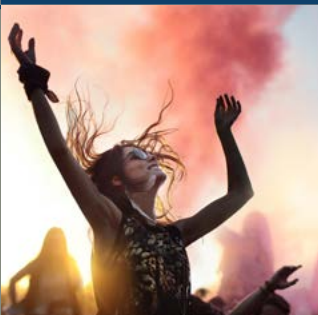




# OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

May 2024



# Acknowledgement of Country

The City of Adelaide and Arup acknowledge that we are located on the traditional Country of the 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.







# OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

## Version

Draft 24.04.26

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## Document Control

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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

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## The Purpose of this Document

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

The objectives of City Plan are:

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





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# Lord Mayor's Foreword

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Dr. Jane Lomax Smith  
Lord Mayor of Adelaide





# Executive Summary

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

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

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

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

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

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



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

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

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

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

The potential of our streets and laneways for social connection, business activation and active transport connections can be enhanced. The City Plan will activate more north-south streets and laneways for pedestrians, businesses and visitors. This includes extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace, connecting the

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

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

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

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

# Structure of the Plan

## City Plan Framework

The City Plan Framework is comprised of two parts:

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

## City Plan Principles

The City Plan is underpinned by the following three principles:

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

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

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

## City Plan Priorities

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

**Priority 1: A Greener and Cooler City**

**Priority 2: Transit Diversity**

**Priority 3: A City of Neighbourhoods**

**Priority 4: Housing Diversity for a Growing Population**

## Principles



## Priorities



### A Greener and Cooler City

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



### Transit Diversity

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



### A City of Neighbourhoods

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



### Housing Diversity for a Growing Population

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

# Structure of the Plan

## City Wide Strategies

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

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

## Local Area Framework

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

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

## Implementation Plan

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

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

## City of Adelaide Digital Explorer (CoADE)

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

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

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



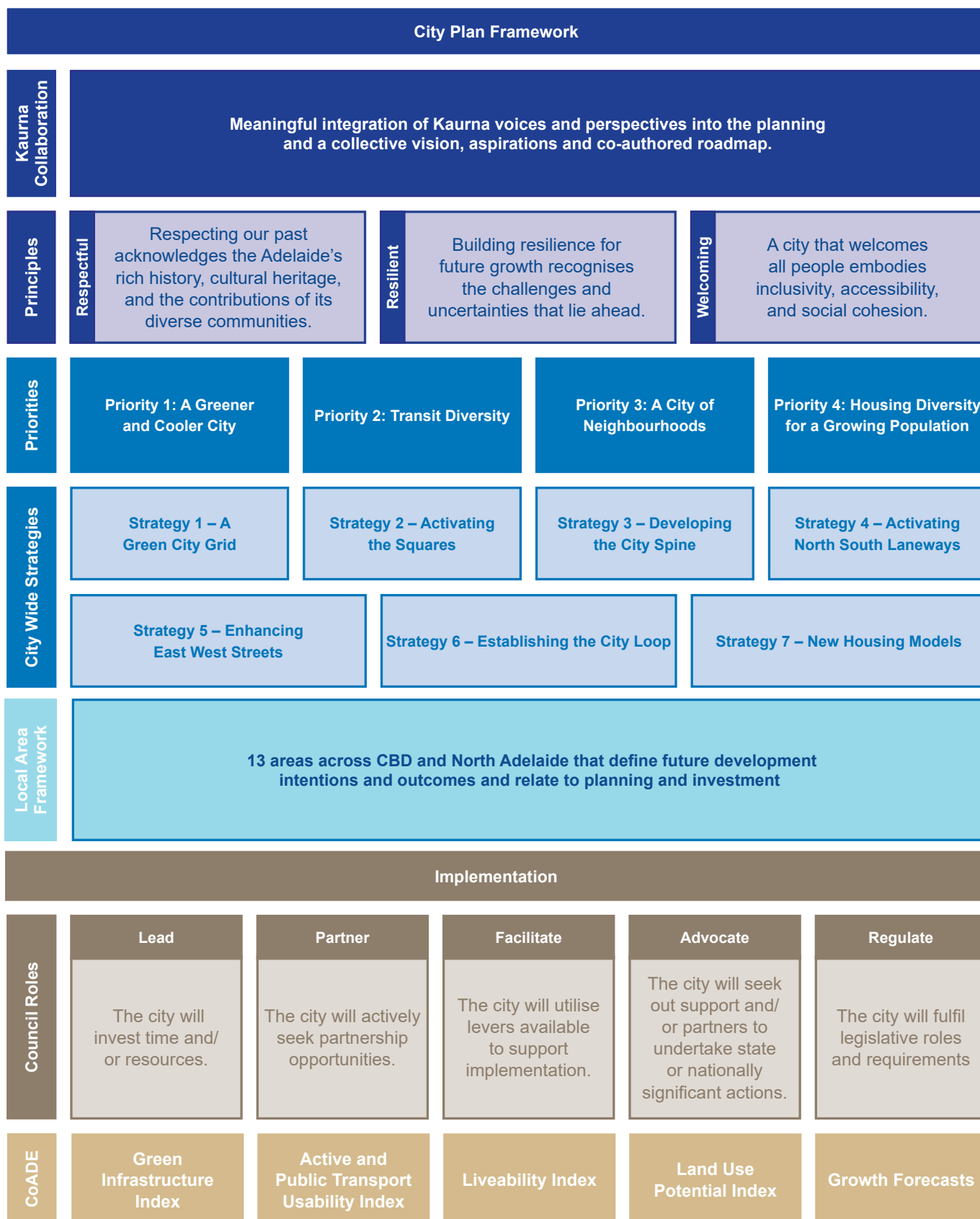


Figure 1.1 City Plan Structure – Plan on a page

# Introduction





# Role of the City Centre in Greater Adelaide

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

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

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

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

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

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

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

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

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









# City Plan: a Spatial Roadmap to Grow the City



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

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

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

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

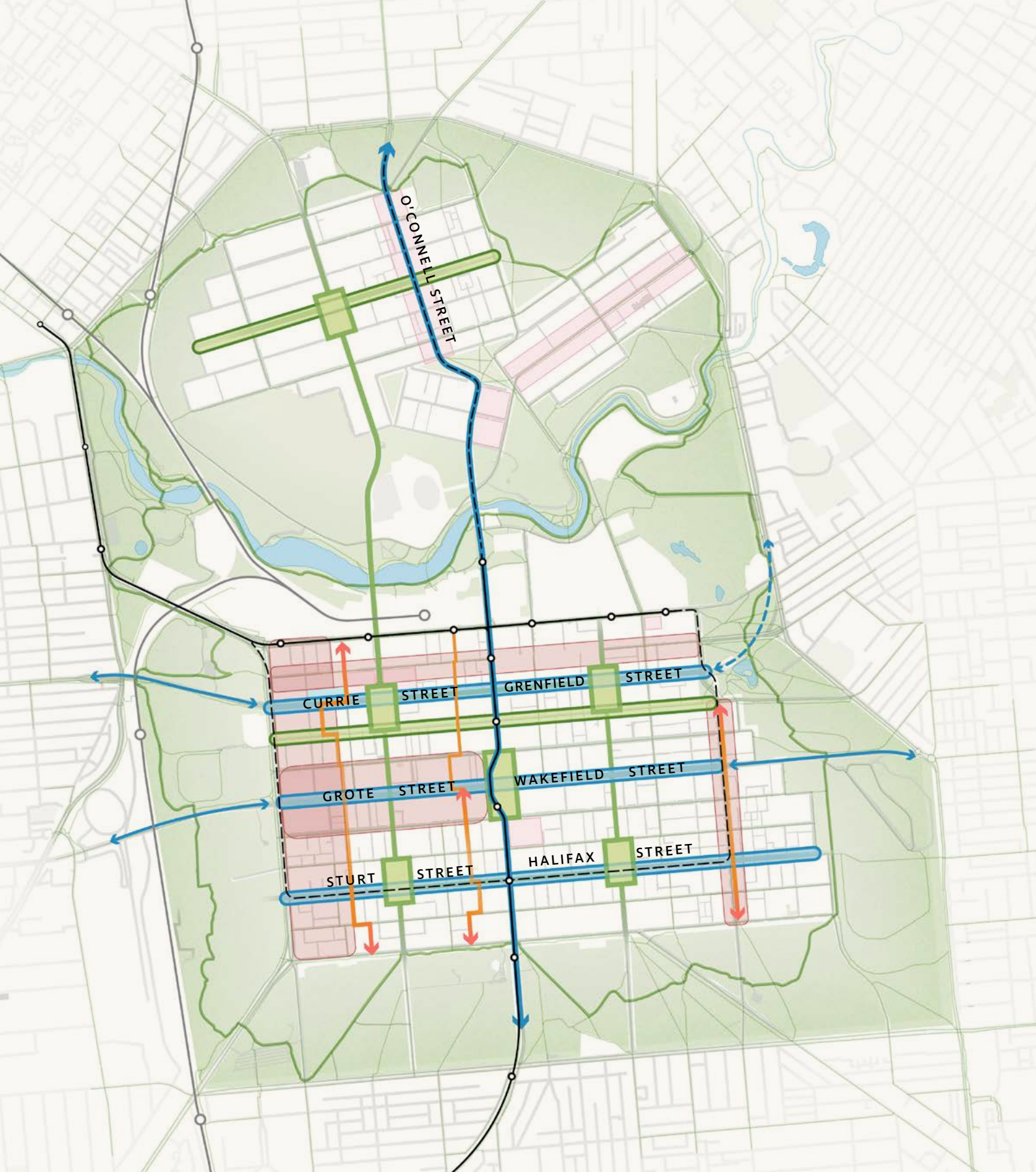
west connections, ensuring essential active and public transport connections.

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

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

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

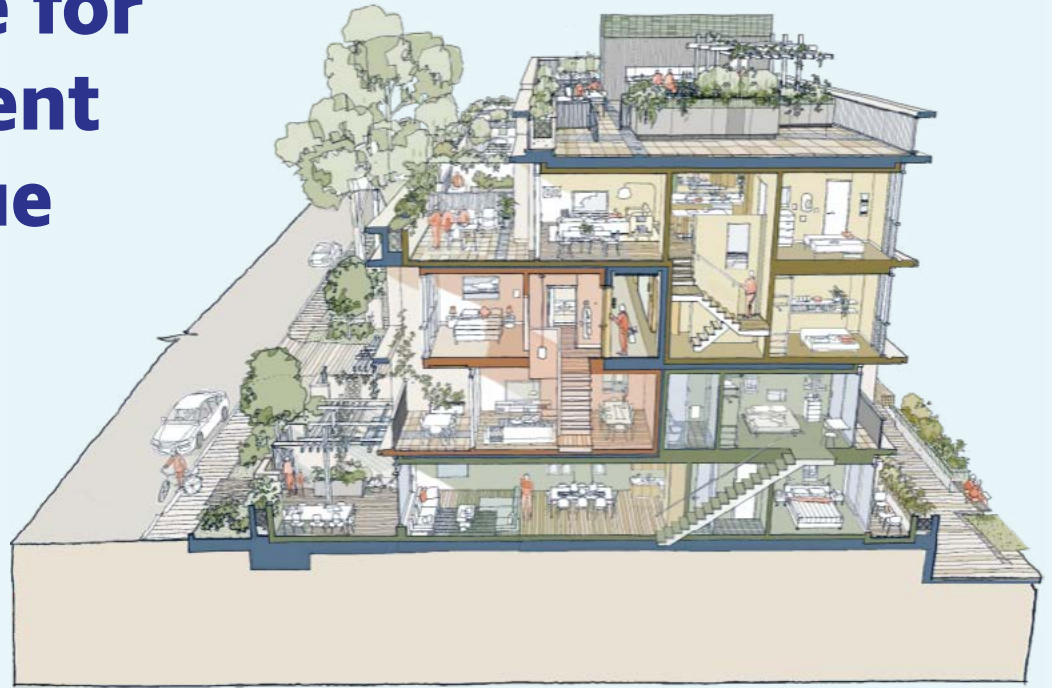




**Figure 1.3 City Wide Strategies**

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

# The Case for Investment and Value Creation



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

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

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

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

Infrastructure SA identified that land development costs in the CBD are significantly

lower than costs in master planned greenfield developments. This is a strong argument for prioritising further investment in the infrastructure and amenity the city needs to realise its full growth potential.

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

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

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





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

# How the City Plan was Developed

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

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

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

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

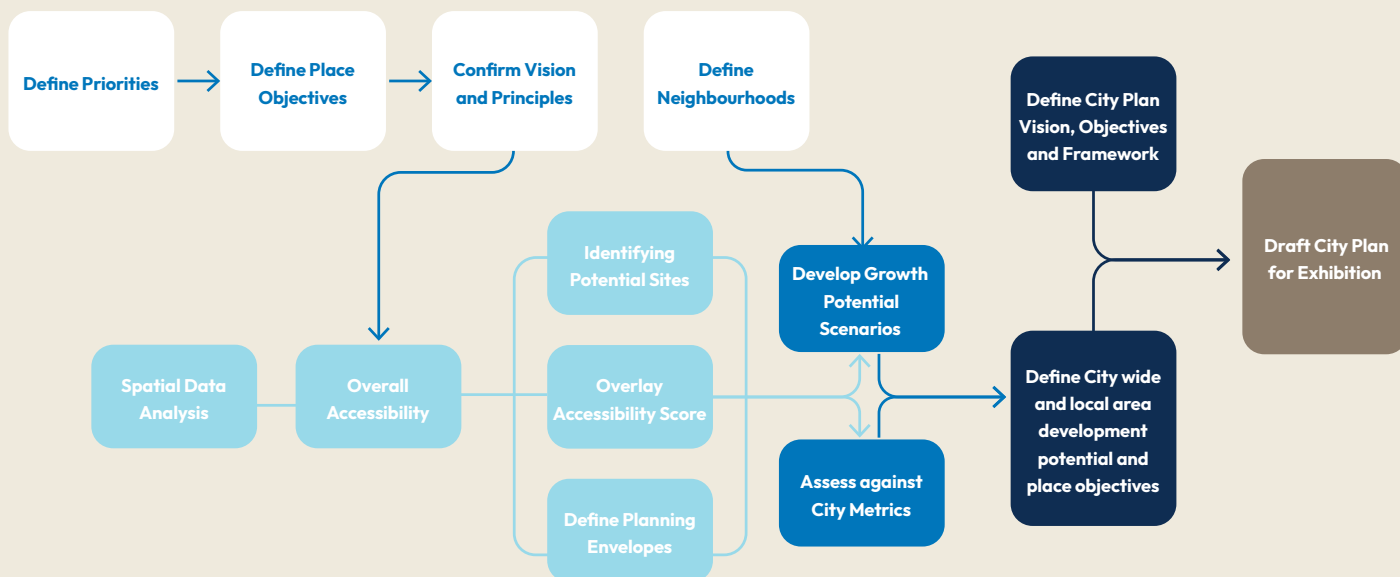
## Exhibition and Engagement

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

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

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

Figure 1.4 City Plan Process and Methodology



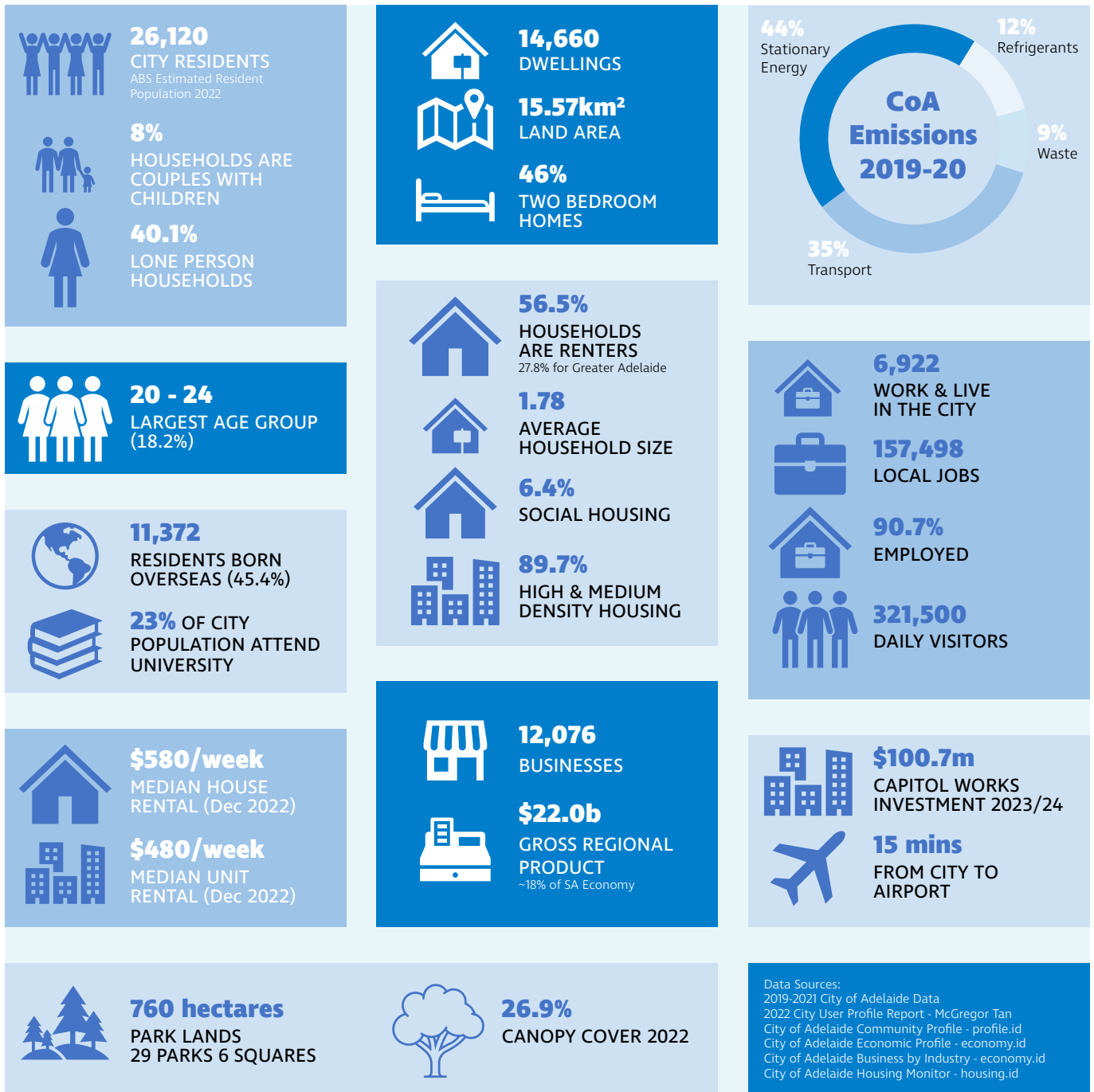


Figure 1.5 Base data sets used to inform the city plan



# Strategic Context

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

## State Government Strategies

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

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

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

## Greater Adelaide Regional Plan

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

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

The State Government has acknowledged that for the purposes of regional planning the State

Planning Policies can be grouped under four interconnected themes of:

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

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

## South Australian 20- Year State Infrastructure Strategy

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

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

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

## City of Adelaide Strategies

### Strategic Plan 2024-2028

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

**Our Adelaide. Bold. Aspirational. Innovative.**



Figure 1.6 Key documents referenced for the City Plan

**Housing Strategy – Investing in our Housing Future**

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

**Integrated Climate Strategy 2030**

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

**Integrated Transport Strategy (in development)**

The Integrated Transport Strategy, is anticipated to align closely with the objectives of the City Plan, particularly in transitioning to active and public transport-centric systems within the city. Emphasising the city’s commitment to creating more equitable and sustainable streets through

integrated land use and transport planning to enhance the overall urban environment.

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

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

**Action Plans and Master Plans**

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

# Caring for Country





# Caring for Country



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

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

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

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

## **Kurna Country**

The following text has been written by Corey Turner as the City Plan's Aboriginal advisor and Senior Kurna Man – It is through his advice that the Kurna context of the Local Areas (refer Chapter 5) has been developed. Adelaide,

traditionally known as Tarndanyangga (Red Kangaroo dreaming place) is situated at the heart of Kurna County. Also at this location is the central catchment of the Karrairra Parri Dreaming. These Dreaming stories originated on Kurna County and are essential to the creation of Kurna, its people and Country. They reflect Country and how Kurna have evolved over time.

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

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

## **Kurna Collaboration**

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

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

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



<b>Recognition of Country using IAP2</b>		
<b>Empower and Collaboration</b>	Primary locations	Karra Wirra Pari and its surrounding, Park Lands included. All current and future development within 250m from the banks of the river.
<b>Collaboration and Involvement</b>	Secondary locations	All surrounding Park Lands, including Tarndanyangga (Victoria Square), Light Square, Whitmore Square, Hindmarsh Square and Hurtle Square.
<b>Involvement and Consultation</b>	Third tier of locations	<ul style="list-style-type: none"> <li>Registered and/or known Aboriginal sites within CoA.</li> <li>Recognised landmarks, streets, buildings and known locations.</li> <li>Recognised monuments, impacts, moments and stories associated to First Nations and Kurna history, culture, and stories.</li> </ul>
<b>Consult and Inform</b>	Fourth tier of location	All other development including major build development, location or site/places where the integration of First Nations and Kurna culture can be built upon.

