage, as in the case of the Crown and Anchor Hotel, Grenfell Street or 281 Waymouth Street.</p> <p>The determination of maximum theoretical heights for buildings should consider the embodied carbon impact. It is concerning to read (p. 55) that 'Higher Density (8-storey plus high-rise developments) cater to the demand for vertical living, offering spectacular views...'</p> <p>'These are not a justifiable reason for the higher embodied carbon associated with that form of construction.'</p>	<p>Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.</p>
<p>Local Area Framework</p>	
<p><i>General</i></p> <p>The organisation of the City of Neighbourhoods in the City Plan by streets/terraces/gateways and squares emphasises the city's built form rather than the above characteristics supporting residents' sense of place</p> <p>The information on these city areas is confined to current population figures followed by growth and densification estimates. It could reflect the issues raised by population growth and the characteristics of the existing population</p>	<p>All Local Areas have been strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.
<p><i>Melbourne Street</i></p> <p>I support - recognising the unique character and village feel of Melbourne Street, p 120 shop top housing (as long as building heights remain at current levels 3 storeys in Melb st West, 4 in Melb St East).</p> <p>Concerns regarding p 120 proposing the extension of the main street character west of Jerningham Street. This is a largely residential area, with business fronting Melbourne Street, and does need further development of retail or night time economy.</p>	<p>Noted.</p> <p>Melbourne Street Local Area has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p>Concerns regarding more residential growth in the area, despite it being the most populous area of North Adelaide.</p> <p>Concern - Melbourne Street suggestion has a deficiency in retail and night time economy. Welcome given that it is a largely residential area. Nevertheless often antisocial behaviour late at night.</p> <p>Already housing diversity in the area do not understand the need to enable this further.</p> <p>Considers area very vibrant area, connected to public transport and queries the accessibility to open space when northern edge borders the Park Lands too.</p>	<ul style="list-style-type: none"> • The night time economy. <p>Additional Place Principles have been included :</p> <ul style="list-style-type: none"> • Encourage protection of heritage character. • Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places. • Strengthen connection to the Park Lands and the CBD.
<p><i>Melbourne Street</i></p> <p>Melbourne St east of Jerningham Street contains an abundance of restaurants, cafes, shops and small businesses to service the area. Promoting more retail and dining shops would seem uneconomic and would change the character of this area. Parking is already an issue in the Melbourne St area and those visiting the medical facilities would be disadvantaged by an increase of other types of activity.</p> <p>There is a wide diversity of housing types already, ranging from student accommodation, apartment and townhouse living, cottage row houses and larger residences. I would question why there is a need for diversity – it exists already.</p> <p>Shop top housing on Melbourne St east of Jerningham might seem ok in principle, providing developer greed doesn't see more multi-storey developments as was allowed in recent years.</p> <p>Melbourne St is not very wide and street parking essential for those visiting for medical reasons or for social activity (restaurants, shops). Buses already cause congestion in peak hours so additional buses need to be considered very carefully.</p> <p>I personally use the buses and the current service would seem more than adequate.</p>	<p>The Local Area Framework will be revised to strengthen references to building scale, State and Local Heritage and historic areas, and other locally significant places and elements.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p> <p>Melbourne Street Local Area has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included:</p> <ul style="list-style-type: none"> • Encourage protection of heritage character. • Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p>I agree that larger office buildings with large tenancy spaces being limited.</p>	<ul style="list-style-type: none"> • Strengthen connection to the Park Lands and the CBD.
<p><i>Whitmore Square</i></p> <p>Support - the light rail loop which would provide better connectivity to King William Street, Greening of Sturt St, Redevelopment salvation army site.</p> <p>Error: I wish to point out an anomaly: This is first listed as Neighbourhood 11, but later as 12.</p> <p><i>Regeneration and provision of community services</i></p> <p>I have selected Whitmore Square because of its special position in providing services for the homeless.</p> <p>As reported in my comments of 8 April on the Plan, I used the digital and ‘pin drop survey’ in a map to highlight on opportunity for regeneration of the around Millers Court, focused upon Baptist care and WestCare, to extend services for the homeless.</p> <p>This needs to be followed up.</p> <p><i>Built form</i></p> <p>The Plan claims that the area has ‘significant growth potential’, with a population increase of 5.5%, but should acknowledge the special character of the Whitmore Square precinct and its requirements for the homelessness services and social housing. The SW Corner of the City and the Square are presently characterised by a high number of small cottages, with an intimacy, friendliness, small-scale, and a strong sense of community. Many homeless and itinerants are welcomed here and generously assisted.</p> <p>To surround the square with high-density built form would be entirely inappropriate, while a light-rail corridor bisecting the Square would be highly contentious especially because of the significance of the Square for indigenous people.</p> <p><i>Further consultation</i></p>	<p>Noted</p> <p>Minor correction to numbering - Whitmore Square is local area 12 Whitmore Square Local Area has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Locally significant places and elements, built form • Role of main streets and precincts • Role of small business • The night time economy <p>Additional Place Principles have been included to:</p> <ul style="list-style-type: none"> • ensure new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places. • Identify investigations for additional Historic Areas to be undertaken. <p>Future investment opportunities have been added including:</p> <ul style="list-style-type: none"> • Identify opportunities for a local level community centre • Review opportunities for an indoor sports centre <p>Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.</p> <p>A meeting was held with the respondent on 7 August 2024.</p>

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<p>I wish to suggest a more focused and inclusive explanation to the Whitmore Square and SW Corner Community should be conducted before the Plan is adopted.</p> <p>I can see that Focus Group 5 was formed earlier. However, I note that this includes a sprinkling of residents and business, but not service providers for the homeless including WestCare. This needs to be remedied during the next round.</p>	
<p><i>O’Connell Street</i></p> <p>Question – Pg 115 identifying WCH existing site as future mixed use. I’d go further as this site has potential to be a City shaping outcome and in public ownership, it needs its own visioning exercise and not just assume ‘mixed use’.</p>	<p>The WCH site is identified as a Strategic Place in the draft City Plan. The site is in State Government ownership.</p> <p>Further investigation will be considered through the implementation stage upon approval of the City Plan.</p>
<p><i>North Terrace</i></p> <p>Pg 126 -Local Area 4 fails to plan a pedestrian connection from Hindley to North Terrace say 150/200m east of Morphett Street. This needs more work.</p>	<p>Final connection alignments have not been determined in the City Plan. This will be further progressed through the City of Adelaide’s Integrated Transport Strategy and tested through the City Plan digital tool.</p> <p>More detailed and/or fine-grained comments will inform the Implementation Plan for the City Plan.</p>
<p><i>Light Square</i></p> <p>Waymouth Street West of Light Square should be explored for a future main street with ground level commercial uses and funky architecture. Its narrow width, low traffic and sites for redevelopment lend itself readily to that future. This form of vision is achievable. The Plan does not envisage this in its current form, and whilst Light Square planned that way, it lacks the ready closed in nature well suited for main street environments (pg 139)</p>	<p>Noted.</p> <p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality.</p> <p>A draft Light Square/Wauwi Master Plan is in development and will be consulted on separately.</p> <p>Change name to West End to reflect the colloquial area name West End Local Area has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

	<p>Additional Place Principles have been included to:</p> <ul style="list-style-type: none"> • Ensure new development is designed to minimise conflict with commercial and leisure functions • Acknowledge Light Square/Wauwi master planning process <p>Future investment opportunities have been added including:</p> <ul style="list-style-type: none"> • Identify opportunities for at least one additional children’s play space. • Identify opportunities to provide additional young people/youth play provision (this may include expansion of the West Terrace skate park). • Identify opportunities for a pocket or micro park. • Review opportunities for an indoor sports centre.
<p><i>Hindmarsh Square</i> <i>13 – Question – Pg 151 – Pirie Street East of Hindmarsh (same comment as Waymouth Street west)</i></p> <p>Should be explored for a future main street with ground level commercial uses and funky architecture. Its narrow width, low traffic and sites for redevelopment lend itself readily to that future. This form of vision is achievable. The Plan does not envisage this in its current form</p>	<p>Noted.</p> <p>The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality.</p> <p>Change name to East End to reflect the colloquial area name.</p> <p>East End Local Area has been updated to strengthen references to:</p> <ul style="list-style-type: none"> • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Additional Place Principles have been included to:</p> <ul style="list-style-type: none"> • Ensure new development is designed to minimise conflict with commercial and leisure functions. <p>Future investment opportunities have been added including:</p> <ul style="list-style-type: none"> • Provide at least one additional children’s play space in the East End or Wakefield Gateway Local Area. • Identify an existing public space in the East End or Wakefield Gateway Local Area to provide a ‘neighbourhood’ park function.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

	<ul style="list-style-type: none">• Review and identify opportunities for at least three pocket or micro parks.
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Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

Please note that respondents were not required to answer all survey questions. Many chose only to respond on areas they found of interest or relevance to them.