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

## What is IAP2

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

## Guiding Principles

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

## Culture

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

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

## Partnerships

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

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



## Caring for Country

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

This also includes:

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

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

## Kaurna Traditional Knowledge

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

## Economics

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

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


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

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





# Urban Design Framework







# Urban Design Framework

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

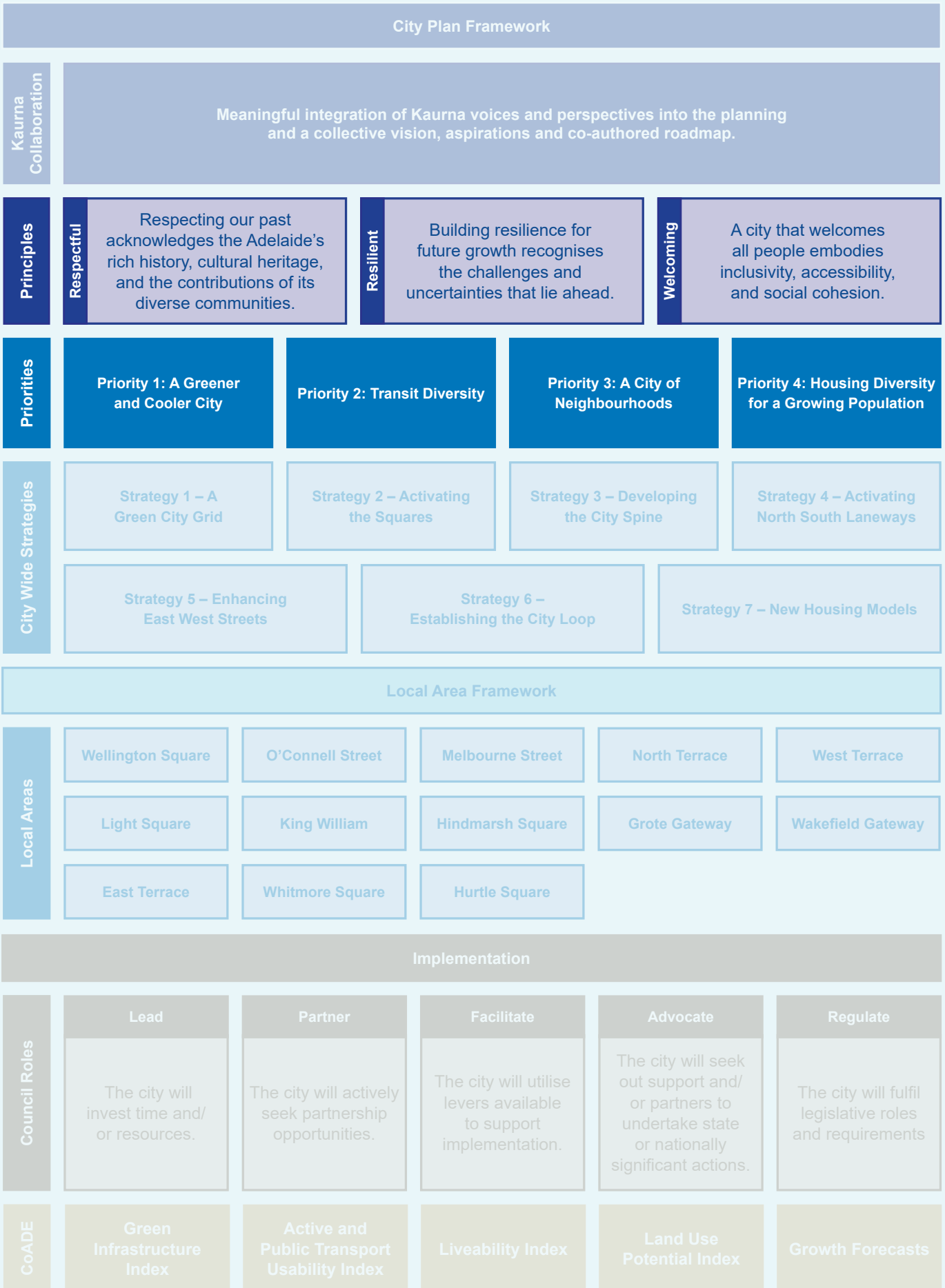


Figure 3.1 Plan on page

# Urban Design Framework

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

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

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

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

The index uses a 15 minute walking distance calculation (called an isochrone) which measures

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

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

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

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

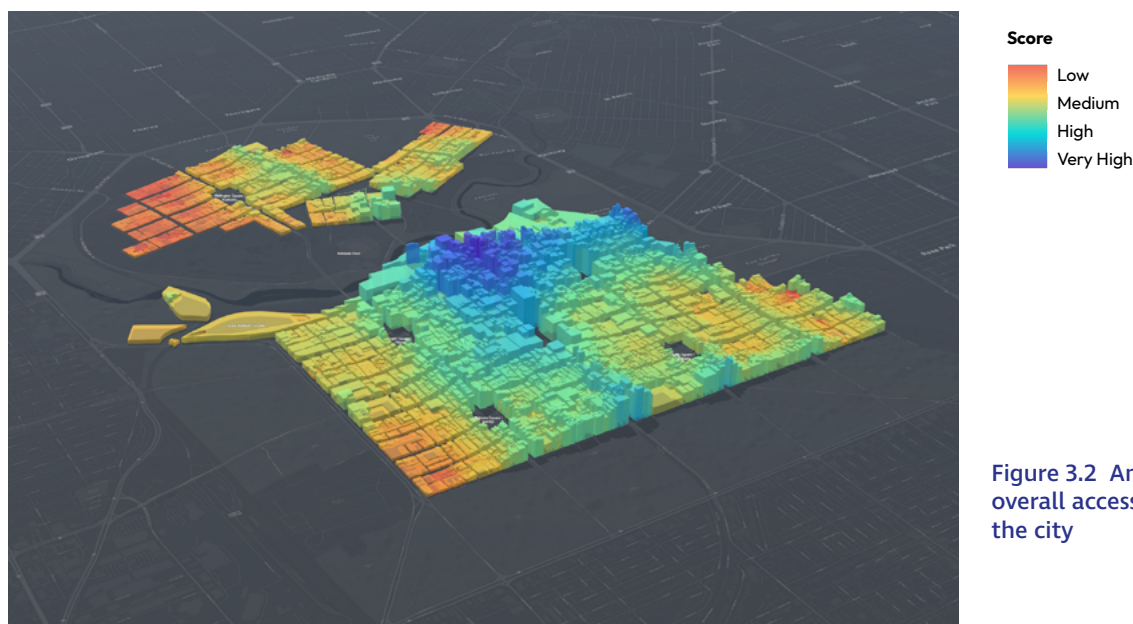


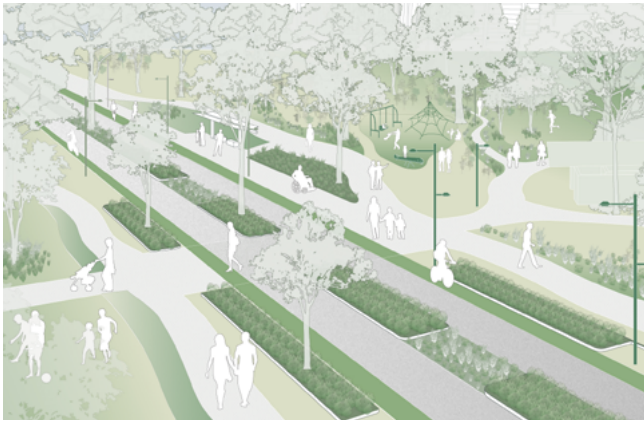
Figure 3.2 Analysis of overall accessibility within the city



## City Plan Priorities

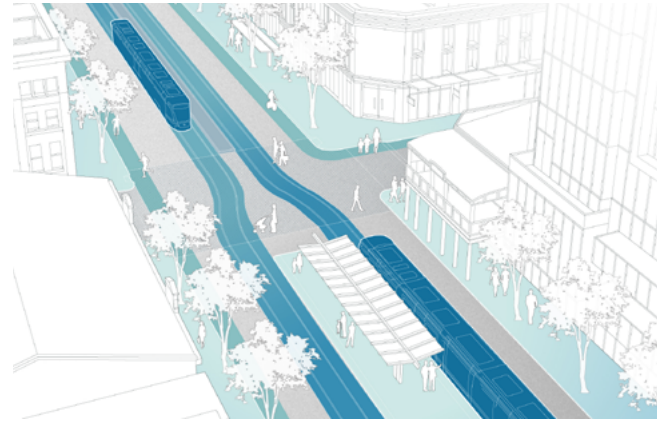
The Urban Design Framework identifies where population growth should be accommodated in the City of Adelaide while still enabling access to services, amenity, and quality open space.

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



### A Greener and Cooler City

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



### Transit Diversity

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



### A City of Neighbourhoods

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



### Housing Diversity for a Growing Population

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

# A Greener and Cooler City

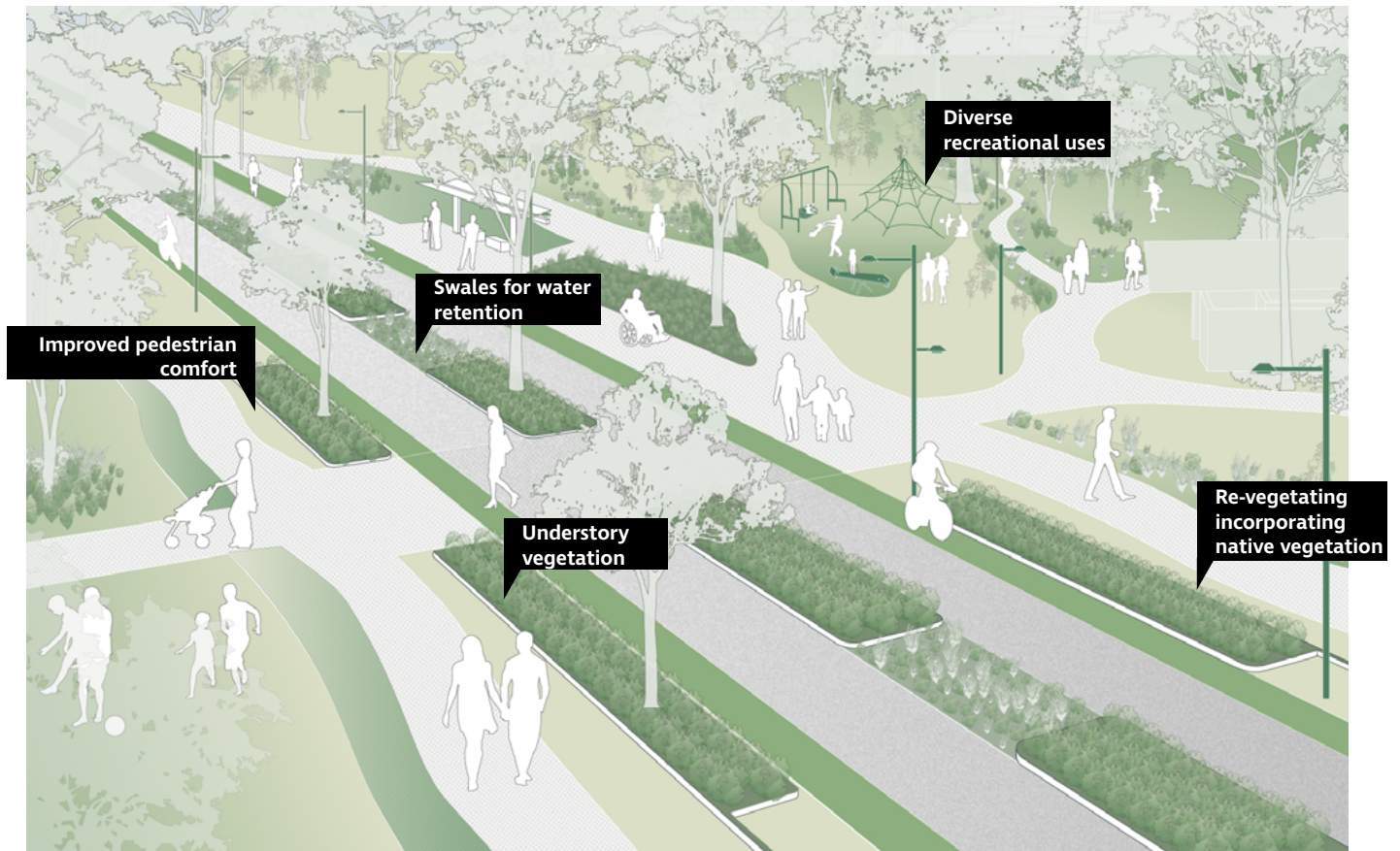


Figure 3.3 Principles for promoting a greener cooler city

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

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

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





Figure 3.4 Urban Heat Island Effect



Figure 3.5 Green Infrastructure Index

**Green Infrastructure Index**

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

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



# A Greener and Cooler City



Figure 3.6 Existing Typical Street and Public Space



Figure 3.7 Greener and Cooler Typical Street and Public Space

## City Wide Strategies

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

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







# Transit Diversity

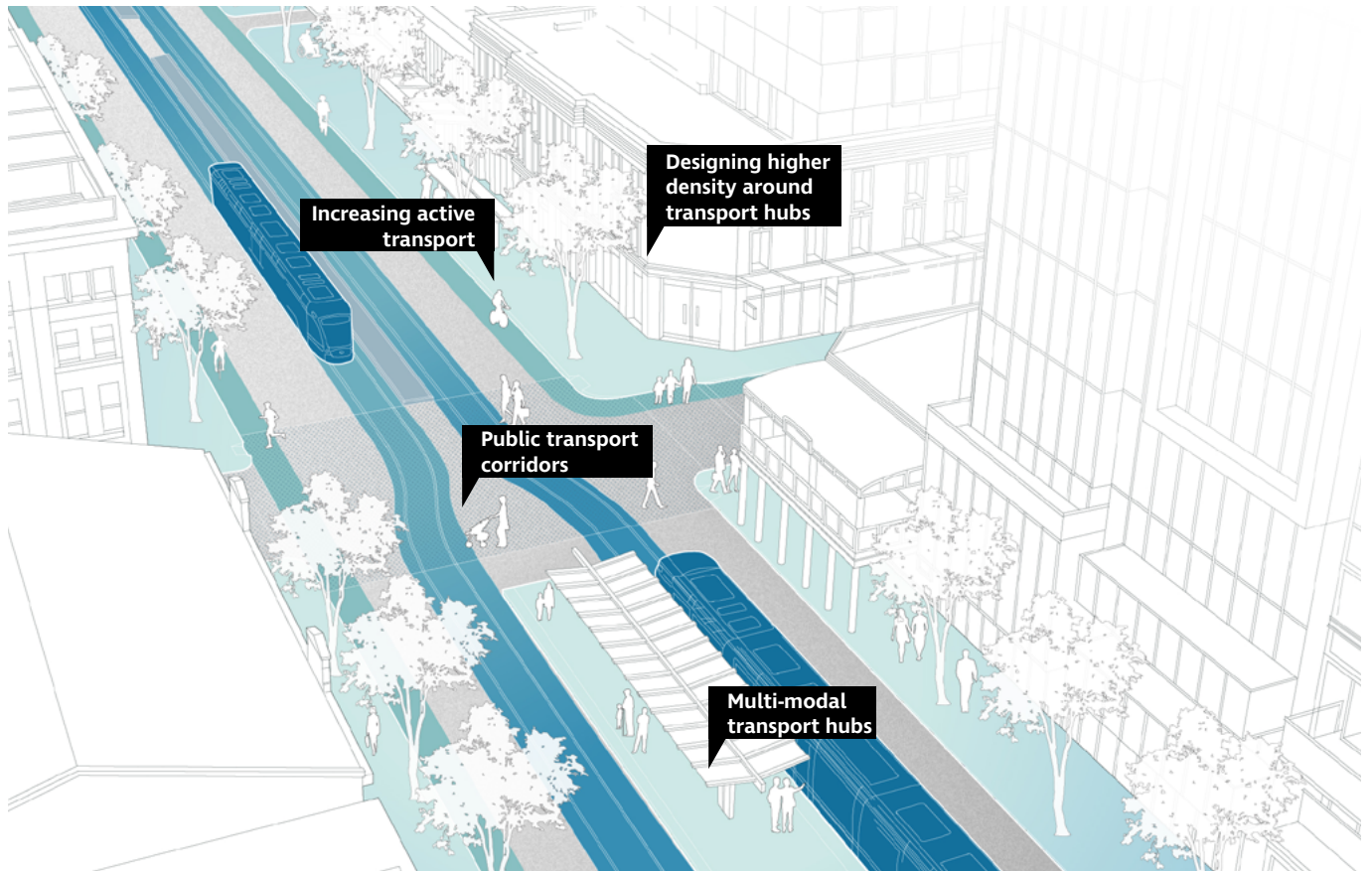


Figure 3.8 Principles for promoting transit diversity

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

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

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

The Urban Design Framework advocates for investment in public transport, this includes the bus boulevard along Grenfell and Currie Streets, and areas of high population growth such as

the Adelaide Central Market, West Terrace, East Terrace and O'Connell Street.

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

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



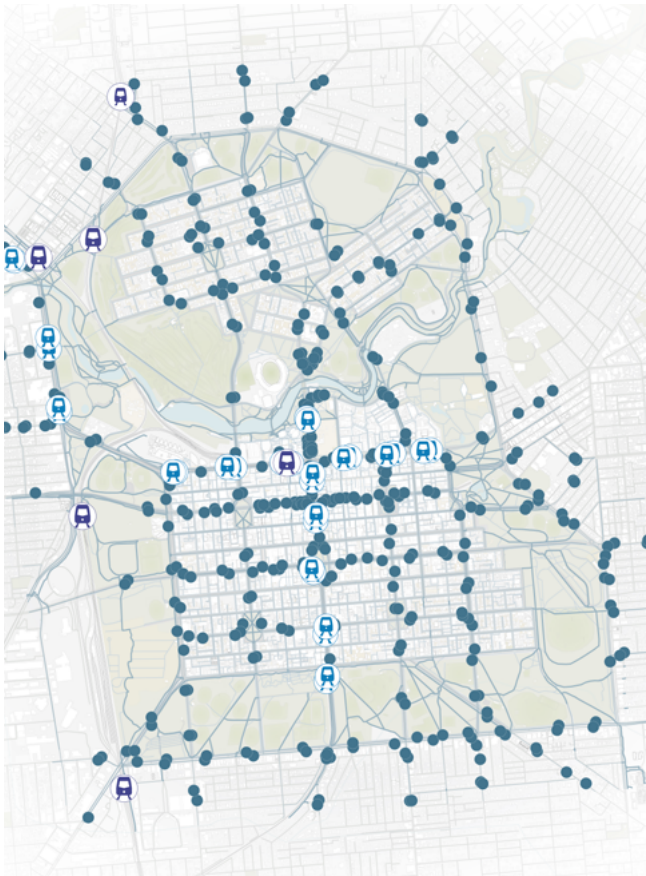





Figure 3.9 Public Transport Accessibility

-  Train Stations
-  Tram Stops
-  Bus Stops

### Active and Public Transport Usability Index

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

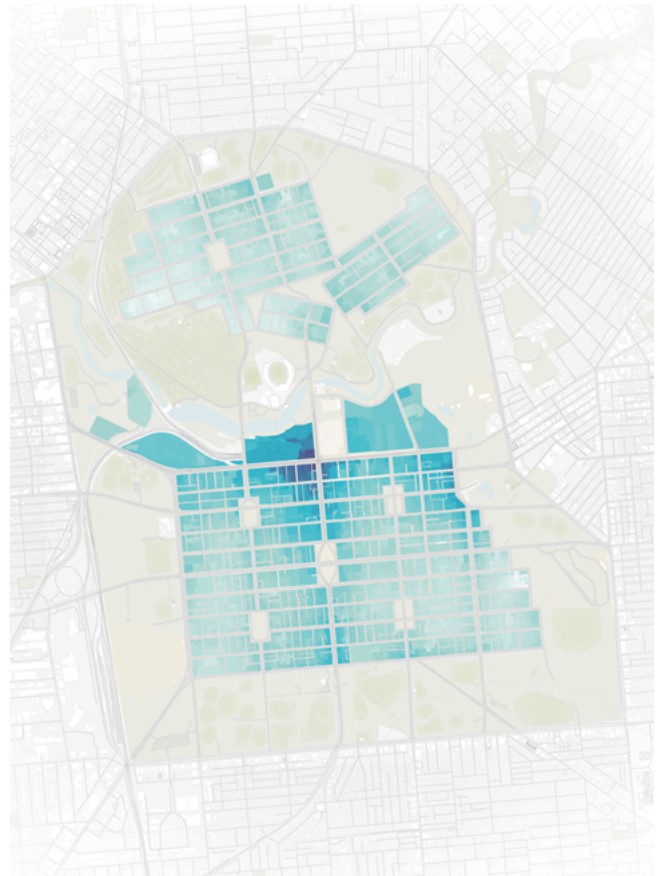


Figure 3.10 Active and Public Transport Usability Index (Existing)



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

# Transit Diversity



Figure 3.11 Existing Typical Street



Figure 3.12 Potential Public and Active Transport Corridor

## City Wide Strategies

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

The City Plan's focus on transit diversity and walkable experiences will be complemented by linking our priorities. The delivery of A Greener and Cooler City, will directly contribute to a more walkable City promoting greater Active Transport. These infrastructure interventions will support the dual outcomes of cooling

the city and combating the urban heat island effects, whilst and improving active transport infrastructure in support of pedestrian, cycling and e-mobility devices through the City. Continued planning and assessment on public transport service provision and infrastructure, such as the Light Rail Corridor continue a focus on sustainable movement, transit diversity in the context of city growth and connecting neighbourhoods and places across the City.







# A City of Neighbourhoods

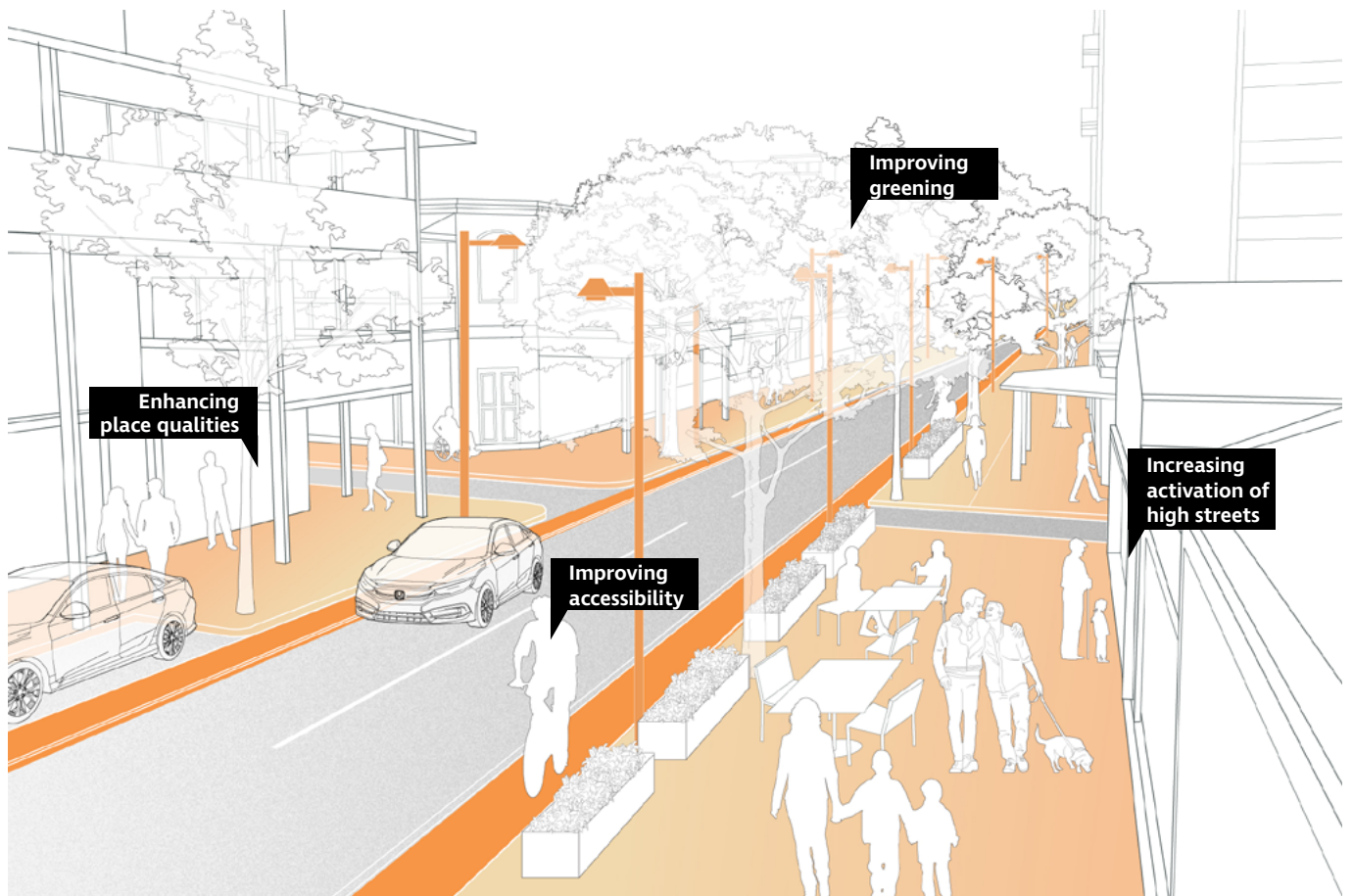
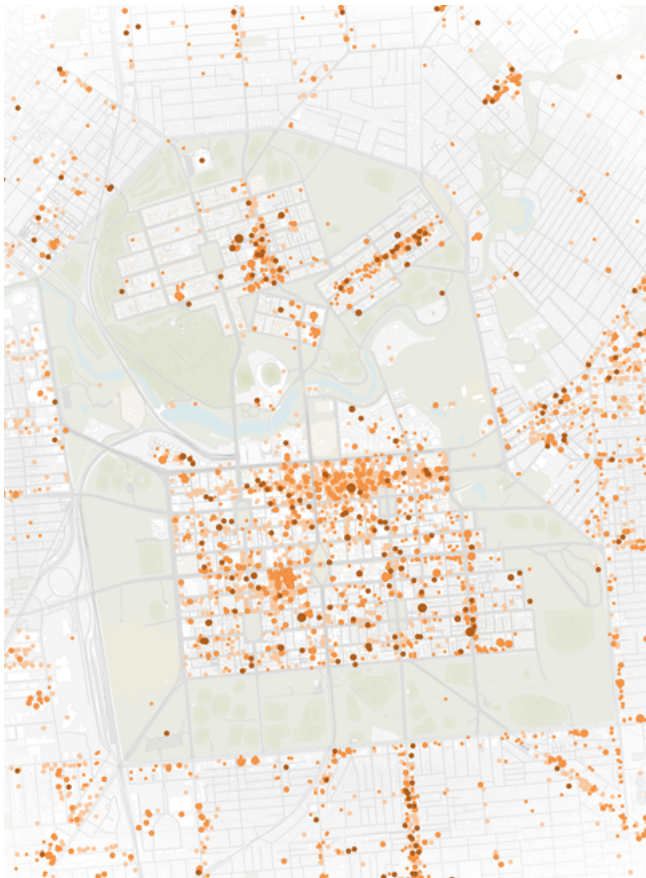


Figure 3.13 Principles for creating a city of neighbourhoods

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

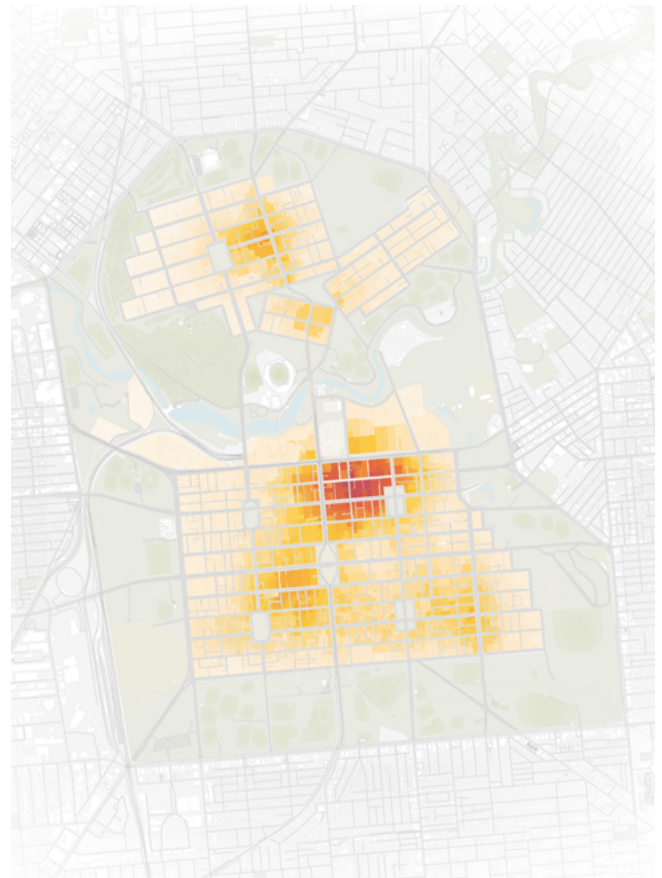
North Terrace, King William Street and Victoria Square are highly accessible parts of the City of Adelaide. Accessibility to community facilities is higher in most areas compared with access to retail, local services and the night-time economy.

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

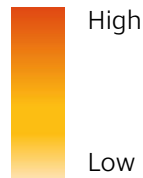


**Figure 3.14 Liveability Locations**

- Community Facilities
- Local Services
- Retail Amenity



**Figure 3.15 Liveability Index**



### Liveability Index

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

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

# A City of Neighbourhoods



Figure 3.16 Existing Typical Laneway



Figure 3.17 Potential Laneway Activation



## City Wide Strategies

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

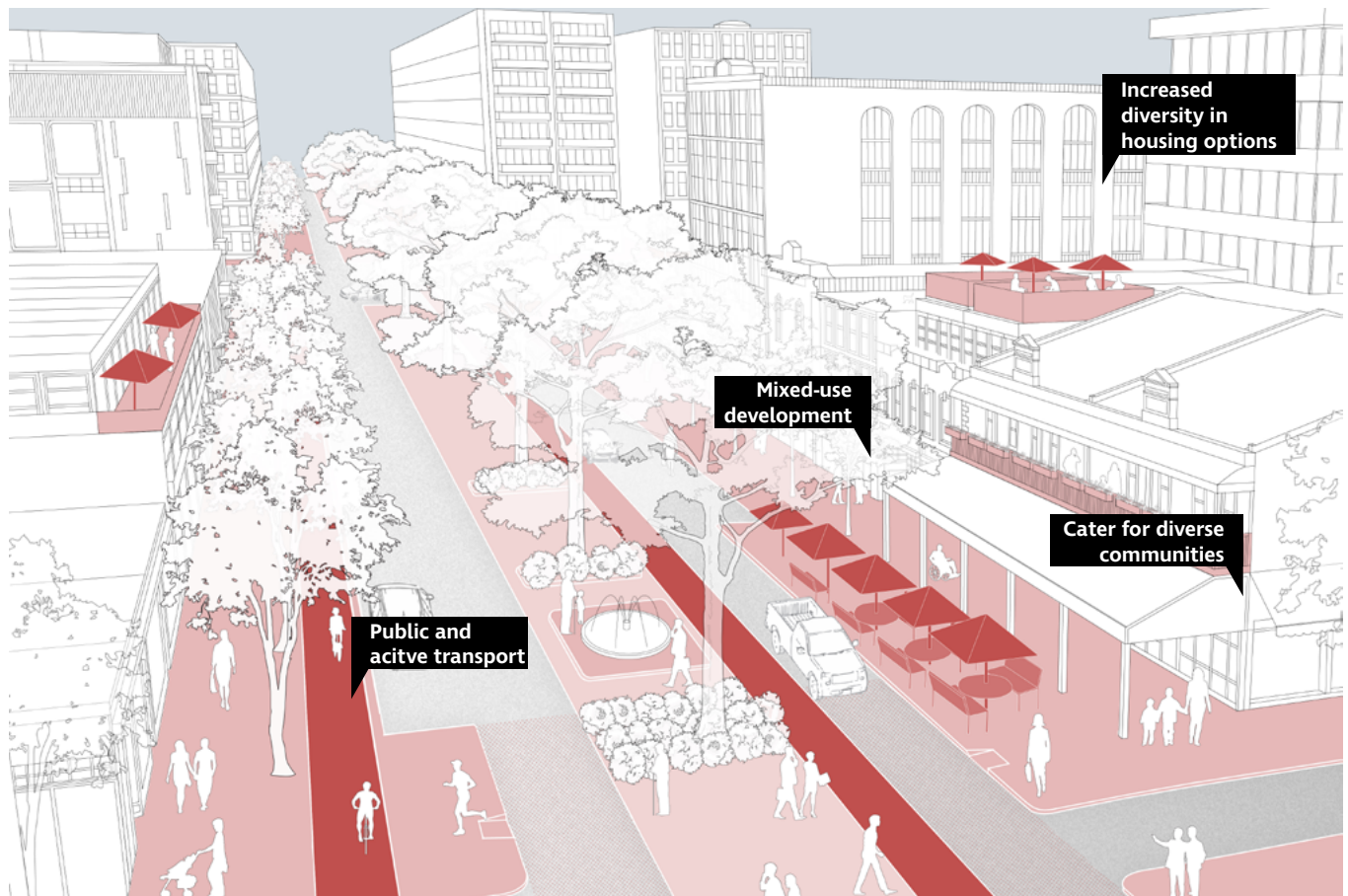
The city's unique places and urban fabrics will be walkable experiences from east to west. Through the City Plan we will encourage development along the main east west connections ensuring essential active and public transport connections.







# Housing Diversity for a Growing Population



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

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

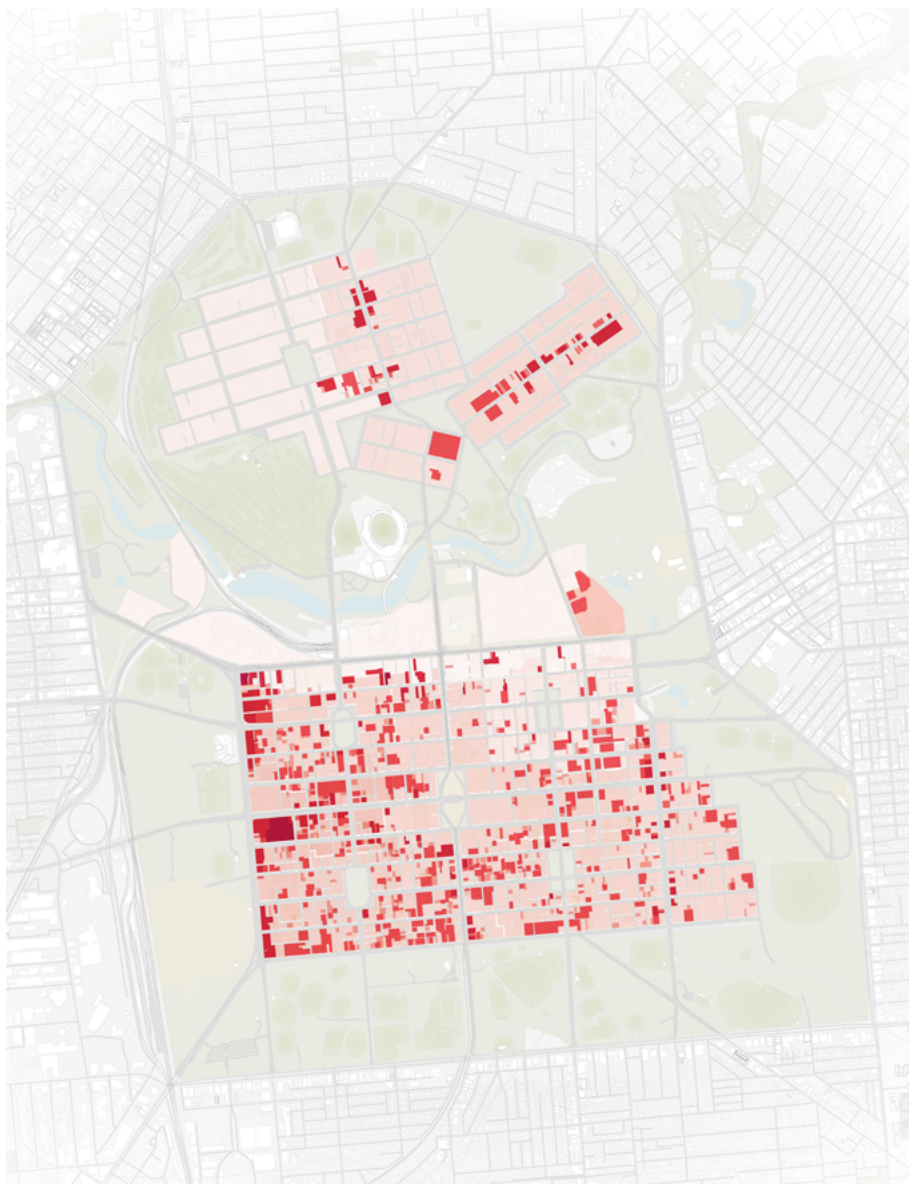
Diversity of housing supply in this context means Housing for all, driving housing outcomes that attract and retain our residential population. This means market housing, social housing, affordable housing, student housing, adaptive

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

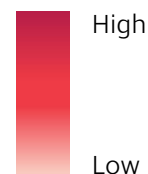
The number of higher density towers has increased in recent years related to increasing overseas student numbers. Forward-thinking and flexible housing options with adaptable floor plans could accommodate a broad range of people at all stages of life: students, singles, couples, families, key workers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

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





**Figure 3.18 Land Use Potential Index**



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

### **Land Use Potential Index**

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

typologies and uses, laying the groundwork for a more inclusive and diverse urban landscape as the population grows to 50,000.

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

# Housing Diversity for a Growing Population



Figure 3.19 Relevent diverse housing types and scales

## City Wide Strategies

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

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

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





# City Wide Strategies







# City Wide Strategies

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



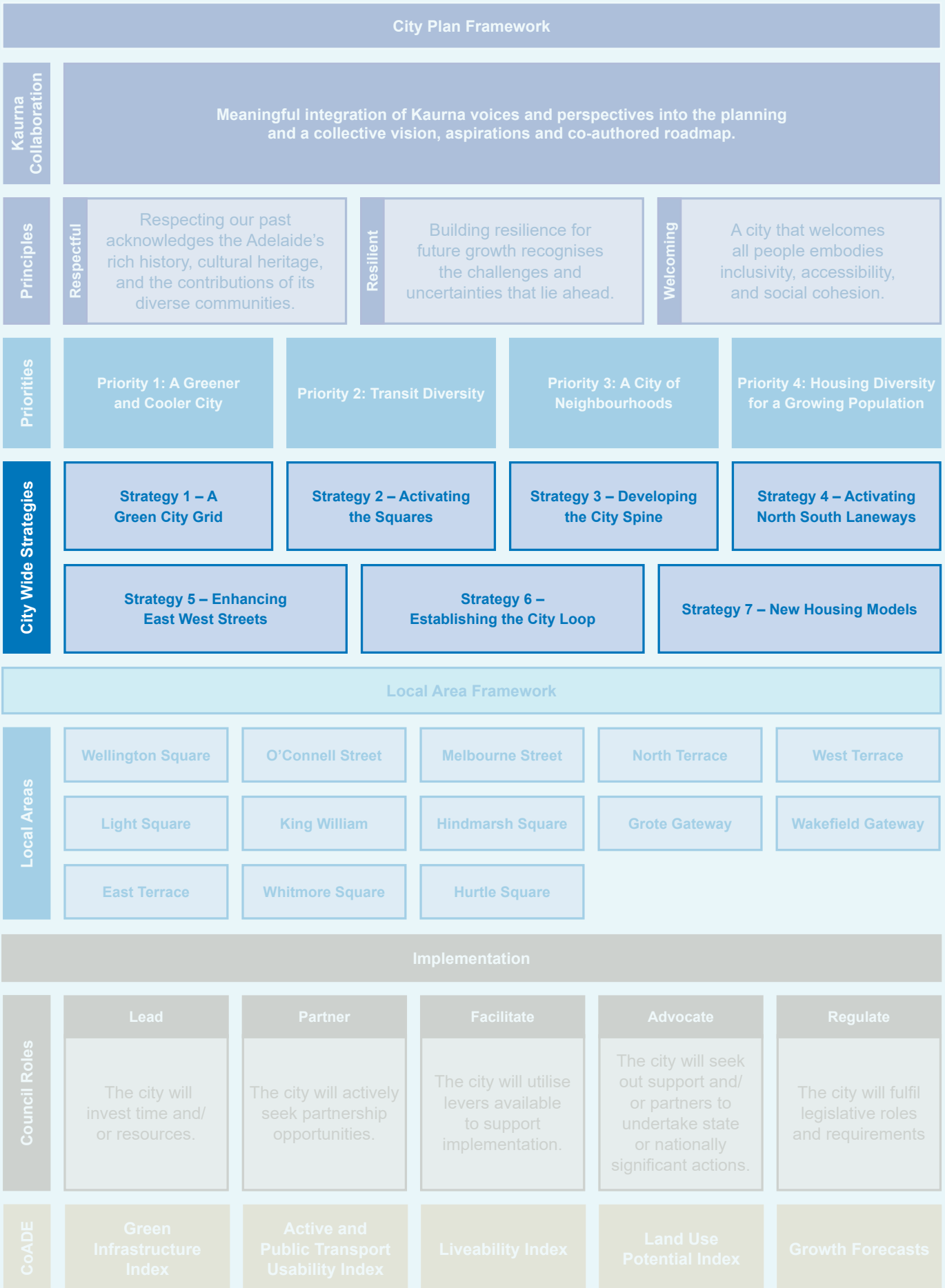


Figure 4.1 Plan on page

# Overview of Strategies

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

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

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

Strategy 1 – A Green City Grid

Strategy 2 – Activating the Squares

Strategy 3 – Developing the City Spine

Strategy 4 – Activating North South Laneways

Strategy 5 – Enhancing East West Streets

Strategy 6 – Establishing the City Loop

Strategy 7 – New Housing Models





Figure 4.2 Overview of City Wide Strategies

# Urban Design Elements— The Primary Components

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

## **A Greener and Cooler City**

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

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

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

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

## **Transit Diversity**

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

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

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

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

## **A City of Neighbourhoods**

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

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

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

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

## **Housing Diversity for a Growing Population**

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

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

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

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





## A Greener and Cooler City



Multi-functional Public Open Space



Pedestrian Network



Public-Private Realm



Civic Plazas



## Transit Diversity



Light Transit



Safe Crossing Points



Separated Bikeways



Boulevards



## A City of Neighbourhoods



Laneways



Urban Streets



Main Streets



Boulevards



## Housing Diversity for a Growing Population



Alternative Housing Models



Adaptive Reuse



Tenure Diversity



Typological Diversity



# Strategy 1 – A Green City Grid

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

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

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

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

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

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



Figure 4.3 Diagram of the Green City Grid



North Terrace

### Current Condition

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



Figure 4.4 Existing Tree Canopy Cover

### Strategy Impacts

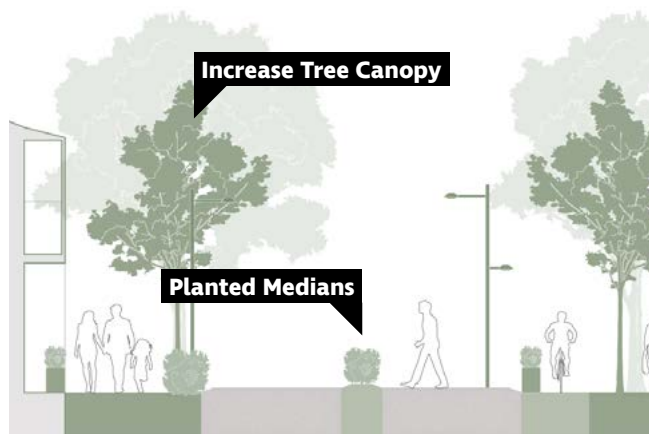
Employing the Green Grid Strategy to prioritise pedestrian streets, lane ways and city squares will lead to a targeted approach in completing the green grid throughout the city. By strategically enhancing tree canopy cover in these locations, the Green Grid Strategy will not only improve the aesthetic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



Figure 4.5 Potential Tree Canopy Cover

# Strategy 1 – A Green City Grid

## City Plan Policies



Typical Greening of East West Street



Active and Public Transport Priority Corridor

### A Greener and Cooler City

- 1.1 Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (SPP2.13 & 11.10).
- 1.2 Lead the provision of a connected network of green infrastructure systems, including water sensitive urban design across the city and Adelaide Park Lands to mitigate the impact of extreme heat events (SPP 4.4 & 15.4)
- 1.3 Partner on the protection the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including enhancing pathways and connections to and from the Adelaide Park Lands (SPP 7.1 & 7.3).
- 1.4 Advocate for stronger provisions within the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, heat reflective materials and built shade (SPP 5.3 & 5.4).