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
URBAN DESIGN FRAMEWORK PRIORITIES	
<p>31 public survey responses were received</p> <p>16 responders were highly supportive.</p> <p><i>“All is most impressive, and I would love to be here in 2050 to say that I lived in the best City in the best Country in the World.”</i> (CoA resident)</p> <p>Other feedback was generally supportive, and included the following suggestions and comments:</p> <ul style="list-style-type: none"> • Increase focus on fostering economic growth through innovation, technology and startups, with KPIs to track progress of initiatives that attract and retain talent in these sectors • Provide examples of projects with expected positive environmental outcomes, with details on how they will be achieved. This should be inclusive of community co-design and educational outcomes. • Details of action plans and partnerships to improve cultural vitality and connectivity, with measurable targets. • Conscious transport combinations and connections • Query regarding implied prioritisation with numbering, suggesting priority 4 be the main priority for the City Plan, leading to the other priorities • Focus on using vacant and empty buildings • Focus on utilising local trades and suppliers • Integration of private enterprise around public spaces, and attracting people to the city for leisure activities • Ensure concept drawings implying restricted driving access in the city do not impede emergency services access 	<p>Noted.</p> <p>City Plan Priorities are numbered to help survey navigation not reflecting priority order.</p> <p>Overall, the comments provided have been incorporated into the City Plan where possible eg private enterprise around public spaces is a focus for the City Square and use of empty buildings is a priority.</p> <p>The draft Economic Development Strategy considers economic growth through innovation and start ups.</p> <p>The CoA Cultural Policy is under development.</p> <p>Transit related feedback will be provided to the team delivering the City of Adelaide’s Integrated Transport Strategy due for public consultation early in 2025. The draft Integrated Transport Strategy will consider transport combinations and connections.</p> <p>The City Plan is for the benefit of the community by providing a roadmap to sustainable growth that improves the liveability of the city for residents, visitors and businesses.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>3 negative responses were received:</p> <ul style="list-style-type: none"> • Concern about ‘ugly high density’ and the City Plan being used primarily to benefit commercial developers • Priority 4 being inconsistent with priorities 1-3 • Concern that high-rise development blocks sunlight and devastates gardens around established homes. <p>Overall, the responses to the Priorities framework were very positive. <i>“Fantastic. I like that they are bold.”</i> (City of Unley resident, 10-20 years)</p>	<p>Note the respondents feedback that Priority 4 is not supported due to concerns with population growth, however the intent of City Plan is to guide development of the city for a population of 50,000 people as committed to in the CoA Strategic Plan.</p> <p>Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.</p>
Priority 1 – A Greener and Cooler City	
<p>36 public survey responses were received</p> <p>There was an overwhelmingly strong positive response to this framework priority, tempered by scepticism based on a perception that previous City of Adelaide plans in this area have not been achieved.</p> <p>The benefits of this priority for cooling, air quality, biodiversity and mental health and wellbeing was uniformly recognised in the responses.</p> <p><i>“I think it is now “a given” that this is a high priority because it is associated with environmental sustainability. If that is not achieved, then it will be harder to achieve all the other priorities.”</i></p> <p style="text-align: right;">(Respondent, 40-50s age group)</p> <p>Feedback for improvements to the draft City Plan included:</p> <ul style="list-style-type: none"> • Street and road greening must also consider safety and security • Prioritise areas which are low on the green infrastructure index • Support for removing street parking and reducing cars in laneways to reutilise these spaces for dedicated ‘green’ public transport/bicycle lanes. Suggestion to consider closing and re-greening streets outside schools to create new public green spaces that increase road safety. • Call to prioritise the planting of native trees • Develop new parks, including pocket parks, and enhance the existing ones 	<p>Noted.</p> <p>Safety, reducing cars, removing street parking are considerations of the City of Adelaide’s Integrated Transport Strategy under development.</p> <p>Parks and open space are addressed in Strategy 2 – Open Space at Your Doorstep and in the Local Area Framework.</p> <p>Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices on which the City Plan is based.</p> <p>The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets.</p> <p>Transit related feedback will be provided to the team delivering the City of Adelaide’s Integrated Transport Strategy due for public consultation early in 2025.</p> <p>Council committed to increased greening of the city through the 2024/25 Business Plan and Budget process.</p> <p>Tree removal is subject to relevant legislation.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<ul style="list-style-type: none"> • Need for specific detailed implementation plans and strategies, KPIs to measure progress and success, and clear and transparent resourcing, responsibilities, accountability and timelines made public through regular reporting • Cross-sector collaboration and partnerships with private entities, NGOs, academics to bring in expertise and resources. • Set a target for tree canopy target per street hierarchy and orientation - some councils target 80% canopy cover over exposed streets in summer. <p>Cautionary responses noted:</p> <ul style="list-style-type: none"> • Concern regarding the impact planted road medians may have for emergency service vehicles in heavy traffic conditions • Concern about the overall reduction of car accessible roads – and the impact this may have on people who rely on cars to access the city. • Concern about fitting greening within the roads/streets/lanes and footpaths – figure 3.7 with centre of roadway used for active transport does not fit a grid city with so many intersections. First focus needs to be on active transport, giving people safe and consistent routes with dedicated space within the corridors, before greening. <p>Negative feedback was received about:</p> <ul style="list-style-type: none"> • Concern about the spending levels required for planting trees in the city, and a call to lower this priority to focus first on balancing council budgets. • Perceived hypocrisy and ‘greenwashing’ in allowing high rise developments which involve the removal of established trees, with a call to protect and retain established trees to achieve a cooler city. • Any positive effect of more greening will likely be offset by greater building density and a higher population. <p><i>“This is great, and I like how it identifies streets and not just parks as opportunities for greening.”</i> (City of Unley resident, 30-40 age group)</p>	<p>Strategy 2 – Open Space at Your Doorstep seeks to diversify open space so that high rise buildings can support a cooler city through green roofs, green walls, plazas, balconies and courtyards.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Priority 2 – Transit Diversity	
<p>35 public survey responses were received</p> <p>The responses were overwhelmingly enthusiastic, particularly with regards to light rail (the tram) and active transport (especially for walking and cycling). Survey respondents encourage the City of Adelaide to be bold and innovative in its approach to transit diversity.</p> <p><i>“Every single street should be safe for kids to cycle on.”</i> (City of Adelaide resident, 30-40 age group)</p> <p>There was recognition that the City of Adelaide does not have the power to extend light rail to North Adelaide, or implement a city loop, however there was strong encouragement to advocate to the State Government for both.</p> <p>Feedback for improvements to City Plan included:</p> <ul style="list-style-type: none"> • Reframe this priority to focus on walking and cycling, which is where Council can have a significant impact • Increase the focus on safety for active transport along planned routes, such as Grote Street, which are wide roads that currently allow high vehicle speeds. • Advocate also for better integration of technology in public transport, to provide real-time information and payment options for a better user experience. • The need for detailed action plans, funding, KPIs, metrics, community engagement in the planning and implementation process, transparency in reporting back to the public. • Improve integration with land use planning to encourage mixed-use developments with transit-oriented designs. • Increased use of electric public transport vehicles – buses and trams. • Use of detailed granular information, such as cycling counts and patronage data, to inform infrastructure priorities. • Suggestion for the city spine to be a light rail and pedestrianised ‘quiet way’ street, like George Street in Sydney. • Call for the city to introduce more local traffic slow areas. 	<p>Noted.</p> <p>Priority 2 – Transport Diversity has been updated in response to feedback received.</p> <p>Feedback will be provided to the team delivering the City of Adelaide’s Integrated Transport Strategy due for public consultation early in 2025.</p> <p>The City of Adelaide’s Integrated Transport Strategy will incorporate a framework (reflecting the Safe System, Movement and Place and Healthy Streets frameworks) and a range of measurable targets, including alignment with and to support the relevant priorities in City Plan.</p> <p>These are important considerations which will be part of the Integrated Transport Strategy.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Cautionary responses questioned the plan:</p> <ul style="list-style-type: none"> • How will dedicated bike paths be accommodated without reducing driving lanes or making them narrower? • It is not good to integrate pedestrians and cyclists on the same footpath (fig 3.12) <p>One negative response was received:</p> <ul style="list-style-type: none"> • Population density is the cause of transit diversity challenges <i>“Excellent and VITAL to support the increased population growth and diversity. Love to see the emphasis on walking and cycling and real opportunities for active travel and public transport identified.”</i> (City of Unley resident, 30-40 age group) 	
Priority 3 – A city of neighbourhoods	
<p>30 public survey responses were received</p> <p>Most respondents were in support of this priority, however two felt unsure and did not understand the approach being taken, and three expressed concerns about this as a priority.</p> <p><i>“The focus on developing community hubs and ensuring the availability of local services within neighbourhoods is essential for enhancing quality of life.”</i> (Prospect resident, 30-40 age group)</p> <p>Positive responses:</p> <ul style="list-style-type: none"> • Appreciation for identifying existing ‘pockets’ of the city and preserving their feel • Good to focus on services for each these neighbourhoods (supermarkets, chemists, doctors, schools etc) • Support increase in the maximum height limit to provide more housing in high-rise higher-density developments in the city <p><i>“Most definitely support this. In a housing crisis ... we must not solely look to greenfield developments, vertical and higher density based developments is cheaper, often funded solely by private developers</i></p>	<p>Noted.</p> <p>Consideration is being given to naming of the Local Areas to ensure they’re relevant.</p> <p>Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.</p> <p>Access for wheelchairs and prams is a priority of the City of Adelaide Access and Inclusion Plan and will be considered further in the City of Adelaide’s Integrated Transport Strategy.</p> <p>The neighbourhood focus is to maintain the unique and diverse character of the city. Implementation including any changes to the Planning and Design Code will not be at such a small scale.</p> <p><i>Local Area name changes:</i> Light Square changed to West End Hindmarsh Square changed to East End East Terrace changed to Hutt Street</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p><i>and will increase business trade. Much of the city is underdeveloped particularly the southern end and increasing the maximum height limit will go a long way to provide more housing.”</i></p> <p>(Burnside resident, 10-20 age group)</p> <p>Change suggestions:</p> <ul style="list-style-type: none"> • Rename the area as ‘Grote / Central Markets’ and move east a little. A ‘gateway’ implies something you move through, not a neighbourhood where you live and spend time. • Prioritise sunlight for parks and green spaces, and when planning higher-density housing ensure natural light for city spaces and people • Show consideration on how to have clear ‘division’ between neighbourhoods, yet maintain harmony between them, particularly where there is a blend of residential and commercial • Broaden walkability to include clear access for wheelchairs and prams, particularly in mixed-use busy shared car and pedestrian areas. • Consider creating calm and quiet sensory spaces for a diverse population in busy ‘vibrant’ areas • Consider research to re-frame regulations on carparking provisions based on a neighbourhood level, rather than individual (housing / business) developments. <p><i>“Activating more north-south streets and laneways sounds exciting and has the capacity to become a feature that tourists speak about when reflecting on Adelaide. I’m imagining these spaces to be like Leigh and Peel Streets and, if that’s the case, a big thumbs up!”</i></p> <p>(City of Adelaide resident, 40-50 age group)</p> <p>Negative responses:</p> <ul style="list-style-type: none"> • Focussing on small areas will limit policy and entrench existing demographic divides between areas of the city. 	