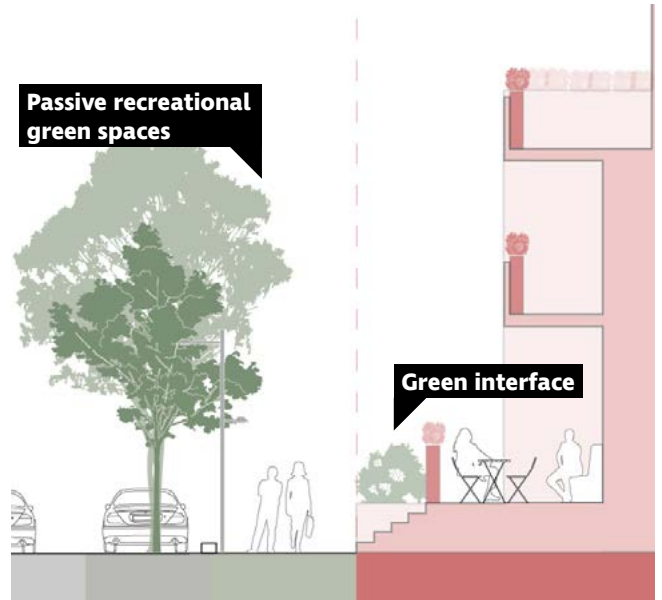
### Transit Diversity

- 1.5 Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets (SPP 11.5).
- 1.6 Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function (SPP 11.4).
- 1.7 Advocate for contraction of the road network and return of roadways to active transport or greening to support the development of green transport corridors (SPP 11.5).





Typical Active Frontages



Residential Frontages

## A City of Neighbourhoods

- 1.8 Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods. (SPP5.2)
- 1.9 Lead in infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night.

## Housing Diversity for a Growing Population

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

Figure 4.6 Above:  
interaction with key city  
plan policies

# Strategy 2 – Activating the Squares

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

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

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

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

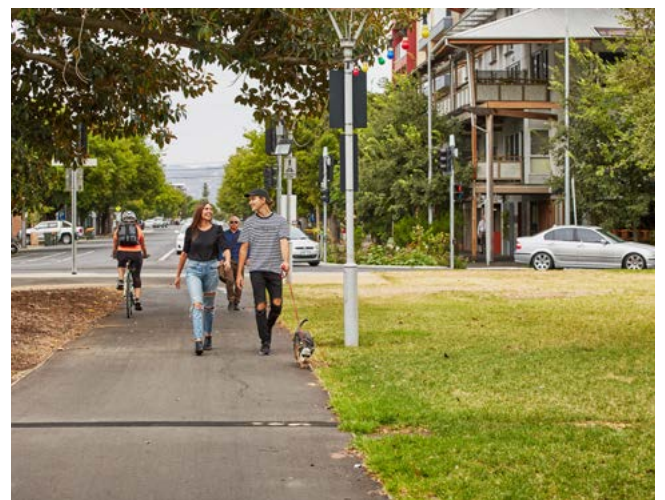
Each Square will be designed to respect its local fabric and identity while ensuring a cohesive role for all city Squares as an open space provision as the population grows.



Figure 4.7 Diagram of Square Activation



Whitmore Square



Whitmore Square

### Current Condition

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



Figure 4.8 Existing Green Infrastructure Index

### Strategy Impacts

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



Figure 4.9 Potential Green Infrastructure Index



# Strategy 2 – Activating the Squares

## City Plan Policies

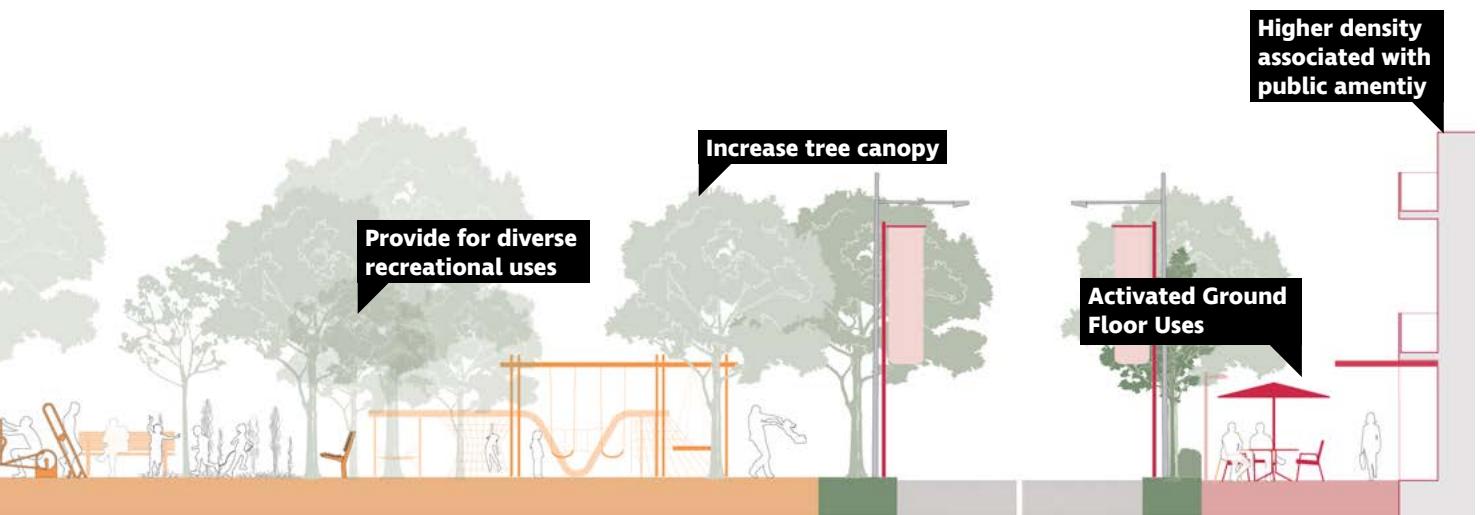


### A Greener and Cooler City

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

### Transit Diversity

- 2.2 Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to city Squares (SPP 11.5).
- 2.3 Lead the analysis of options for adjustments to north-south through traffic for city Squares, to enable improved pedestrian access to the squares (SPP 11.1 & 11.4).
- 2.4 Facilitate the expansion of public open space around the city Squares through the removal of slip lanes and side-roads, and adjustments to on-street car parking (SPP11.4).



## A City of Neighbourhoods

- 2.5 Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around city Squares (SPP 2.10 & 11.4).
- 2.6 Activate the Squares through enhancing the programming and amenity of each square to accommodate flexible, adaptable and diverse recreational activities.

## Housing Diversity for a Growing Population

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

# Strategy 3 – Developing the City Spine

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

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

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

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

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



Figure 4.10 Diagram of potential City Spine



King William Street Tram



**Current Condition**

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

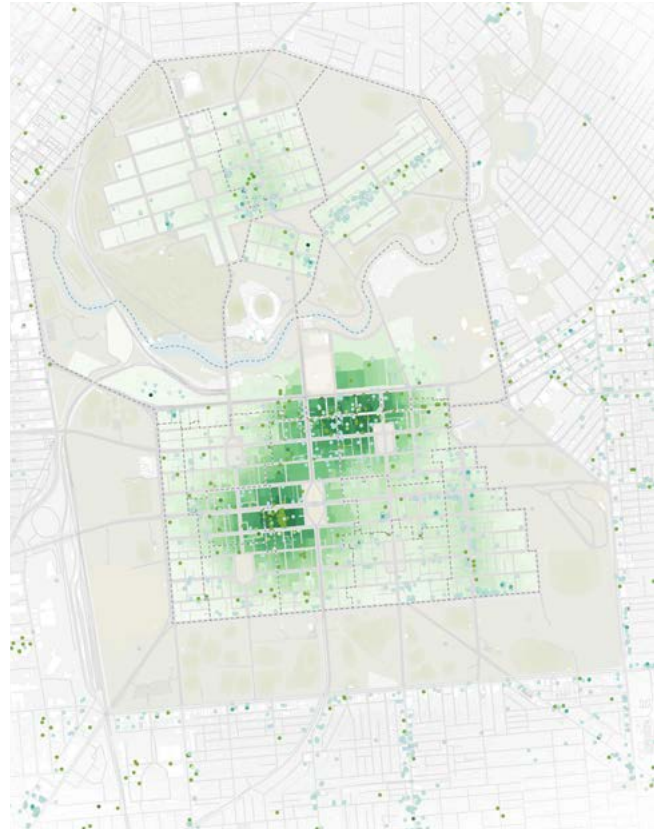


Figure 4.11 Local Services Accessibility Low High

**Strategy Impacts**

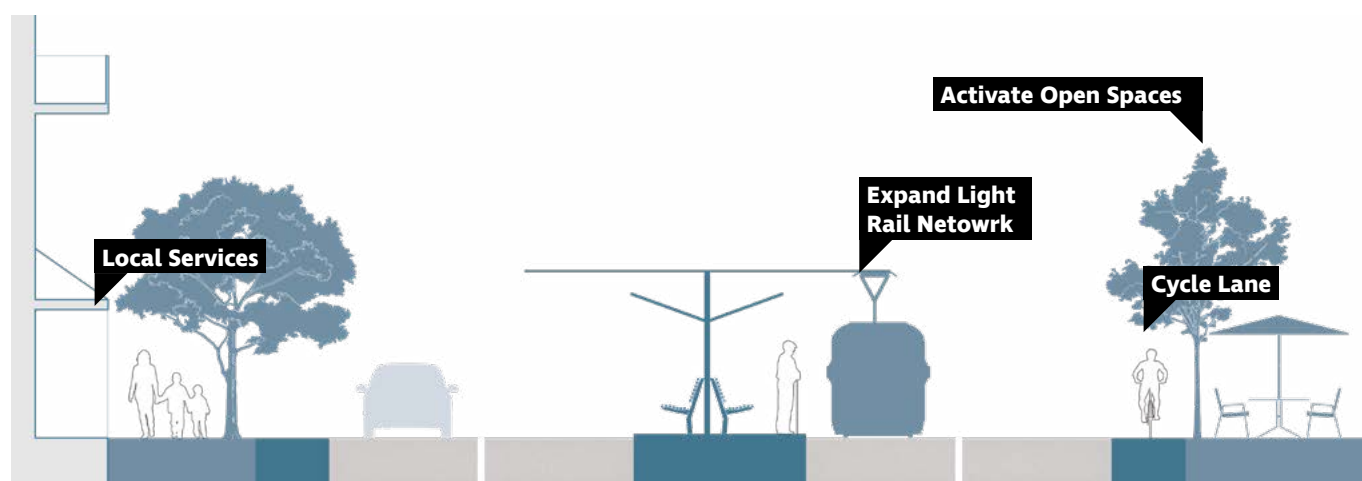
Employing the Developing the City Spine Strategy to establish a new public transport connection from North Adelaide to King William Street will significantly enhance the liveability of the city. This initiative will not only improve access to essential services and retail hubs but also facilitate greater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



Figure 4.12 Retail Accessibility Low High

# Strategy 3 – Developing the City Spine

## City Plan Policies

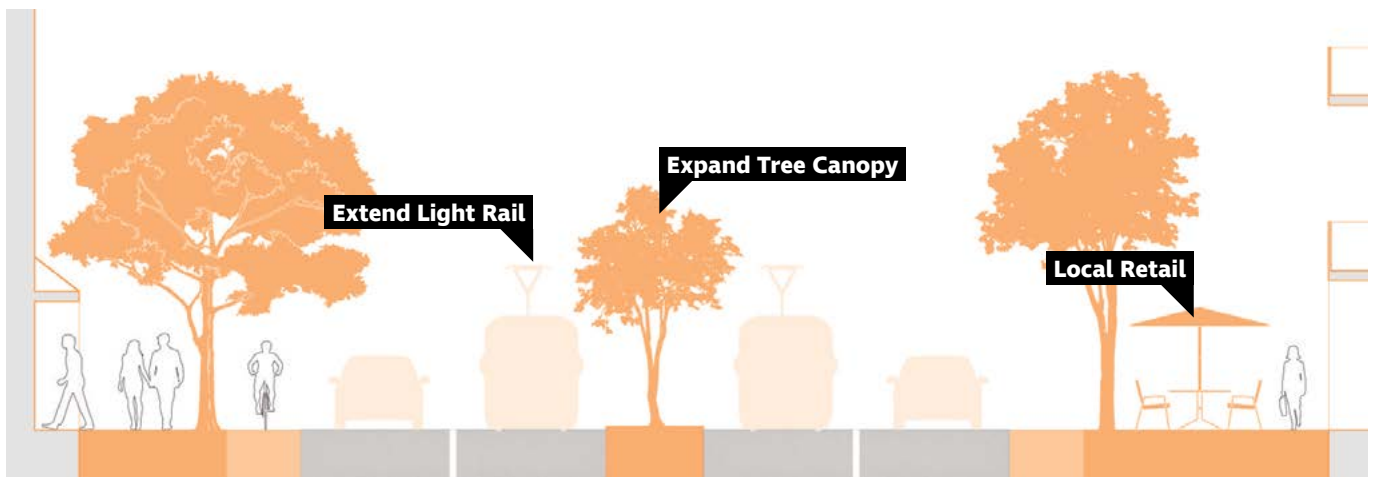


### A Greener and Cooler City

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

### Transit Diversity

- 3.2 Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street (SPP11.5).
- 3.3 Advocate for a light rail connection from North Adelaide to North Terrace (SPP5.1 & 11.5).



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### A City of Neighbourhoods

- 3.4 Partner in the delivery of the Adelaide Aquatic Centre, Market Square and 88 O'Connell as key destinations and attractors along the city spine (SPP 2.5).
- 3.5 Facilitate community access to a broad range of convenient and affordable accommodation, services, employment and social opportunities with ease of access to the city spine (SPP2.1, 9.2 & 9.10).

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### Housing Diversity for a Growing Population

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



# Strategy 4 – Activating North South Laneways

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

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

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

## **Adelaide Markets Laneways**

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

## **Hutt Street**

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

## **West Terrace Laneways**

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



Figure 4.13 Pedestrian Priority North South Links



Hutt Street

### Current Condition

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

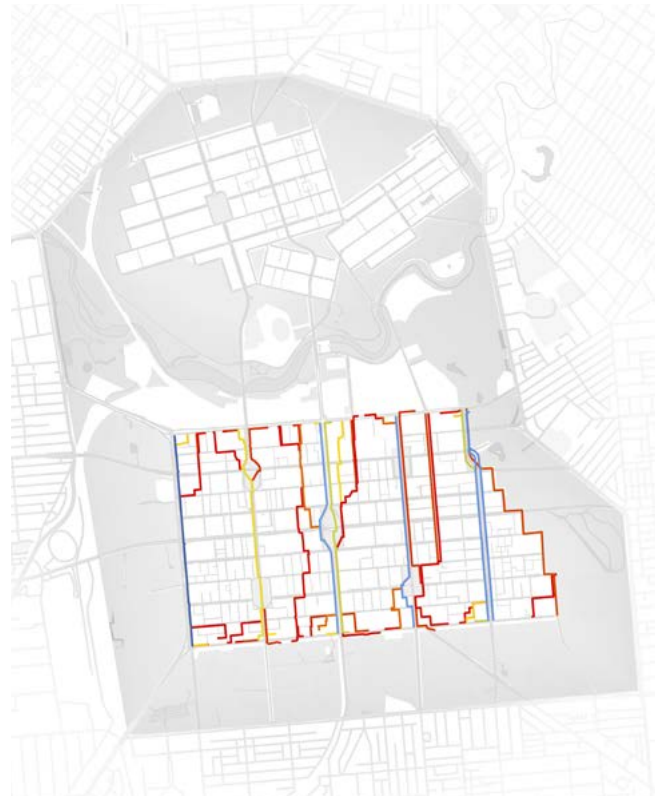


Figure 4.15 Existing North South Links

### Strategy Impacts

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

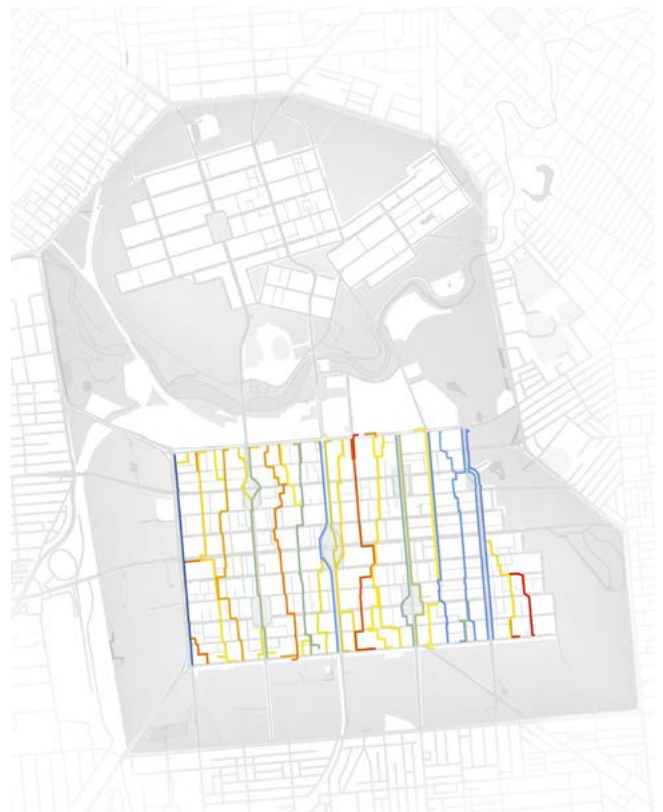
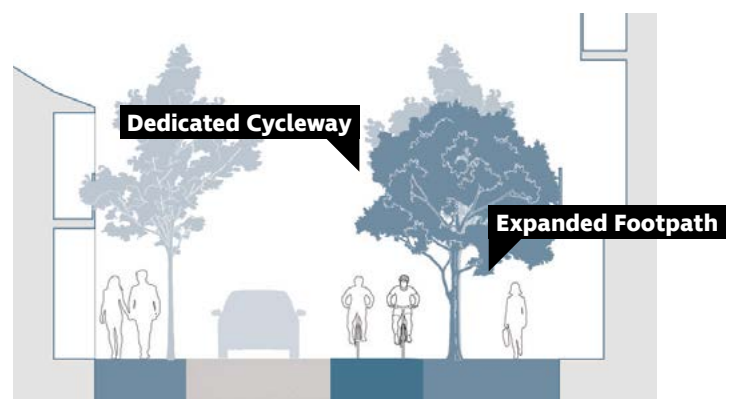