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<ul style="list-style-type: none"> • Caution about using what residents like about their neighbourhood to excite developers motivated by financial gain – gave example of O’Connell St development ‘blocking the light’ and creating a ‘dark depressing corridor’ • Concern that infill developments will not be sensitive to local areas. <p><i>“Infill needs to be sensitive and in line with community standards. A review of the legislation and planning laws [federal, state, local] that impede innovative uses for particularly C & D grade building stock [which will only increase].”</i></p> <p>(City of Adelaide resident, 70-80 age group)</p>	
Priority 4 – Housing diversity for a growing population	
<p>29 public survey responses were received</p> <p>Most respondents were very supportive of this priority.</p> <p>Positive responses:</p> <ul style="list-style-type: none"> • Support for adaptive reuse of older empty buildings into diverse housing options • Support for sustainability benefits of high-rise high-density housing • Also include dwellings that can multi-generational and accessible • Incentivise larger apartment options for families • Adaptive re-use of existing building stock <p><i>“need to move on from the row cottages and actually activate the spaces to get more people living here. good quality apartments with modern usable layouts that can suit different demographics”</i></p> <p>(City of Adelaide resident, 30-40 age group)</p> <p><i>“I’d like to see more shop top housing in Adelaide because I think it’s practical and it breeds warmth of community.”</i></p> <p>(City of Adelaide resident, 40-50 age group)</p>	<p>Noted.</p> <p>City of Adelaide’s Housing Strategy outlines the city’s 10-year plan for housing in the CBD, setting ambitious targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p> <p>Any changes to increase or reduce existing building heights to accommodate alternate housing models and additional supply will be the subject of a Code Amendment which includes mandatory public consultation.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Cautionary responses:</p> <ul style="list-style-type: none"> • The city should prioritise high density in the CBD – transitional housing developments should be in inner metro council areas. • Focus on providing affordable, practical and long-term liveable housing options which feel like classic 3-bed homes (rather than ‘shoe-box’ or ‘luxury’ housing) • New high-rises should complement the city’s skyline and not impede current residential areas with historical/cultural significance. • Growing the population to 50,000 by 2036 is irresponsible. Four to six storey mid-rise buildings offer increased density without compromising quality of life. • Concern that in planning to accommodate population growth there will be a greater negative environmental impact locally. City Plan needs to allow for not achieving the population target if this will detract from sustainability and liveability targets. <p><i>“employ architects who can actually design clever apartment blocks and smaller houses. Look at Europe”</i> (Norwood Payneham St Peters resident, 60-70 age group)</p> <p><i>“Promoting mixed-use developments that integrate residential, commercial, and recreational spaces can create dynamic and well-rounded communities.”</i> (Prospect resident, 30-40 age group)</p>	
SECTION 4: CITY WIDE STRATEGIES	
<p>21 public survey responses were received</p> <p>Overall the responses to the eight City Wide Strategies were highly supportive.</p> <p><i>“Strategic thinking at its best.”</i> (City of Adelaide resident, 40-50 age group)</p>	<p>Noted.</p> <p>Further development of the Strategy 4 and Strategy 5 in relation to east-west streets and north-south connections has considered the interface between cars, public transport and active transport users. This feedback will be provided to the team developing the Integrated Transport Strategy for consideration.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Feedback on the draft City Plan:</p> <ul style="list-style-type: none"> Consider having public transport and active transport priority routes on different streets Include more information on how the strategies consider Kurna culture and First Nations perspectives <p>When asked to prioritise the set of strategies, with 1 being the most important, respondents mostly prioritised them in nearly the same order as in the draft City Plan.</p> <ol style="list-style-type: none"> Strategy 1 – A Green City Grid Strategy 2 – Open Space at Your Doorstep Strategy 3 – Developing the City Spine Strategy 4 – Activating the North-South Laneways Strategy 6 – Establishing the City Loop Strategy 5 – Enhancing East-West Streets Strategy 7 – New Housing Models Strategy 8 – Designing for Urban Life, Diversity & Density <p><i>“Very detailed and comprehensive summary. Well done.”</i> (Tea Tree Gully resident, 40-50 age group)</p>	<p>Caring for Country is a priority of CoA and State Government through the APLMS and through the Reconciliation Action Plan. CoA has made commitments in these strategies to developing stronger engagement protocols with Kurna.</p>
<p>Strategy 1 – A Green City Grid</p>	
<p>21 public survey responses were received</p> <p>Respondents expressed very strong support for this strategy.</p> <p>Feedback:</p> <ul style="list-style-type: none"> Include maintenance of green grid as well Increase emphasis on incorporation of green spaces in developments (rooftop, balcony, courtyard, atrium gardens) It is more important to prioritise the way people live and move within the city, and provide safe spaces 	<p>Noted</p> <p>Green spaces in developments is captured in Strategy 2 – Open Space at Your Doorstep.</p> <p>Movement of people including pedestrianisation of streets is considered in Strategy 3, 4 and 5 and extensively throughout the Local Area Framework.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<ul style="list-style-type: none"> • Include more pedestrianisation of streets • Acknowledge restrictions which don't allow for tree roots on some streets <p><i>"I love the term 'green grid'! Tree canopies are a great addition, and I appreciate the thought that's been put into streets that have limited potential for greening. I'm very excited about the future look and feel for Adelaide under this plan."</i></p> <p>(City of Adelaide resident, 40-50 age group)</p>	
Strategy 2 – Open Space at Your Doorstep	
<p>21 public survey responses were received</p> <p>Respondents expressed very strong support for this strategy.</p> <p>Feedback:</p> <ul style="list-style-type: none"> • Strong 'protect the Park Lands' messaging • Support for recreational spaces in the squares, such as playgrounds that incorporate nature play and water play • Need for diversity of spaces for various groups and activities • Change 2.6 to include slowing car speeds down and reduce the number of vehicles. <p><i>"OMG, yes! The parklands and inner city green squares are an asset rare in cities around the world and has not been fully appreciated. Removing bitumen to increase square space is genius and increased recreational use is a great idea."</i></p> <p>(Burnside resident, 10-20 age group)</p>	<p>Noted.</p> <p>Feedback is consistent with the drafting of this strategy.</p> <p>The draft APLMS (currently on consultation) discusses the role of the Adelaide Park Lands as an accessible landscape and open space system for all South Australians, including consideration of future open spaces.</p>
Strategy 3 – Developing the City Spine	
<p>23 public survey responses were received</p> <p>Respondents were very positive about this strategy.</p>	<p>Noted</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p><i>“Yes. I like that the definition for city spine is not just about transit, but placemaking too.”</i> (City of Unley resident, 30-40 age group)</p> <p>Feedback:</p> <ul style="list-style-type: none"> • More detail would be good • Very strong support for light rail/tram, including stops at aquatic centre and up to Prospect • Southern King William needs more businesses and inviting spaces <p><i>“In favour, king William should have more focus on pedestrians and public transport and limit cars from moving through the city.”</i> (City of Charles Sturt resident, 20-30 age group)</p>	<p>This is a medium to long term priority which ultimately rests with the State Government. As the City Plan is being used to inform the CoA’s submission to the GARP this Strategy will be put forward as part of this process.</p>
<p>Strategy 4 – Activating North-south laneways</p>	
<p>19 public survey responses were received Respondents were very supportive of this strategy.</p> <p>Feedback:</p> <ul style="list-style-type: none"> • Include visual appeal and cleanliness/maintenance of laneways • The crossing points at the main roads between the laneways very important – pedestrian prioritisation at lights • Encourage live music venues as part of this strategy • How will increased residential development co-exist with increased nighttime activity? Curfews, soundproofing, light block-out blinds. <p><i>“Yes. A thousand times, yes. These laneways could become a really special feature for Adelaide.”</i> (City of Adelaide resident, 40-50 age group)</p>	<p>Noted</p> <p>All relevant Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy <p>The City of Adelaide’s Integrated Transport Strategy will consider crossing times and pedestrian prioritisation.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Strategy 5 – Enhancing East-west Streets	
<p>19 public survey responses were received</p> <p>Respondents generally agreed with this strategy, but some thought it not a high priority and some are sceptical about achieving it.</p> <p>Feedback:</p> <ul style="list-style-type: none"> • Need for more space for bus stops along the Grenfell and Currie Street corridor, to stop queuing jams at peak hour • Currie Street should not be a cycling priority given high pedestrian and buses. Make other streets east-west better for cycling. • Development of more affordable car parking would be ideal. • Improving bus traffic flow with dedicated bus lanes should be high priority <p><i>“East west are important. Currently there are a few options for cyclists going north south but not many for east west.”</i> (City of West Torrens resident, 30-40 age group)</p>	<p>Noted.</p>
Strategy 6 – Establishing the City Loop	
<p>24 public survey responses were received</p> <p>Respondents were supportive of this strategy but recognised that City of Adelaide is in an advocacy role. Some negative feedback.</p> <p><i>“This is perhaps the only truly ambitious part of the plan and I fully support this.”</i> (City of Adelaide resident, 30-40 age group)</p> <p>Feedback:</p> <ul style="list-style-type: none"> • Suggestion to consider ‘value capture’ as a funding model, as value of properties along the route will increase • Ensure strategy increases accessibility as well as walkability 	<p>Noted</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p><i>“While advocacy is fantastic, incorporating this into the city plan provides little benefit as this would need to be actioned by the state government. The focus should be on matters that council has control of.”</i></p> <p>(City of Charles Sturt resident, 20-30 age group)</p>	
<p>Strategy 7 – New Housing Models</p>	
<p>20 public survey responses were received</p> <p>Respondents strongly supported this strategy, but many qualifying statements regarding services and ensuring quality.</p> <p>Feedback:</p> <ul style="list-style-type: none"> • Urgent need in current housing crisis • Focus on maximum high-density housing in the CBD • Better services needed to support more housing • Build better and ‘timeless’: sustainable, long-term, affordable, 3 bedrooms and adaptable • Include more consideration of Kaurna culture and First Nations perspectives • Support for piloting a ‘Local Design Review’ with State Govt. <p>Negative feedback was received about Melbourne Street being identified as a place for housing growth.</p>	<p>Noted.</p> <p>City of Adelaide’s Housing Strategy – Investing in Our Housing Future outlines the City of Adelaide’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term.</p> <p>The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.</p>
<p>Strategy 8 – Designing for Urban Life, Diversity and Density</p>	
<p>18 public survey responses were received</p> <p>Respondents acknowledged the need for this strategy, but although generally supportive they were less enthusiastic.</p> <p>Differences were notable between some strongly advocating for high-rise and others for mid-rise (8-10 storey) buildings, and others deploring the past loss of heritage and cultural heritage and the impact high rise development has on heritage.</p>	<p>Noted.</p> <p>All relevant Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Adaptive reuse of heritage buildings was highly supported.</p> <p><i>“A lot has been considered in terms of height strategy principles to balance density with features and character. I don’t think that will stop some people from complaining, but I applaud you for your considered thought in this space.”</i></p> <p style="text-align: right;">City of Adelaide resident, 40-50 age group</p> <p><i>“The city of Adelaide should be advocating to remove all height limits in the council area. Most people don’t actually notice once a building is taller than 4 stories and the planning and design code has separate policies about overshadowing. As long as the economic centre of the state tries to appease a few loud voices we will be stuck in this unending housing crises. Council should lead from the front and unleash the real economic capacity that low density development is preventing.”</i></p> <p style="text-align: right;">City of Charles Sturt, 20-30 age group</p> <p><i>“Sadly, I see this section as a carefully worded way to allow the development of higher density, poorer amenity and ultimately largely inferior housing zones.”</i></p> <p style="text-align: right;">Onkaparinga resident, 60-70 age group</p>	<ul style="list-style-type: none"> • <i>The night time economy.</i>
SECTION 5 LOCAL AREA FRAMEWORK	
Local Area 1 - Wellington Square	
<p>18 public survey responses were received</p> <ul style="list-style-type: none"> ✓ I live in this local area - 2 ✓ I often visit this local area - 5 ✓ I love this local area - 6 ✓ I work in this local area - 1 <p>Responses to the City Plan for the Wellington Square area were generally very positive, with a few neutral responses.</p> <p><i>“Needs more events/activation in that area. Nil services around that area.”</i></p> <p style="text-align: right;">Mt Barker resident, 20-30 age group</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>The suggestion of changing traffic to run down one side of Wellington Square will be provided to the team developing the Integrated Transport Strategy due for consultation early in 2025.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Support for changes to improve the area were:</p> <ol style="list-style-type: none"> 1. Adaptive re-use of large houses into multiple living units 2. Changing traffic to run down one side of the square 3. Increase family friendly events in the square 4. Increase active transport links <p><i>“It would be good if the Traffic was sent down only one side of the Square to make it an easier space to access when walking.”</i></p> <p style="text-align: right;">North Adelaide resident, 40-50 age group</p> <p><i>“We should consider the opportunity for further increases in density in a sensitive manner, such as the conversion of large houses into multiple living units through sensible alterations and additions, well-designed medium density etc.”</i></p> <p style="text-align: right;">Unley resident, 30-40 age group</p>	
Local Area 2 - O’Connell Street	
<p>20 public survey responses were received</p> <ul style="list-style-type: none"> ✓ I live in this local area - 3 ✓ I often visit this local area - 12 ✓ I love this local area - 6 ✓ I work in this local area - 2 <p>Responses to the City Plan for the O’Connell Street area were positive to neutral. Extending the tram from the CBD to O’Connell Street received strongly positive feedback.</p> <p><i>“Build the tram, be relentless in your advocacy to the government. Support active transport and increase public space.”</i></p> <p style="text-align: right;">Burnside resident, 10-20 age group</p> <p>Suggestions on changes to improve the area were:</p> <ol style="list-style-type: none"> 1. a Coles or Woolworths supermarket (IGA and Foodland were identified as too expensive) 2. Diversify shopping options 	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>