Figure 4.14 Potential North South Links



# Strategy 4 – Activating North South Laneways

## City Plan Policies



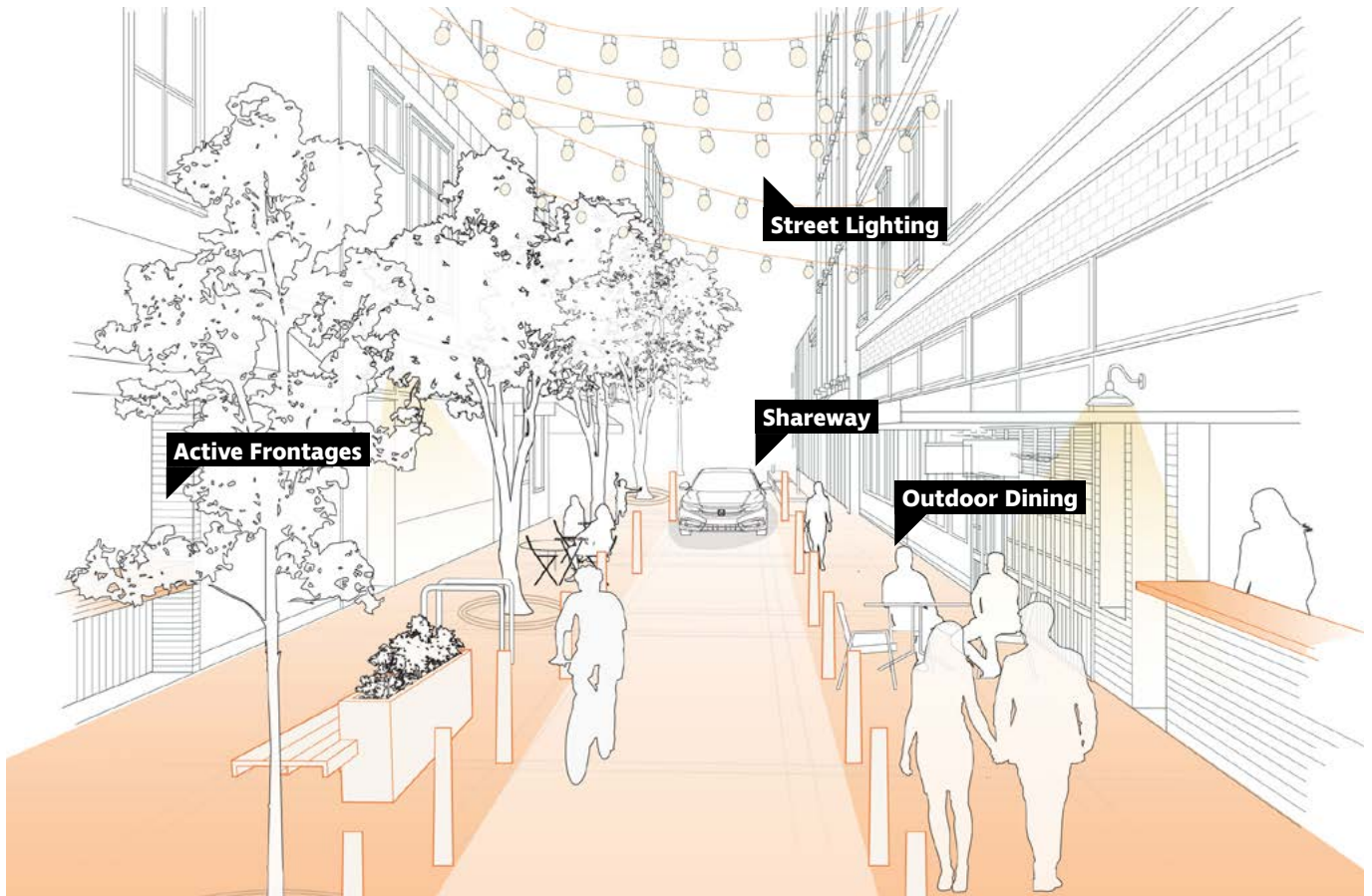
### A Greener and Cooler City

- 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 (SPP 11.5).
- 4.2 Partner on the establishment of a green north-south pedestrian spine through the connection of local streets and laneways in the western part of the city (SPP 15.4).

### Transit Diversity

- 4.3 Lead investment in the Hutt Street active transport corridor to connect the retail and recreation activity on Hutt Street with the commercial activity in the East End (SPP 1.8 & 11.5)
- 4.4 Lead investment in the pedestrianisation of key north south laneway links, including Western Laneways Link and Adelaide Market Laneways Link.





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## A City of Neighbourhoods

- 4.5 Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP2.10)
- 4.6 Facilitate opportunities for activation of laneways in line with neighbourhood identity (SPP 2.10).

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## Housing Diversity for a Growing Population

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

# Strategy 5 – Enhancing East West Streets

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

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

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

## Currie / Grenfell Corridor

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

## Wakefield / Grote Gateways

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

## Melbourne Street

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

## Rundle to Hindley Streets

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



Figure 4.16 East-West street enhancement corridors



Frome Street

### Current Condition

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



Figure 4.17 Current Cycling Accessibility



### Strategy Impacts

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

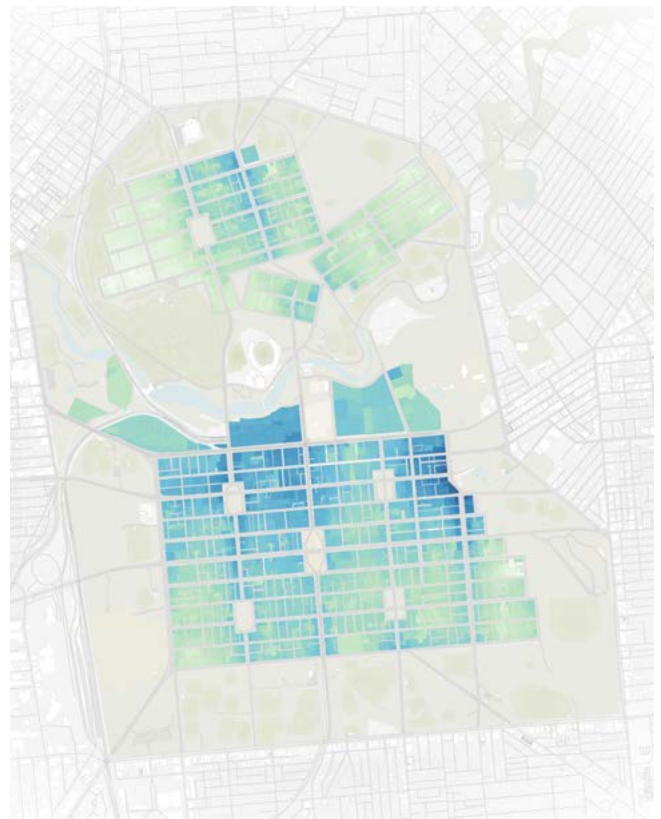


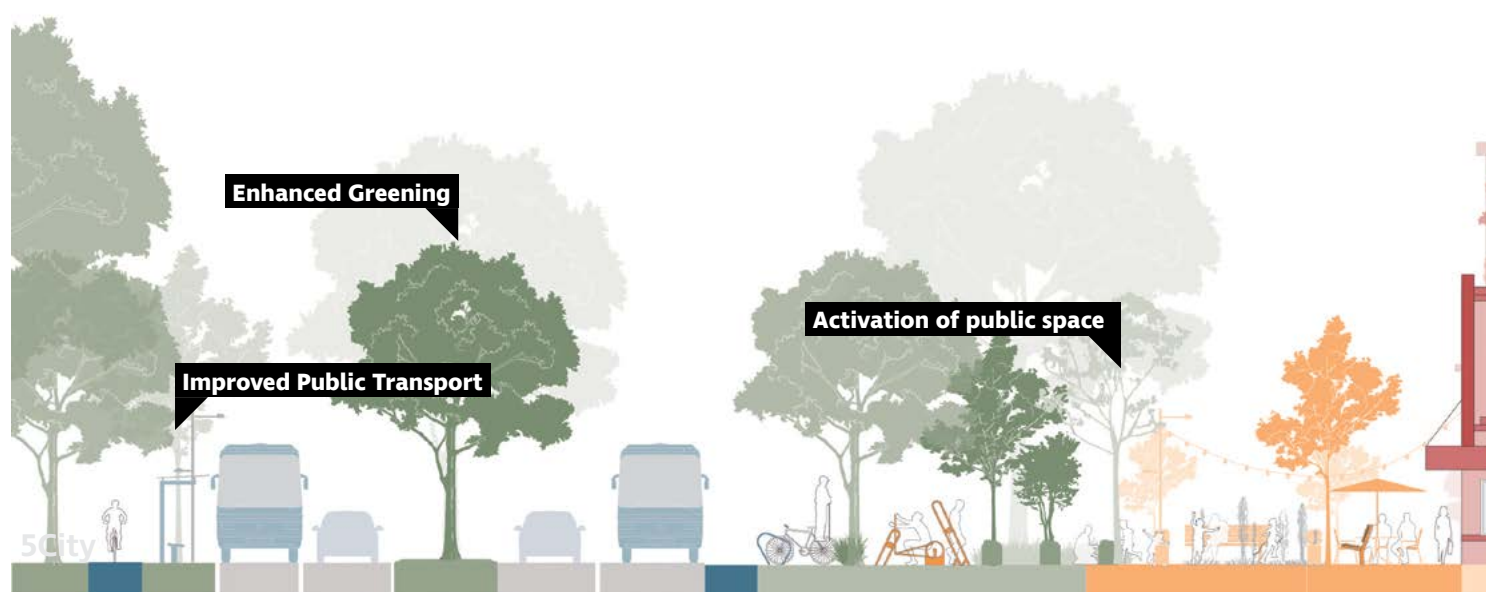
Figure 4.18 Strategy Impact Cycling Accessibility





# Strategy 5 – Enhancing East West Streets

## City Plan Policies



### A Greener and Cooler City

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

### Transit Diversity

- 5.2 Lead a review of the existing boundaries of the Core and Primary Pedestrian areas in the Planning and Design Code with a view to extending the pedestrian areas (SPP 11.5).
- 5.3 Advocate for enhancements along Wakefield and Grote Streets focused on improving infrastructure and amenity to accommodate increased public transport utilisation, dedicated cycleways and vibrancy of the street experience (SPP 2.10 & 11.5).
- 5.4 Advocate changes to Planning and Design Code to strengthen policies to ensure the flow of key pedestrian routes remain free and uninterrupted in key pedestrian areas (SPP 5.1 & 11.5).



## A City of Neighbourhoods

- 5.5 Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along strategic east-west links. (SPP2.10).
- 5.6 Facilitate opportunities for activation of strategic east-west links in line with the neighbourhood identity (SPP2.10).

## Housing Diversity for a Growing Population

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

# Strategy 6 – Establishing the City Loop

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

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

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

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



Figure 4.19 Diagram of the proposed City Loop



North Terrace Tram



### Current Condition

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

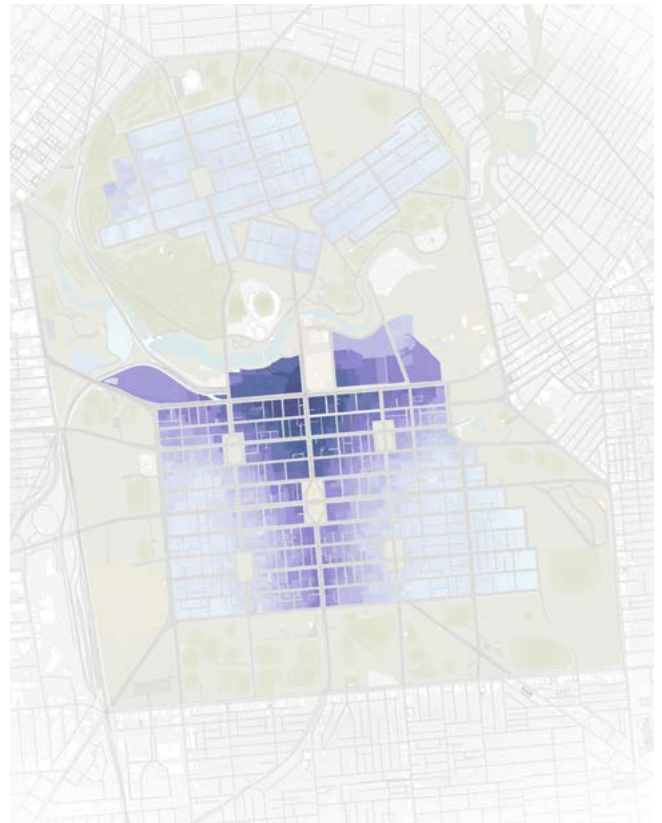


Figure 4.20 Current Public Transport Accessibility



### Strategy Impacts

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

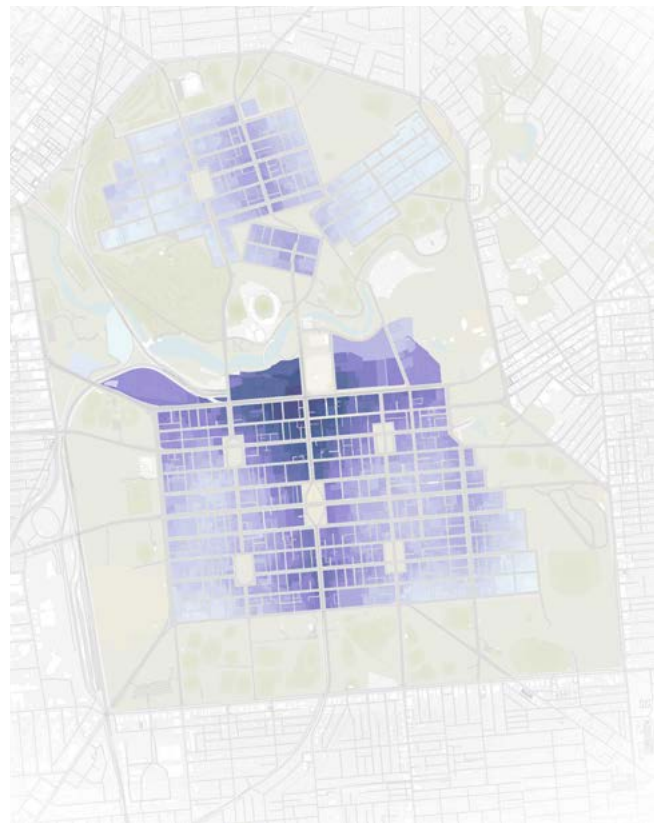
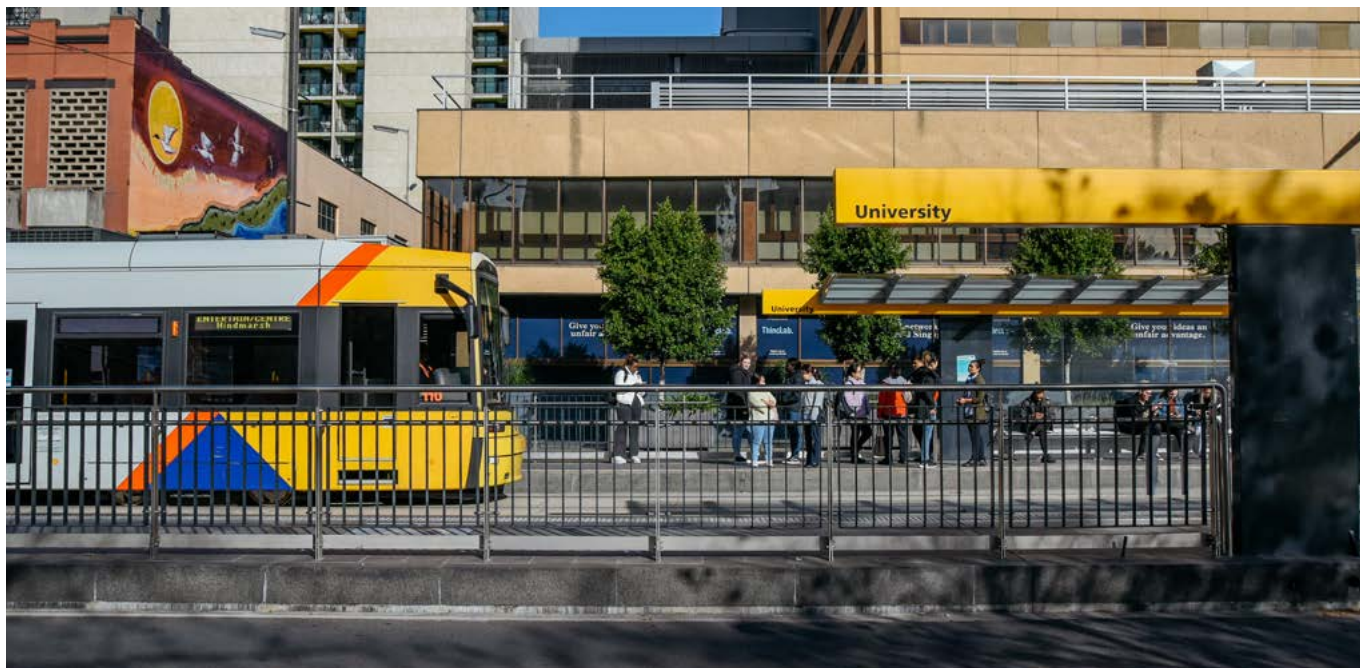


Figure 4.21 Proposed Public Transport Accessibility



# Strategy 6 – Establishing the City Loop



North Terrace Tram

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

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

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

## Urban Design Elements

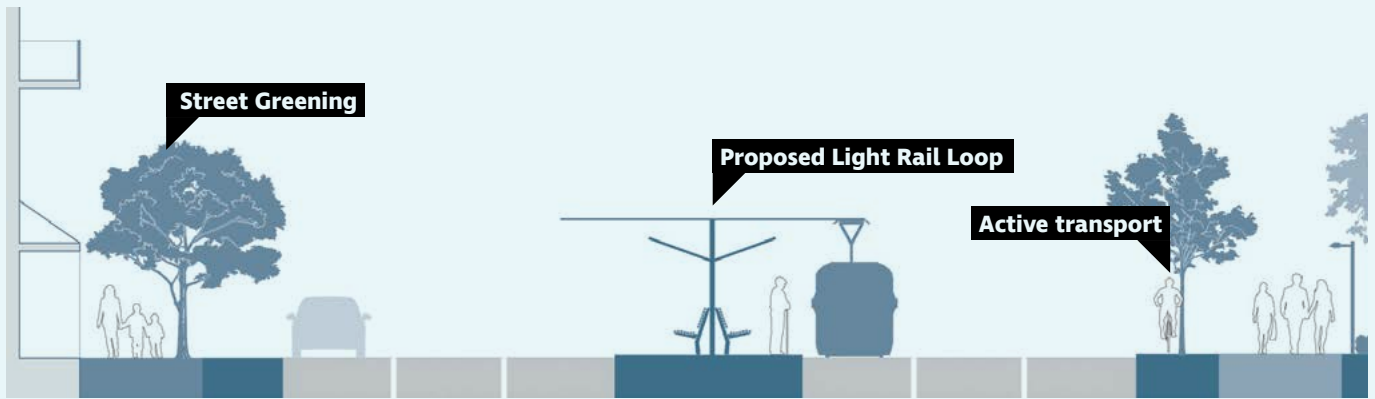
Multi-functional – incorporating amenities such as playgrounds, sports facilities, community gardens, and seating areas, as well as enhancing biodiversity through native plantings and habitat restoration projects.