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SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>3. Tram along O’Connell Street to-from CBD 4. Prioritise pedestrians with a wide continuous footpath on both sides 5. Cycling connection along O’Connell Street 6. Traffic calming</p> <p><i>“O’Connell Street should go down to one car lane each way and on street parking should be removed. This would allow for a bus lane and a bike lane.”</i></p> <p>City of Adelaide resident, 30-40 age group</p>	
Local Area 3 - Melbourne Street	
<p>19 public survey responses were received</p> <ul style="list-style-type: none"> ✓ I live in this local area - 3 ✓ I often visit this local area - 7 ✓ I love this local area - 8 ✓ I work in this local area - 0 <p>Responses to the City Plan for Melbourne Street were mixed. Many responders consider the Melbourne Street area to be struggling, particularly for businesses.</p> <p><i>“Hate. It was once amazing but has lost its joy. The street is too narrow and lack of walking space. Lack of carparking options and expensive.”</i></p> <p>Greenwith resident, 30-40 age group</p> <p>There were few direct comments on the City Plan, more suggestions on ways to improve Melbourne Street, including:</p> <ol style="list-style-type: none"> 1. Increase public transport and active transport 2. Add a tram route along Melbourne Street 3. Improve connections to O’Connell St and the CBD 4. Decrease speed limit to 40 km/h 5. Make short term parking near shops easy to locate 	<p>Noted.</p> <p>All relevant Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. <p>Transit related feedback will be provided to the team developing the City of Adelaide’s Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>

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SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>6. Reduce the area’s role as a vehicle transport thoroughfare to increase pedestrian amenity and businesses</p> <p>7. Increase greening</p> <p>8. Create more public space</p> <p>9. Preserve heritage buildings and scale, and retain the views, at the western end of Melbourne St. Restrict medium and high-rise apartments to the eastern end of Melbourne St.</p> <p>10. Reduce pop-up events and markets, keep rents low and allow shops to place tables and chairs out for customers to increase vibrancy.</p> <p><i>“How can we bring visitors or new residents to this area? Currently it’s a bit out of the way and it’s about to lose the hospital too.”</i></p> <p style="text-align: right;">Unley resident, 30-40 age group</p>	
Local Area 4 - North Terrace	
<p>21 public survey responses were received</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 16 ✓ I love this local area - 7 ✓ I work in this local area - 5 <p>Responses to the City Plan for North Terrace were positive or neutral. The area was regarded as ‘pretty good’ but with opportunities for:</p> <ol style="list-style-type: none"> 1. increase in greening 2. more businesses (currently they are few and far between) 3. making Hindley Street car free <p><i>“Of all areas in your plan, this is the area that may benefit from increased density.”</i></p> <p style="text-align: right;">Onkaparinga resident, 60-70 age group</p> <p>4. Caution was noted regarding the proposed pop-up activities, noting there is already a lot of attractions and activities.</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the City of Adelaide’s Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p><i>“Key part of the city and central for many youth, young adults and families.”</i></p> <p>Former CoA resident, 30-40 age group</p>	
Local Area 5 - West Terrace	
<p>15 public survey responses were received</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 13 ✓ I love this local area - 4 ✓ I work in this local area - 0 <p>Responses to the City Plan for West Terrace were strongly positive.</p> <p>The responses strongly supported:</p> <ol style="list-style-type: none"> 1. reducing the number of car lanes 2. adding light rail 3. increasing housing and businesses through taller buildings 4. Increasing greening 5. creating better connections to the beautiful parklands on the other side of West Terrace <p><i>“I love the boldness of the vision for this area. It really has potential to be a special boulevard, especially given how nice the parklands are here.”</i></p> <p>City of Unley resident, 30-40 age group</p> <p>Negative comments related only to the current condition of the area:</p> <ol style="list-style-type: none"> 6. too many car businesses, petrol stations, fast food 7. smelly and unsafe 8. too many car lanes and traffic lights 9. slow moving traffic during peak times 10. too far away from the rest of the CBD without public transport 11. not ‘terrace-like’, doesn’t have character 	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p> <p>All Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form.