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

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

Plaza -

## City Plan Policies



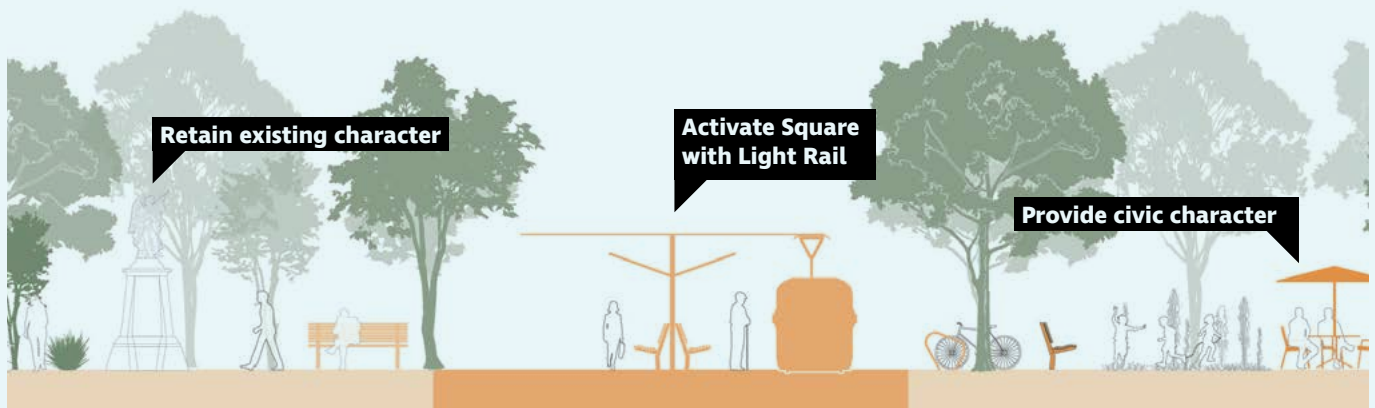
Light Rail Loop along major boulevard

### A Greener and Cooler City

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

### Transit Diversity

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



Light Rail Loop activating public open space

### A City of Neighbourhoods

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

### Housing Diversity for a Growing Population

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

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



# Strategy 7 – New Housing Models

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

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

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

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

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

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



Figure 4.22 Key sites and places for growth



East End Newcastle

### Current Condition

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

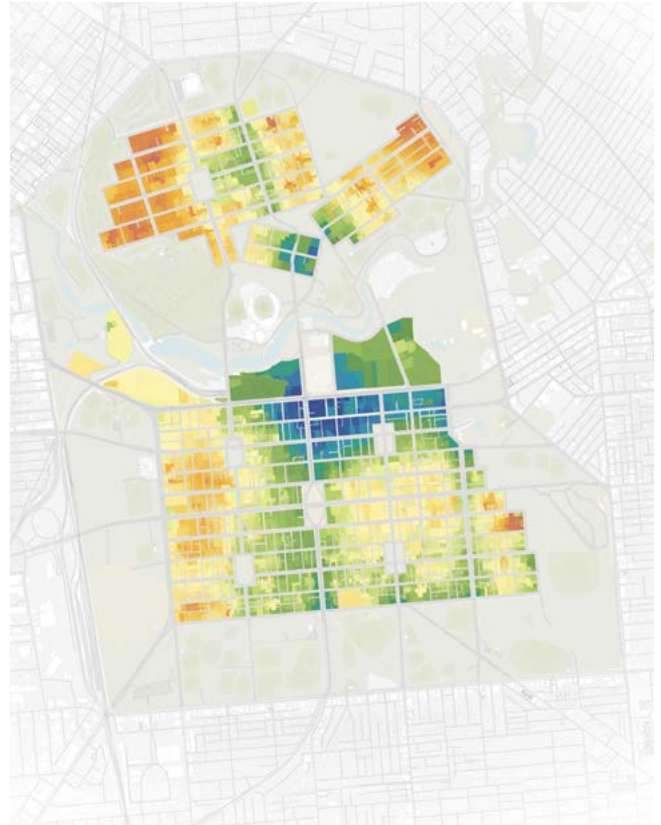


Figure 4.23 Current Overall Liveability Index



### Strategy Impacts

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

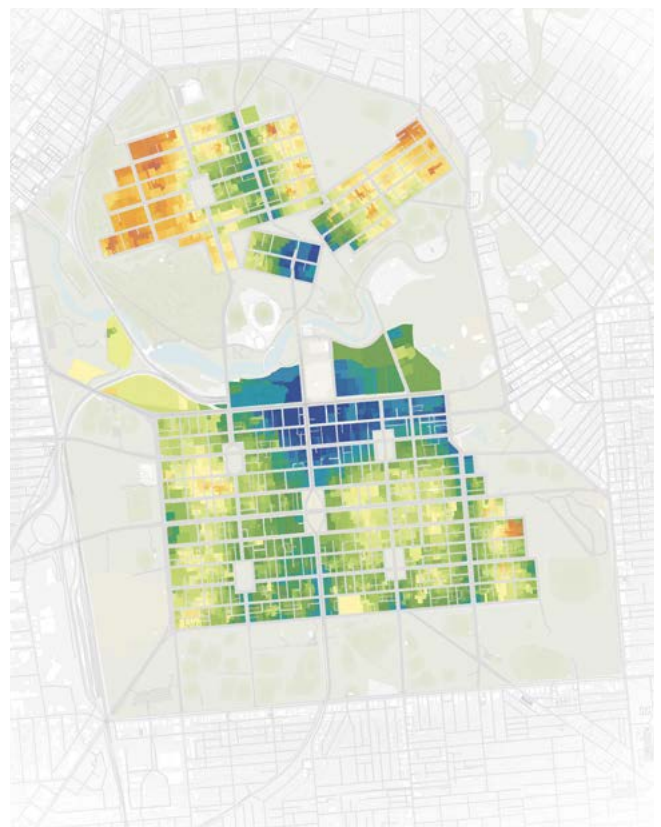


Figure 4.24 Proposed Overall Liveability Index



# Strategy 7 – New Housing Models

## City Plan Policies



### A Greener and Cooler City

- 7.1 Lead in the provision of well designed public places that are climate change resilient to ensure a comfortable environment for future liveability, to enable higher density neighbourhoods. (SPP 5.3)
- 7.2 Lead changes to the Planning and Design Code to embed sustainable design principles into housing design, enhance energy and resource efficiency and improve affordability through life cycle and running costs (SPP 5.3 & 5.4).
- 7.3 Advocate for the development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions. (SPP 2.3)

### Transit Diversity

- 7.4 Advocate for growth in areas connected to and integrated with, existing and proposed public transport routes, infrastructure, and services (SPP 5.1).
- 7.5 Advocate for mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport (SPP 1.8 & 1.9).





## A City of Neighbourhoods

- 7.6 Lead investment in new social and community infrastructure in the western parts of the city (SPP 6.3).
- 7.7 Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality.
- 7.8 Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities. (SPP2.8)
- 7.9 Advocate for development of healthy neighbourhoods that include diverse housing options, enable access to local shops, community facilities and infrastructure, promote active travel and public transport use and provide quality open space, recreation and sporting facilities. (SPP 6.3).

## Housing Diversity for a Growing Population

- 7.10 Lead changes to the Planning and Design Code to facilitate development that improves the relationship between buildings and public spaces and the interface with neighbours. (SPP2.12)
- 7.11 Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5).
- 7.12 Partner with the State Government to pilot Local Design Review.
- 7.13 Partner on the adaptive re-use of existing buildings to unlock dwelling potential in underutilised buildings and provide an additional mode of housing supply across the existing housing spectrum (SPP 3.2, 3.4 & 7.4).
- 7.14 Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code (SPP 2.7).

# Local Area Framework







# Local Area Framework

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

## City Plan Framework

Kaurna Collaboration	Meaningful integration of Kaurna voices and perspectives into the planning and a collective vision, aspirations and co-authored roadmap.							
Principles	Respectful	Respecting our past acknowledges the Adelaide's rich history, cultural heritage, and the contributions of its diverse communities.	Resilient	Building resilience for future growth recognises the challenges and uncertainties that lie ahead.	Welcoming	A city that welcomes all people embodies inclusivity, accessibility, and social cohesion.		
Priorities	Priority 1: A Greener and Cooler City		Priority 2: Transit Diversity		Priority 3: A City of Neighbourhoods		Priority 4: Housing Diversity for a Growing Population	
City Wide Strategies	Strategy 1 – A Green City Grid		Strategy 2 – Activating the Squares		Strategy 3 – Developing the City Spine		Strategy 4 – Activating North South Laneways	
	Strategy 5 – Enhancing East West Streets			Strategy 6 – Establishing the City Loop		Strategy 7 – New Housing Models		

## Local Area Framework

Local Areas	Wellington Square	O'Connell Street	Melbourne Street	North Terrace	West Terrace
	Light Square	King William	Hindmarsh Square	Grote Gateway	Wakefield Gateway
	East Terrace	Whitmore Square	Hurtle Square		

## Implementation

Council Roles	Lead	Partner	Facilitate	Advocate	Regulate
	The city will invest time and/or resources.	The city will actively seek partnership opportunities.	The city will utilise levers available to support implementation.	The city will seek out support and/or partners to undertake state or nationally significant actions.	The city will fulfil legislative roles and requirements
CoADE	Green Infrastructure Index	Active and Public Transport Usability Index	Liveability Index	Land Use Potential Index	Growth Forecasts

# Local Area Framework

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

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

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



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

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

Figure 5.1 Local Area Zones



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

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

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

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

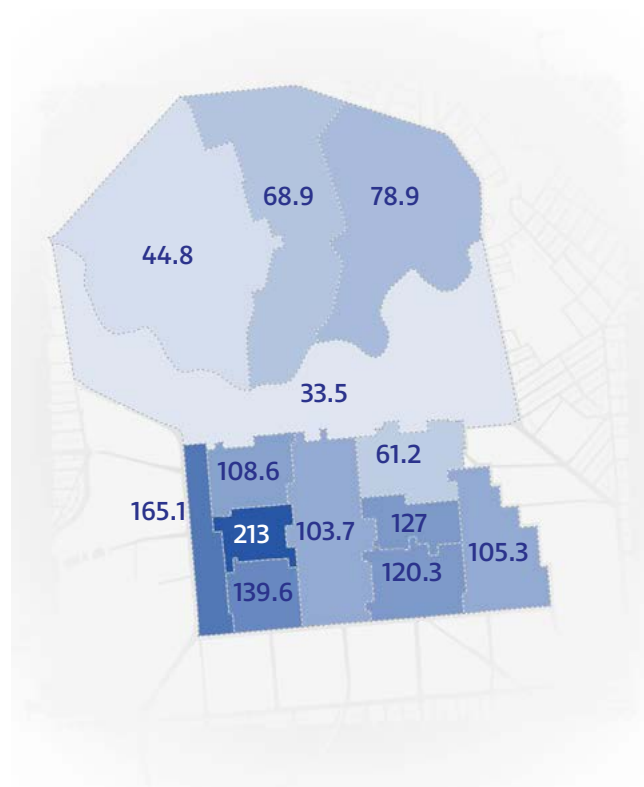


Figure 5.2 Potential Population Density (People per Ha)

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

# Local Area 1: Wellington Square



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



Adelaide Park Lands walking and cycling trails

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

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

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

Future investment opportunities include:

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

## Kaurna Context

The Kaurna historical context for this local area is:

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



Montefiore Hill Lookout



Adelaide Park Lands



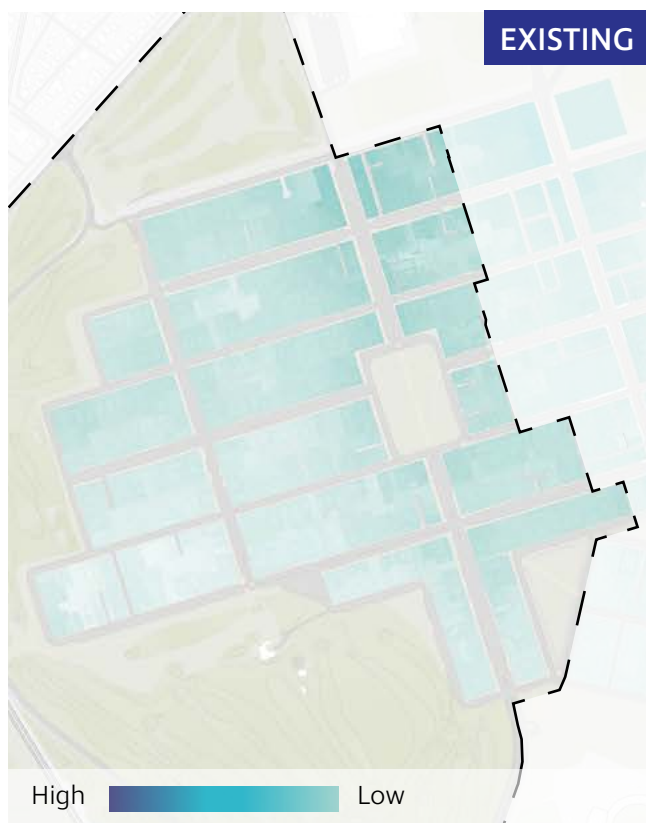
North Adelaide Golf Course



# Local Area 1: Wellington Square

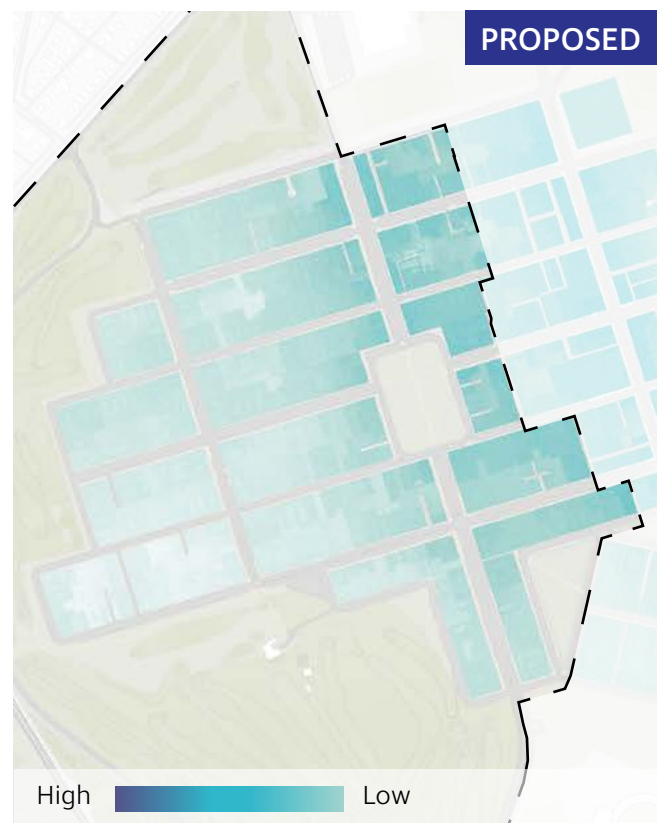
## Key Spatial Analysis

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



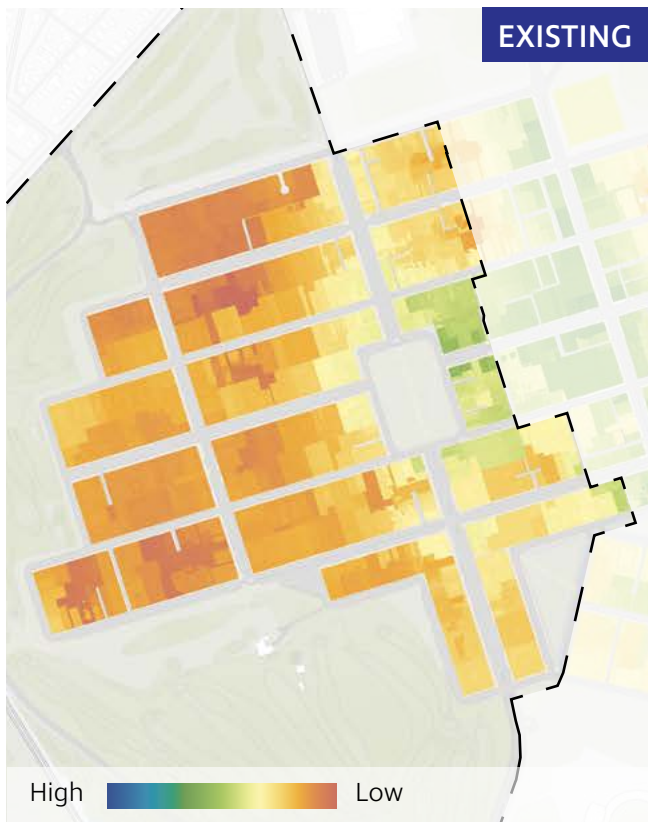
**Figure 5.3 Active and Public Transport Useability Index (Existing)**

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



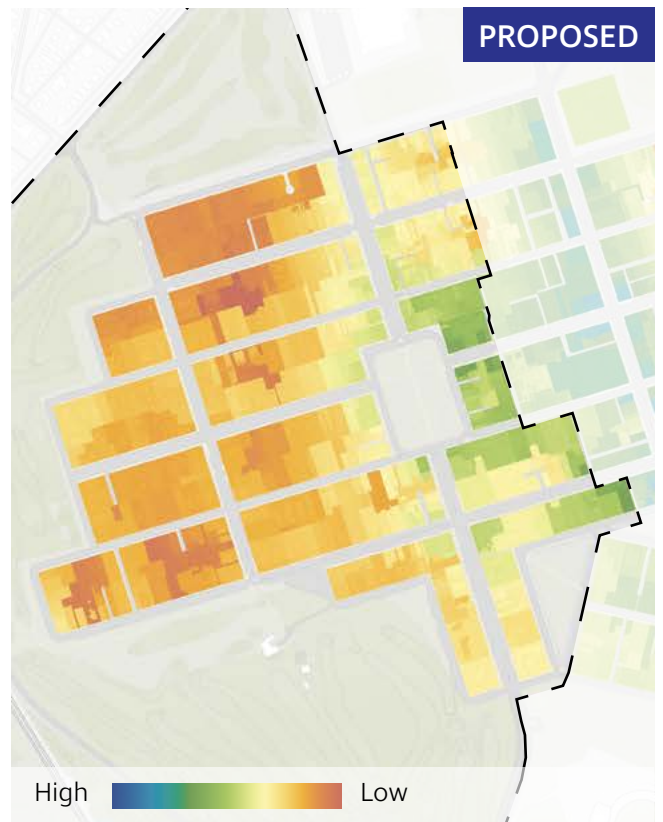
**Figure 5.4 Active and Public Transport Useability Index (Potential)**

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



**Figure 5.5 Overall Liveability Index (Existing)**

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



**Figure 5.6 Overall Liveability Index (Potential)**

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

# Local Area 1: Wellington Square

## Place Principles

The place principles for the local area are:

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



Active and sustainable transport



Maintain residential character



Recreational open space uses

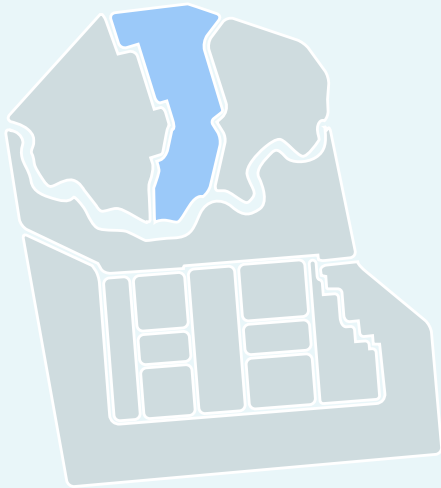




**Figure 5.7 Place Principles**

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

# Local Area 2: O'Connell Street



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



Adelaide Oval

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

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

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

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

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

Future investment opportunities include:

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

### Karna Context

The Karna 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 Karna 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 Karna were traditional tracks and or songlines telling stories of trade, places and the purpose of Karna’s movements across the country.