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SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 6 - Light Square	
<p>16 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 7 ✓ I love this local area - 3 ✓ I work in this local area - 2 <p>4 responses were positive.</p> <p><i>“Traffic calming / road diverting would be a great star to improving this area.”</i></p> <p style="text-align: right;">CoA resident, 30-40 age group</p> <p>No respondents had negative feedback on the City Plan.</p> <p>Three (3) responses recounted negative past experiences in Light Square, describing it as scary and unsafe at night and in the early morning, with hidden and blind spots, and high rates of homelessness.</p>	<p>Noted.</p> <p>A draft Light Square/Wauwi Master Plan has been prepared and will undergo community engagement in August/September 2024.</p> <p>Homelessness is a priority for Council through the City of Adelaide Homelessness Strategy – Everyone’s Business, February 2024.</p>
Local Area 7 - King William Street	
<p>19 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 15 ✓ I love this local area - 4 ✓ I work in this local area - 4 <p>Feedback was broadly supportive, acknowledging the challenges for this busy area in the city. Many responses tried to ‘put their finger’ on what the issues were.</p> <p><i>“On a more positive side the busyness and traffic create a level of safety and vibrancy in the centre of the city, however most regard the area as a transit zone.”</i></p> <p><i>“I think part of the problem in this precinct is the low number of dwellings and high quality sheltered open spaces.”</i></p>	<p>Noted.</p> <p>All Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form.

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SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p style="text-align: right;">40-50 age group</p> <p>Negative feedback concentrated on vacant offices and heritage buildings and a need for cleanliness and upkeep.</p> <p>Concerns were voiced about increased density leading to worsening outcomes in the public realm.</p> <p><i>“My concerns are with increased density, building height and traffic it may become more like a ‘canyon’ in the middle of the city.”</i></p> <p style="text-align: right;">Onkaparinga resident, 60-70 age group</p>	
Local Area 8 - Hindmarsh Square	
<p>12 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 8 ✓ I love this local area - 3 ✓ I work in this local area - 2 <p>Feedback was broadly supportive.</p> <p>Respondents consider Hindmarsh Square to be a good opportunity for better and increased public space, with more trees/shade and seating, better integrated into the surrounding area.</p> <p><i>“Nice spot badly under-utilised.”</i></p> <p style="text-align: right;">Previous city resident, 30-40 age group</p> <p>Respondents regard the area as very car centric with wide roads that are not pedestrian friendly.</p> <p>Negative feedback was about the current area, rather than the City Plan, with calls to ‘Save the Cranker’, and a recounting of past poor experiences of needing to transit through the ‘awful creepy bone yard playground’ that always ‘smelt like piss’.</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p> <p><i>All Local Area Frameworks have been updated and strengthened in regard to:</i></p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p><i>“The square has a lot of opportunity to be better integrated into its surroundings. The roads around it are just way too wide at the moment!”</i></p> <p style="text-align: right;">Unley resident, 30-40 age group</p>	
Local Area 9 - Grote Gateway	
<p>15 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 2 ✓ I often visit this local area - 7 ✓ I love this local area - 6 ✓ I work in this local area – 0 <p>Feedback on City Plan was broadly neutral.</p> <p>Respondents generally like the area, including some of the old character buildings, houses and cafes, but noted the need for:</p> <ol style="list-style-type: none"> 1. more greening 2. making the area more pedestrian friendly 3. good public transport access 4. an increase in cleaning and maintenance 5. a tram stop as part of a city loop <p><i>“Great for dining and central markets. Such a cool vibe.”</i></p> <p style="text-align: right;">Tea Tree Gully resident, 40-50 age group</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>
Local Area 10 - Wakefield Gateway	
<p>9 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 4 ✓ I love this local area - 2 ✓ I work in this local area - 1 <p>Feedback on City Plan was neutral.</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the City of Adelaide’s Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<p>Respondents commented on their experiences of the area as being 'Uninteresting' and 'Commercial', but voiced support for:</p> <ol style="list-style-type: none"> 1. Improved cycling safety and bike lane connections 2. Greening and trees 3. A tram stop as part of a city loop 	
Local Area 11 - East Terrace	
<p>12 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 1 ✓ I often visit this local area - 8 ✓ I love this local area - 8 ✓ I work in this local area - 0 <p>Feedback on City Plan was very supportive.</p> <p>Respondents love this local area, and are particularly supportive of making Hutt Street more liveable with:</p> <ol style="list-style-type: none"> 1. Tram line along Hutt Street 2. Single lane traffic each way, and a 40km/h speed limit 3. Improved cleanliness and maintenance 4. More outdoor park areas and places to sit <p>Concerns were raised about the current lack of space for families.</p> <p><i>"The reimagination of Hutt St sounds fantastic."</i> Unley resident, 30-40 age group</p> <p><i>"Amazing"</i> City of Adelaide resident, 50-60 age group</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p>

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SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 12 - Whitmore Square	
<p>9 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 3 ✓ I often visit this local area - 3 ✓ I love this local area - 2 ✓ I work in this local area - 1 <p>3 responses were very positive. <i>“Love this. Think it’s wonderful.”</i></p> <p style="text-align: right;">Local resident</p> <p>2 responses recounted negative past experiences people had in the area, including feeling the area is unsafe for women, the lack of public transport, homelessness.</p> <p>Feedback and suggestions in response to the draft City Plan were:</p> <ol style="list-style-type: none"> 1. Preserve the old character buildings, houses and cafes 2. Increase frequency of the free city bus loop 3. Action the Whitmore Square master plan 4. Convert local service roads into shared, pedestrian prioritised, spaces. 5. Support for pop-up activities, festivals and events – more cultural infrastructure to support and protect small businesses in the area. <p><i>“I love that the plan supports pop-up activities for festivals and events, that it looks to support more cultural infrastructure, and that it seeks to protect small businesses. I think these three items especially support the south-western corner of the CBD.”</i></p> <p style="text-align: right;">Local resident, 40-50 age group</p>	<p>Noted.</p> <p>All Local Area Frameworks have been updated and strengthened in regard to:</p> <ul style="list-style-type: none"> • Local and State Heritage Places • Locally significant places and elements and built form. <p>Homelessness is also being addressed through the City of Adelaide’s Homelessness Strategy – Everyone’s Business, February 2024.</p>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 13 - Hurtle Square	
<p>8 public survey responses were received.</p> <ul style="list-style-type: none"> ✓ I live in this local area - 2 ✓ I often visit this local area - 1 ✓ I love this local area - 2 <p>5 responses were broadly positive or neutral:</p> <ol style="list-style-type: none"> 1. Square needs to be activated with more ‘things to do’ 2. Car centric and unsafe for cyclists using the bus/bike lane 3. Not enough essential services nearby 4. Lack of public transport access 5. Not enough trees and shade <p>Two (2) responses were negative:</p> <ol style="list-style-type: none"> 6. ‘huge homelessness population’ 7. Frustration and sadness that high rise developments have blocked natural light for older low-rise buildings. <p><i>“Yes, our squares need to be used and valued more.”</i> Burnside resident, 10-20 age group</p>	<p>Noted.</p> <p>Feedback is largely captured in the Local Area and a number of City Wide Strategies.</p> <p>Transit related feedback will be provided to the team developing the City of Adelaide’s Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.</p> <p>Homelessness is also being addressed through the City of Adelaide’s Homelessness Strategy – Everyone’s Business, February 2024.</p> <p>Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.</p>
SECTION 6 IMPLEMENTATION PLAN	
Nil	

Tuesday, 3 September 2024

City Planning,
Development and Business
Affairs Committee

Program Contact:

Anthony Spartalis, Chief
Operating Officer

Approving Officer:

Michael Sedgman, Chief
Executive Officer

Public

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this City Planning, Development and Business Affairs Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Reports for Recommendation to Council seeking consideration in confidence

10.1 Code Amendment - Historic Area Statement Update [section 90(3) (m) of the Act]

The Order to Exclude for Item 10.1

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 10.1

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (m) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the City Planning, Development and Business Affairs Committee dated 3 September 2024 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Code Amendment - Historic Area Statement Update] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item is confidential as it contains information regarding the draft Code Amendment that is not appropriate to be made public prior to the commencement of public engagement, due to the identification of individual properties in the draft Code Amendment.

The disclosure of information in this report could reasonably breach confidentiality of information prior to public engagement of the draft Code Amendment.

Public Interest

The Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information will release the draft Code Amendment prior to Council endorsement of the policy approach and public engagement plan.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the City Planning, Development and Business Affairs Committee dated 3 September 2024 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.1 [Code Amendment - Historic Area Statement Update] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (m) of the Act.
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DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.
2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.
3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.
4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -
 - (a) *cause embarrassment to the council or council committee concerned, or to members or employees of the council; or*
 - (b) *cause a loss of confidence in the council or council committee; or*
 - (c) *involve discussion of a matter that is controversial within the council area; or*
 - (d) *make the council susceptible to adverse criticism.*
5. Section 90(7) of the Act requires that an order to exclude the public:
 - 5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
 - 5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
 - 5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.
6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following report is submitted seeking consideration in confidence.
 - 6.1 Information contained in Item 10.1 – Code Amendment - Historic Area Statement Update
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (m) of the Act
 - (m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the *Planning, Development and Infrastructure Act 2016 (SA)* before the draft instrument or amendment is released for public consultation under that Act.

ATTACHMENTS

Nil

- END OF REPORT -

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