North Adelaide Village



Residential lane way



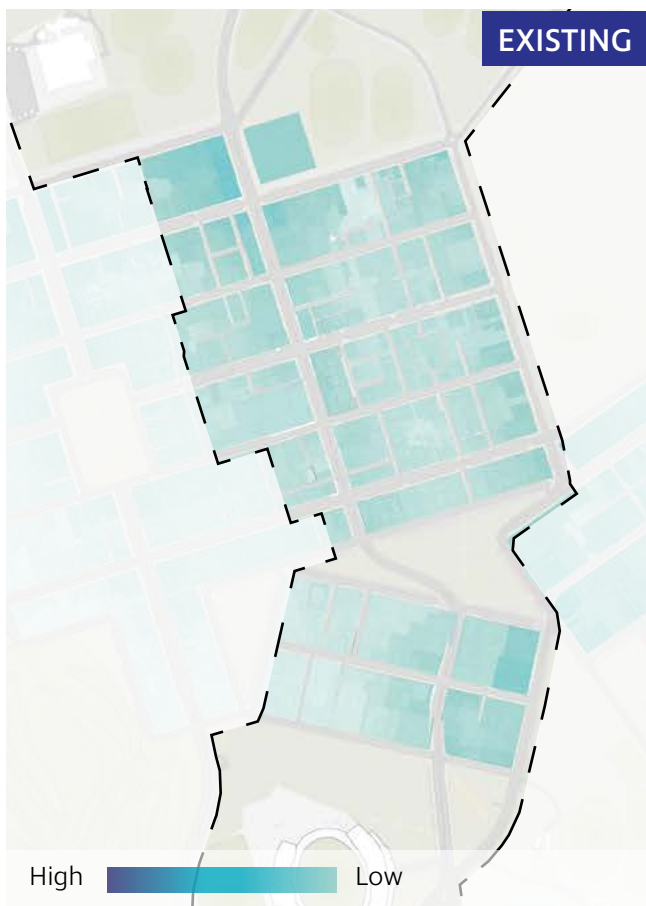
St Peter's Cathedral



# Local Area 2: O'Connell Street

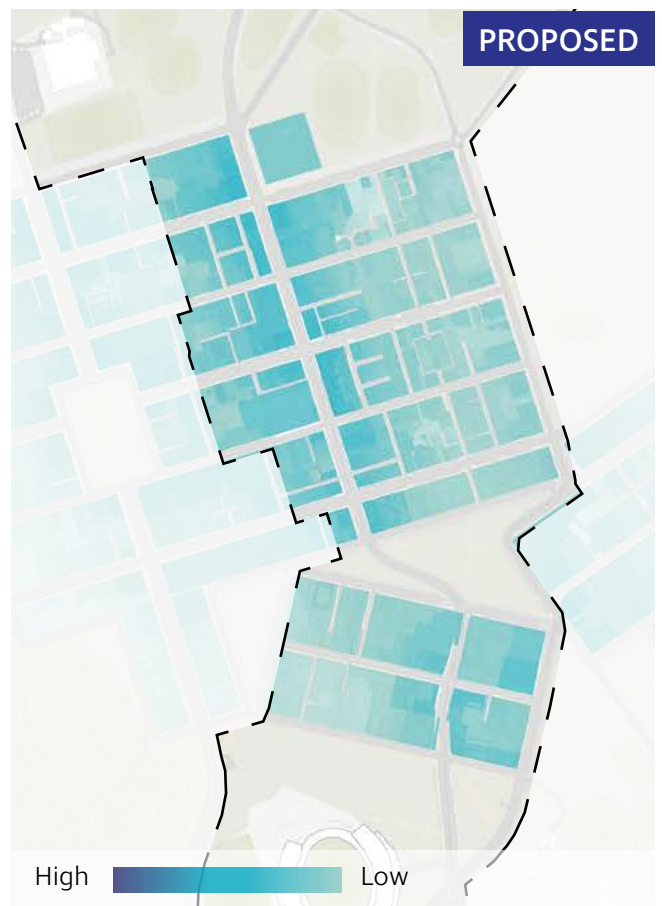
## Key Spatial Analysis

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



**Figure 5.8 Active and Public Transport Useability Index (Existing)**

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



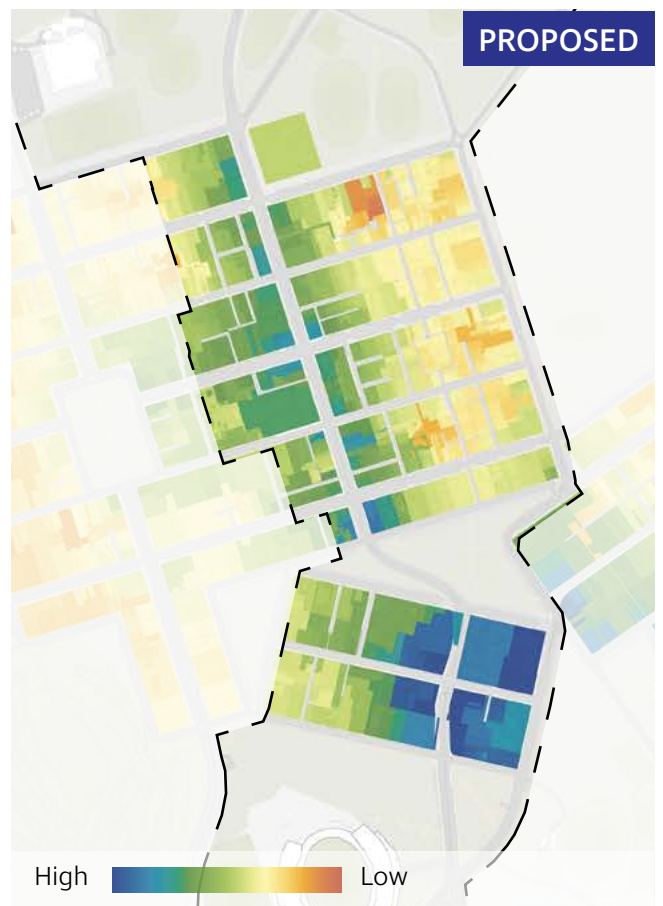
**Figure 5.9 Active and Public Transport Useability Index (Potential)**

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



**Figure 5.10 Overall Liveability Index (Existing)**

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



**Figure 5.11 Overall Liveability Index (Potential)**

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

# Local Area 2: O'Connell Street

## Place Principles

The place principles for the local area are:

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



Protected cycleway

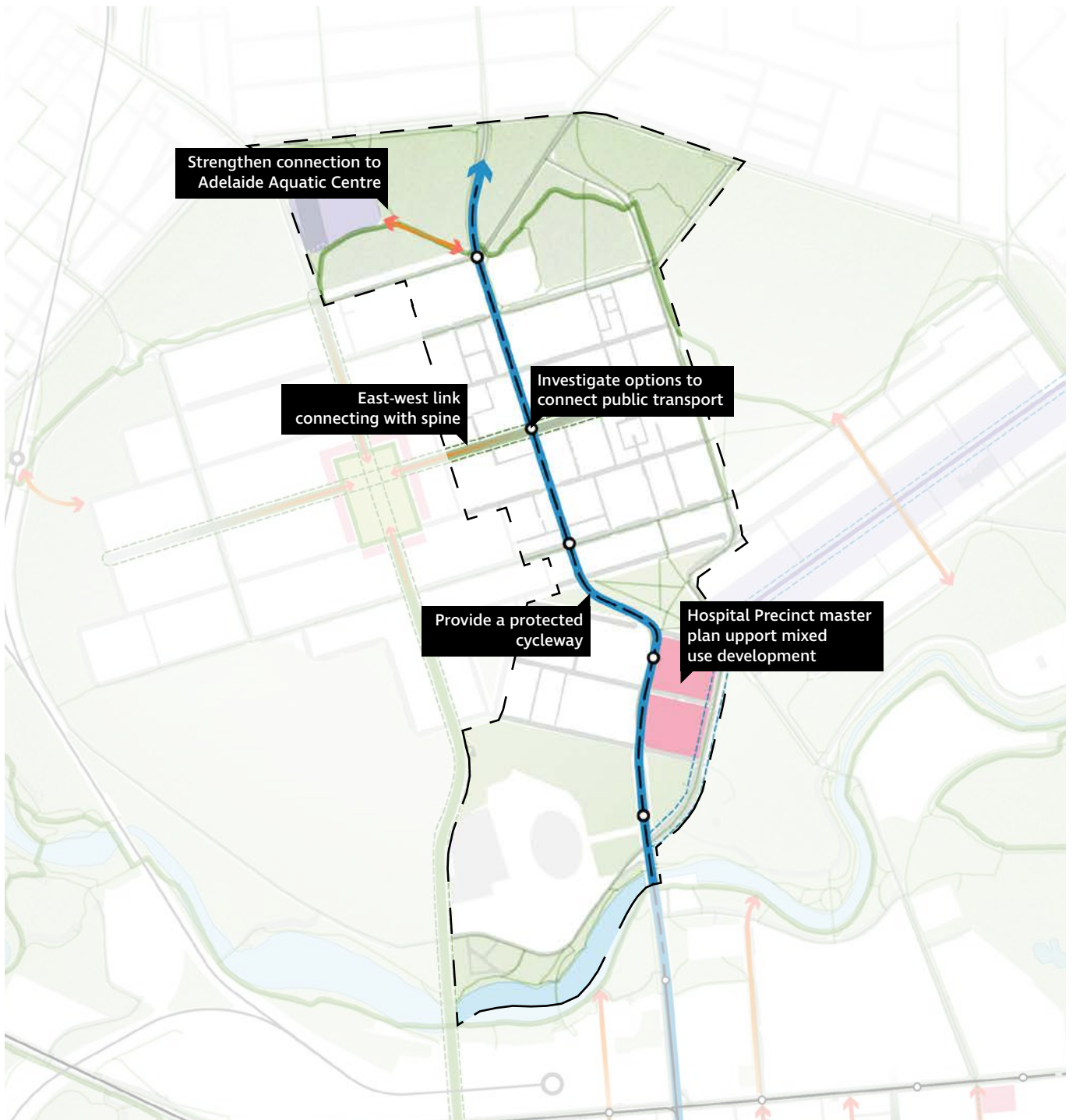


Public transport Connections to CBD



Support vibrancy and economic activity





**Figure 5.12 Place Principles**

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

# Local Area 3: Melbourne Street



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



The Lion Hotel heritage building

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

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

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

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

Future investment opportunities include:

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

### 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 South Australia Protector of Aborigines in 1848. There were many relationships with Aboriginal people, some good and many bad, but Kudnatu led the way in being the first official Aboriginal woman to marry.



Historic buildings and modern urban living



Character shop frontages along Melbourne Street



Leafy tree lined residential streets



# Local Area 3: Melbourne Street

## Key Spatial Analysis

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



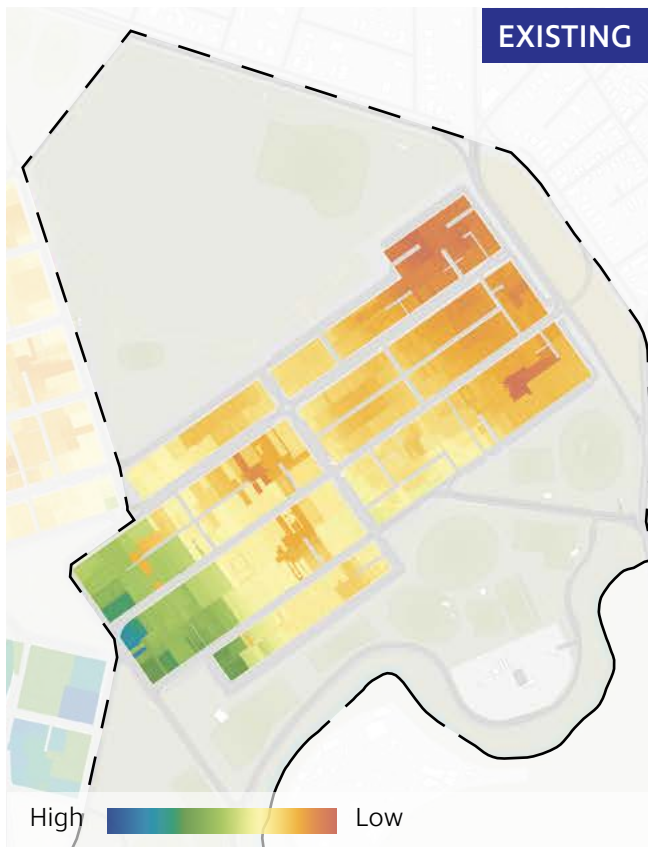
Figure 5.13 Green Infrastructure Index (Existing)

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



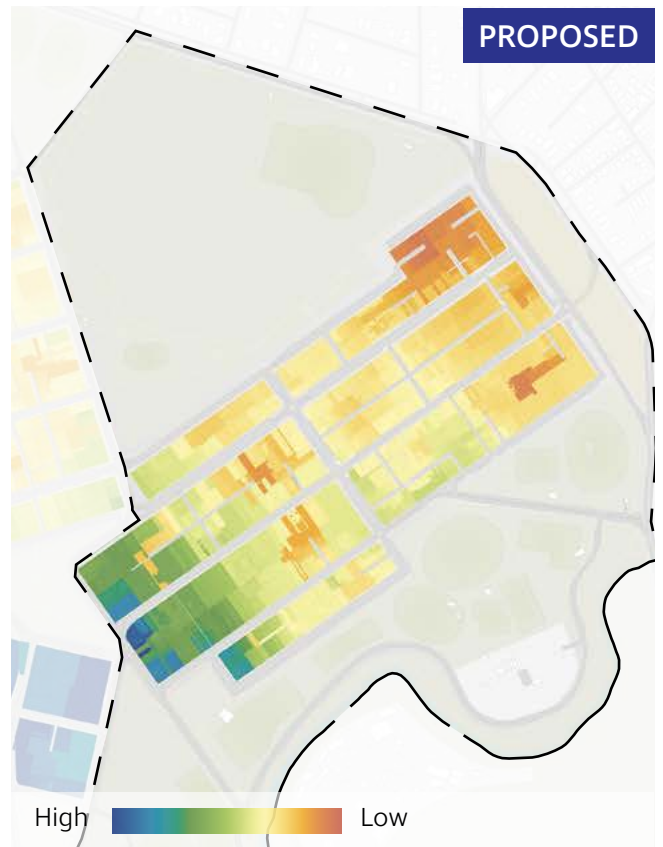
Figure 5.14 Green Infrastructure Index (Potential)

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



**Figure 5.15 Overall Liveability Index (Existing)**

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



**Figure 5.16 Overall Liveability Index (Potential)**

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

# Local Area 3: Melbourne Street

## Place Principles

The place principles for the local area are:

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



Support vibrancy and activation of local area



Explore options for shop top housing



Prioritise pedestrian movement to support main street function of Melbourne street





**Figure 5.17 Place Principles**

- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Priority Pedestrian Connection

- Existing Light Rail
- Potential Light Rail Extension
- Strategic Places
- Place Anchor
- Pedestrian Prioritised

# Local Area 4: North Terrace



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



River Torrens / Karrawirra Pari

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

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

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

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

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

Future investment opportunities include:

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

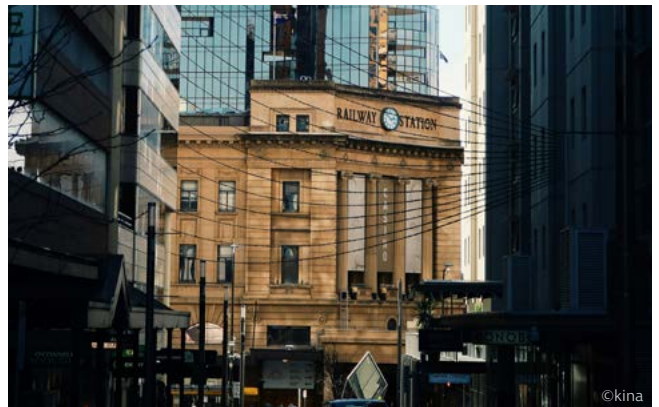
## Kaurna Context

The Kaurna historical context for this local area is:

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



Bio-medical and education precinct



Adelaide Railway Station



Cultural Boulevard



# Local Area 4: North Terrace

## Key Spatial Analysis

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

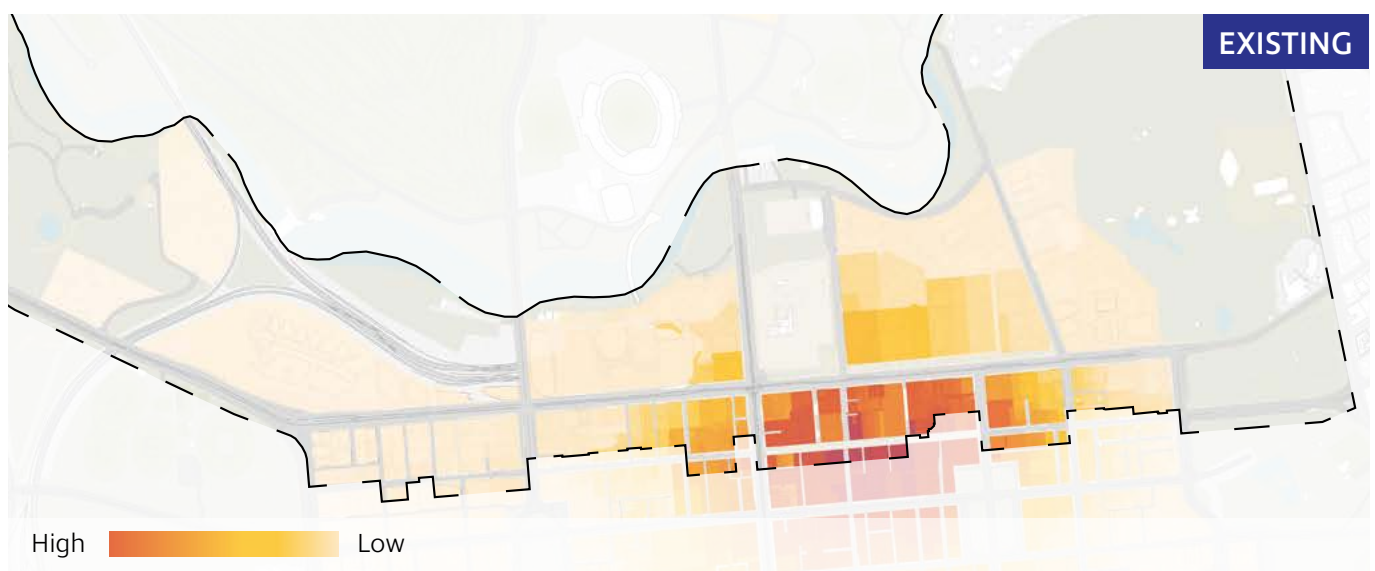


Figure 5.19 Neighbourhood Accessibility Index (Potential)

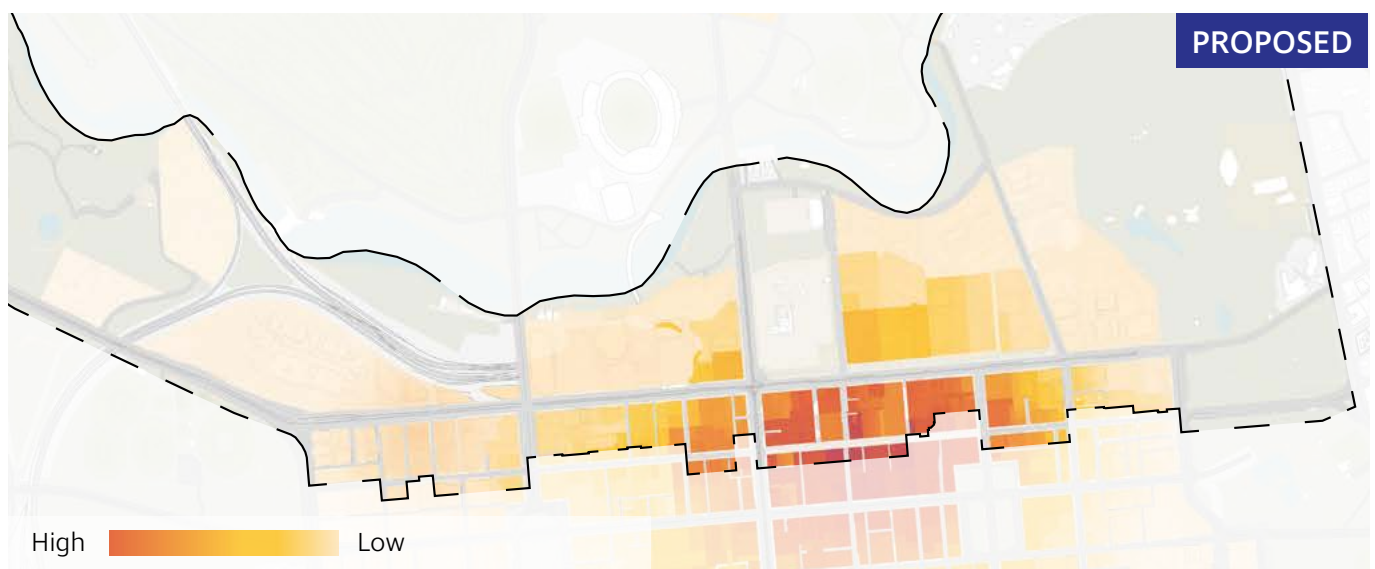


Figure 5.18 Neighbourhood Accessibility Index (Potential)

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

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

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



Figure 5.20 Liveability Index (Existing)



Figure 5.21 Liveability Index (Potential)

# Local Area 4: North Terrace

## Place Principles

The place principles for the local area are:

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



North Terrace light rail connections



Enhanced connectivity across River Torrens/Karrawirra Parri



Extend shaded pedestrian boulevard

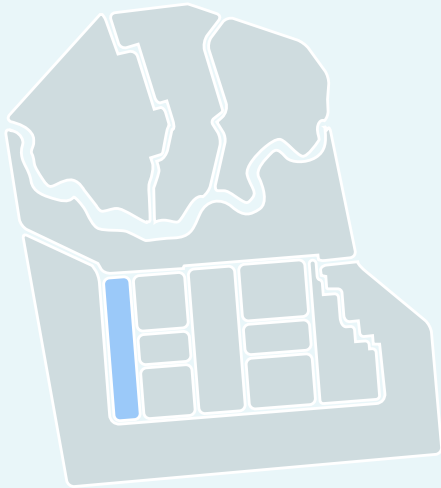




**Figure 5.22 Place Principles**

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

# Local Area 5: West Terrace



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



Vehicle dominated environment

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

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

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

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

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

Future investment opportunities include:

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

## Kaurna Context

The Kaurna historical context for this local area is:

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



Adelaide Park Lands



City Skate in the western Park Lands



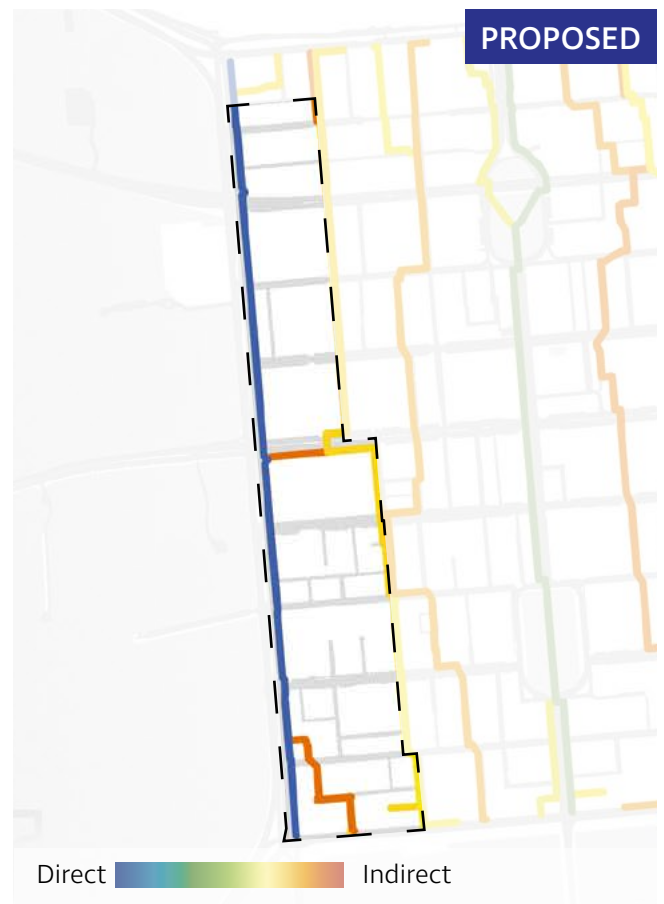
West Terrace Cemetery



# Local Area 5: West Terrace

## Key Spatial Analysis

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

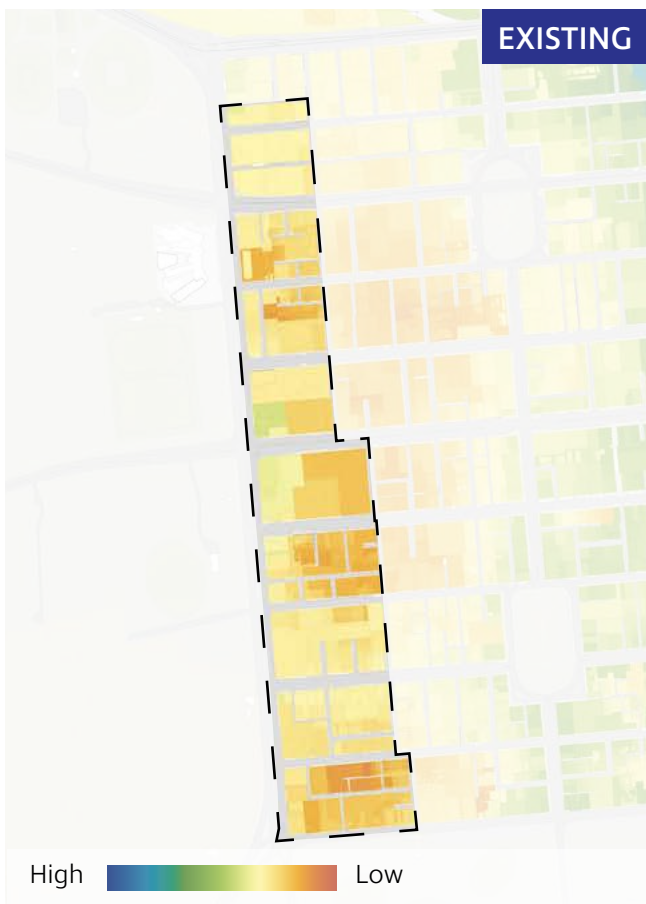


### Walkability Network Analysis (Existing)

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

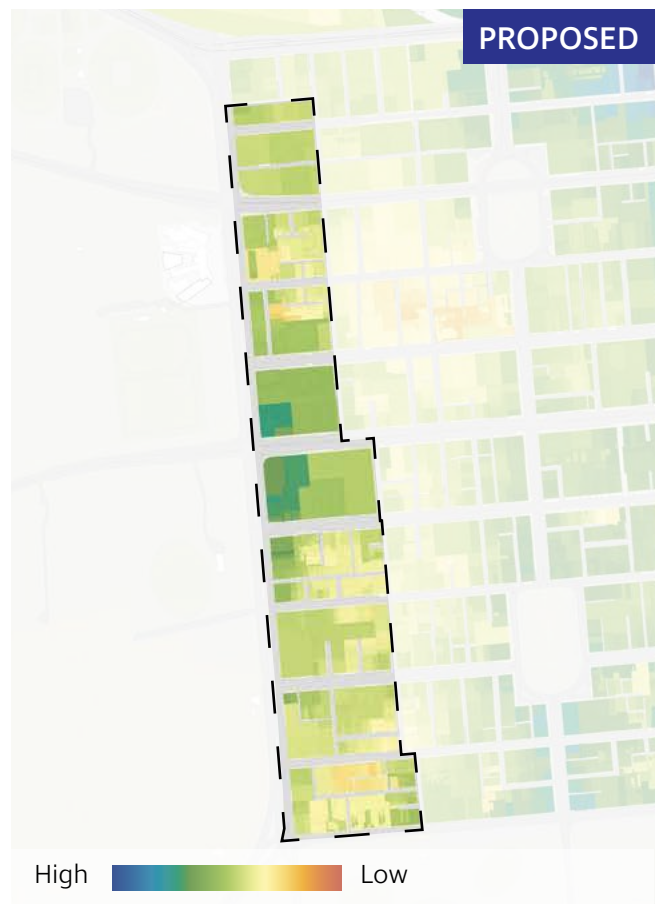
### Walkability Network Analysis (Potential)

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



### Overall Liveability Index (Existing)

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



### Overall Liveability Index (Potential)

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

# Local Area 5: West Terrace

## Place Principles

The place principles for the local area are:

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

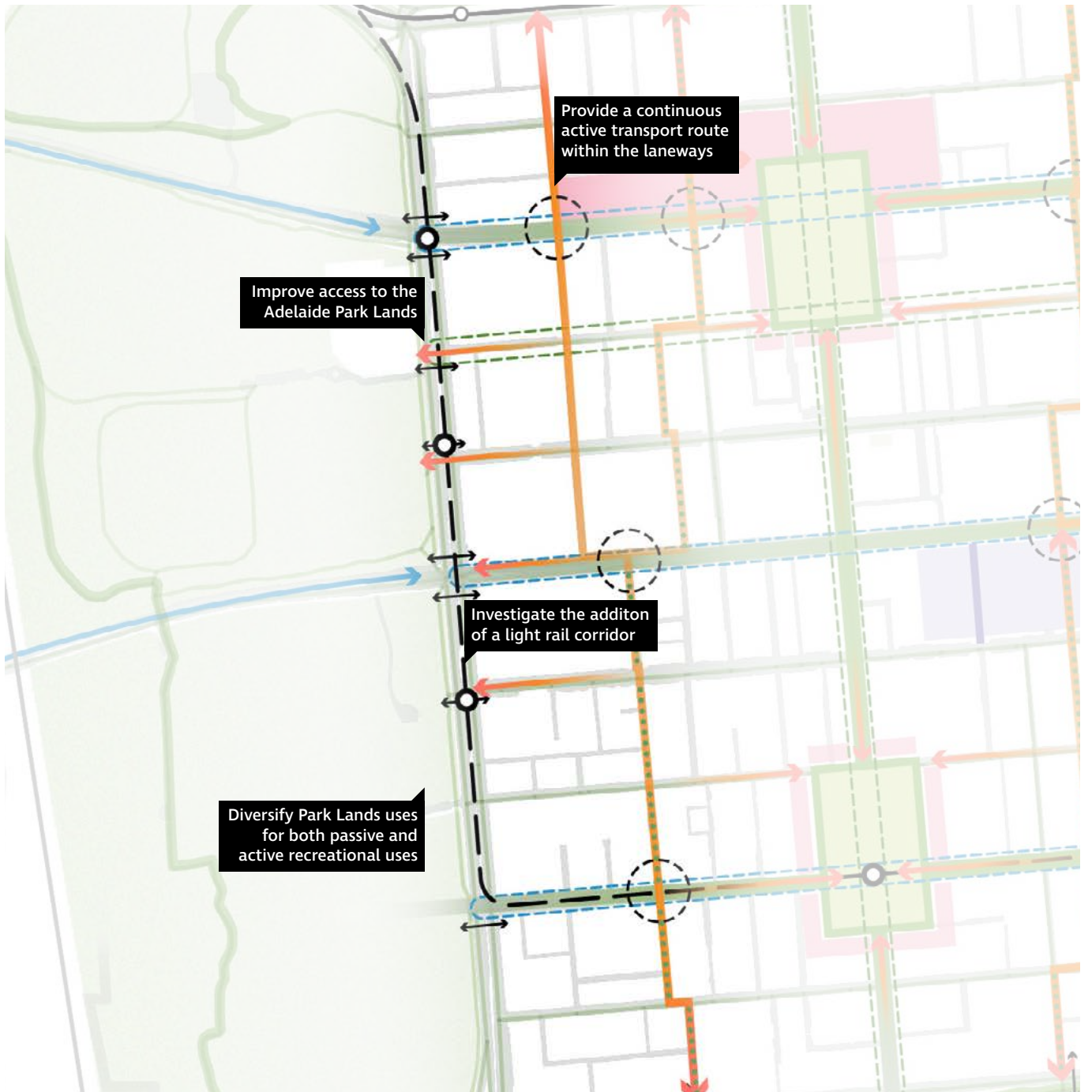


Enhance connections to the Park Lands



Develop West Terrace as a 'boulevard'



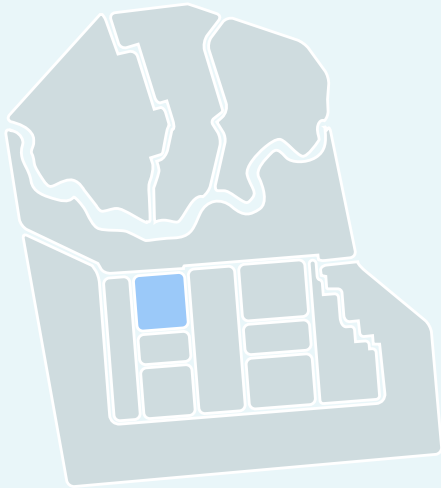


**Place Principles**

- City Squares
- City Spine
- Priority Green Streets & Active Transport Network
- Public Transport Priority
- Cycling Priority
- Public Transport & Cycling Connection
- Key Intersection
- Priority Pedestrian Connection

- Rail Network
- Existing Light Rail
- Potential Light Rail Extension
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Pedestrian Crossing
- Prioritised Greening

# Local Area 6: Light Square



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



University of South Australia City West Campus

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

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

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

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

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

Future investment opportunities include:

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

## Kaurna Context

The Kaurna historical context for this local area is:

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



Hindley Street



Lion Arts Centre



Tafe Arts Centre



# Local Area 6: Light Square

## Key Spatial Analysis

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



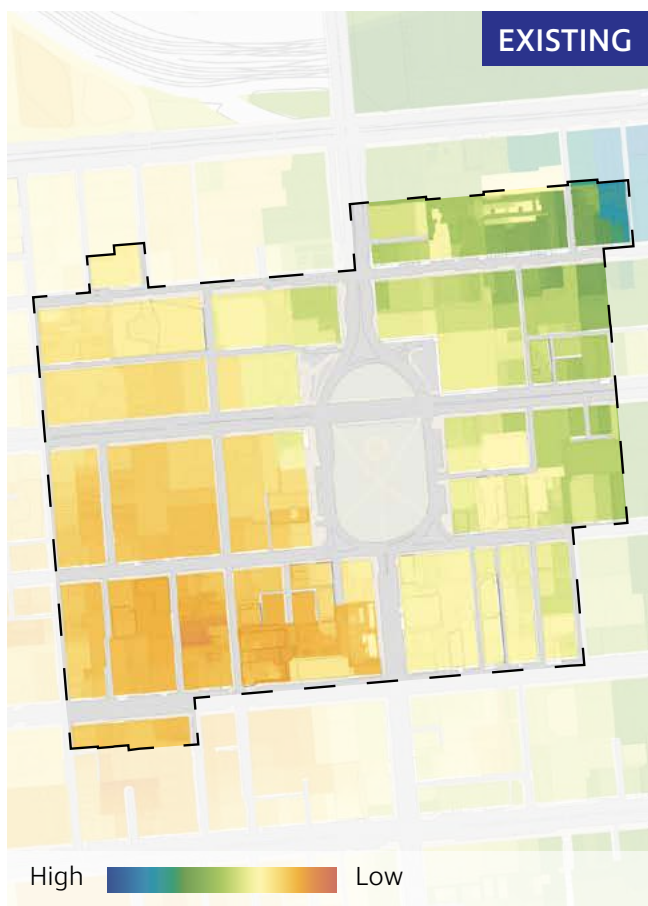
Figure 5.23 Cycling Accessibility Index (Existing)

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



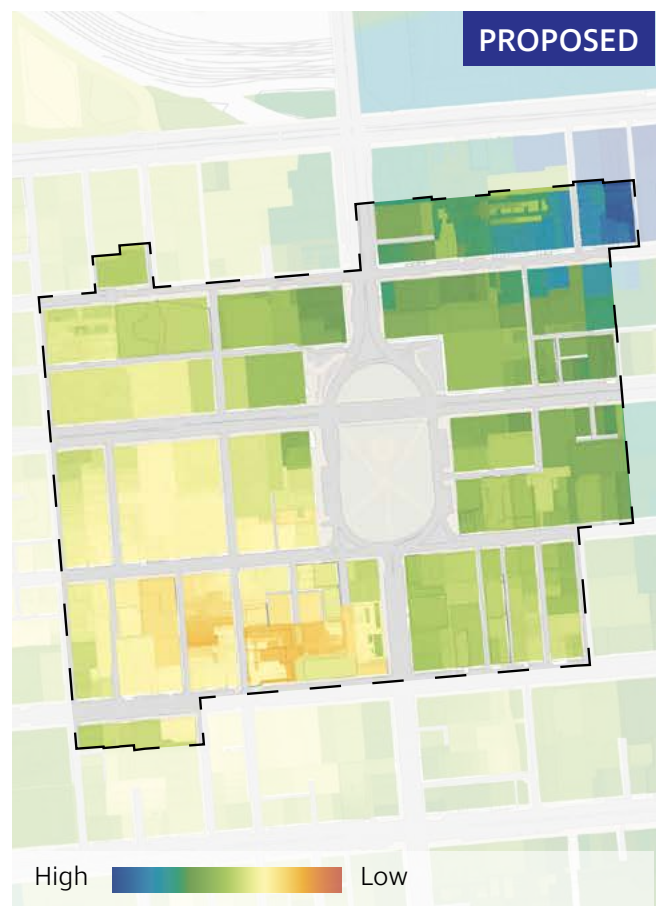
Figure 5.24 Cycling Accessibility Index (Potential)

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



**Figure 5.25 Overall Liveability Index (Existing)**

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



**Figure 5.26 Overall Liveability Index (Potential)**

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

# Local Area 6: Light Square

## Place Principles

The place principles for the local area are:

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



Prioritise pedestrian movements

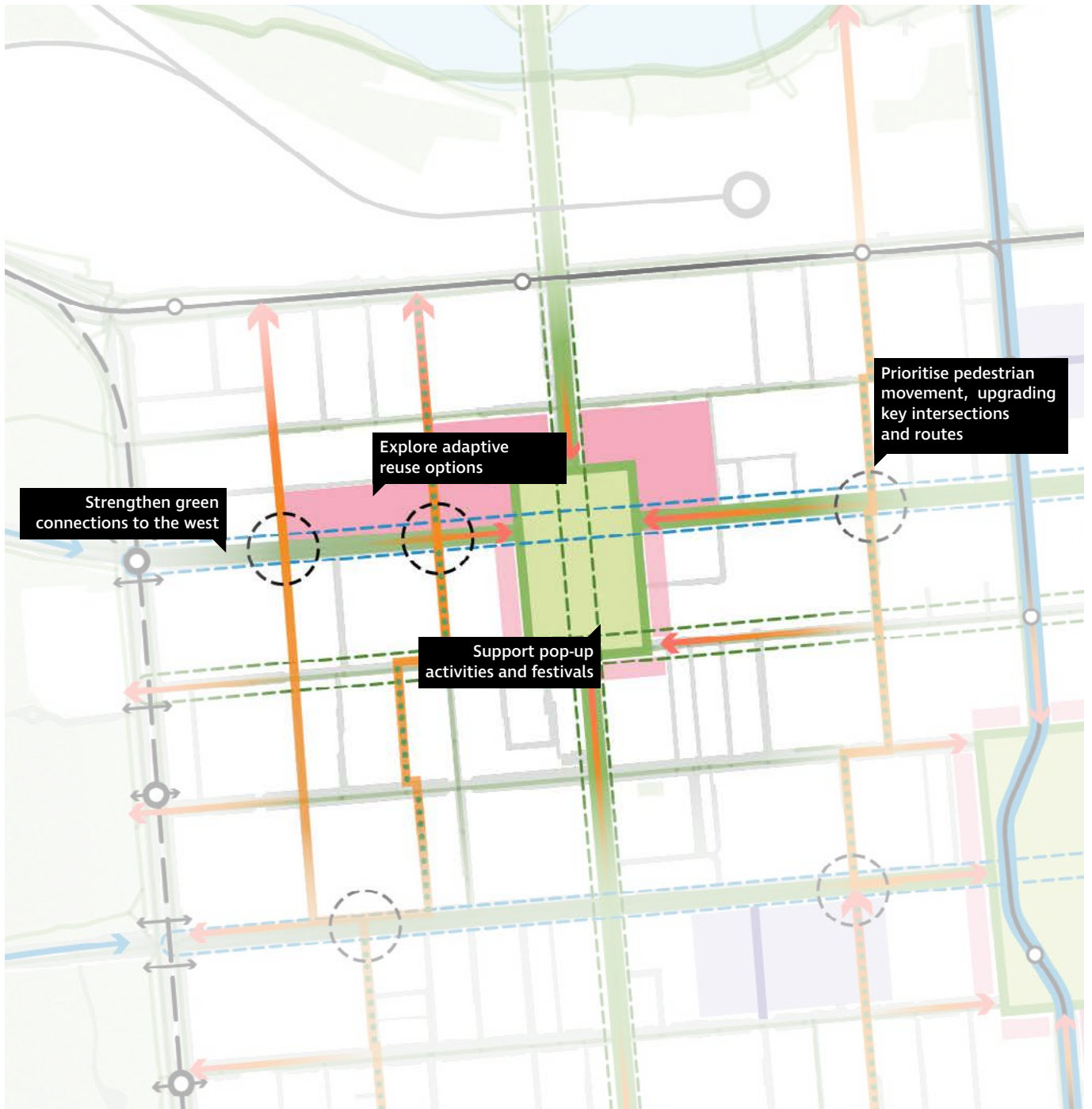


Strengthen connections to Light Square / Wauwi



















Prioritise student accommodation and services

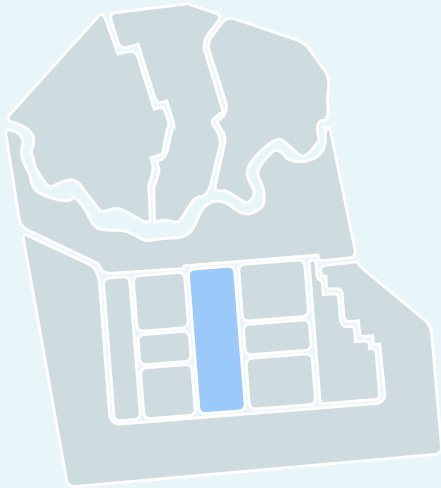




**Figure 5.27 Place Principles**

- |   |  |
|---|--|
|  City Squares                                      |  Rail Network                   |
|  City Spine  |  Existing Light Rail            |
|  Priority Green Streets & Active Transport Network |  Potential Light Rail Extension |
|  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 7: King William



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



King William Street tram connection

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

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

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

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

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

Future investment opportunities include:

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

## Kaurna Context

The Kaurna historical context for this local area is:

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



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



Victoria Square / Tarntanyangga



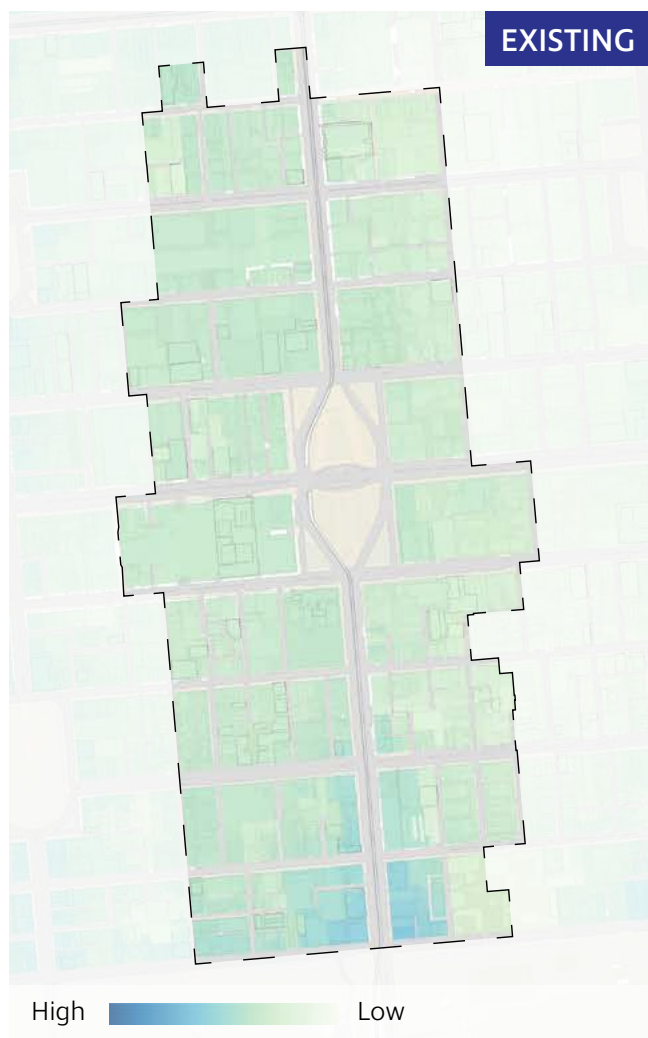
Adelaide Town Hall



# Local Area 7: King William

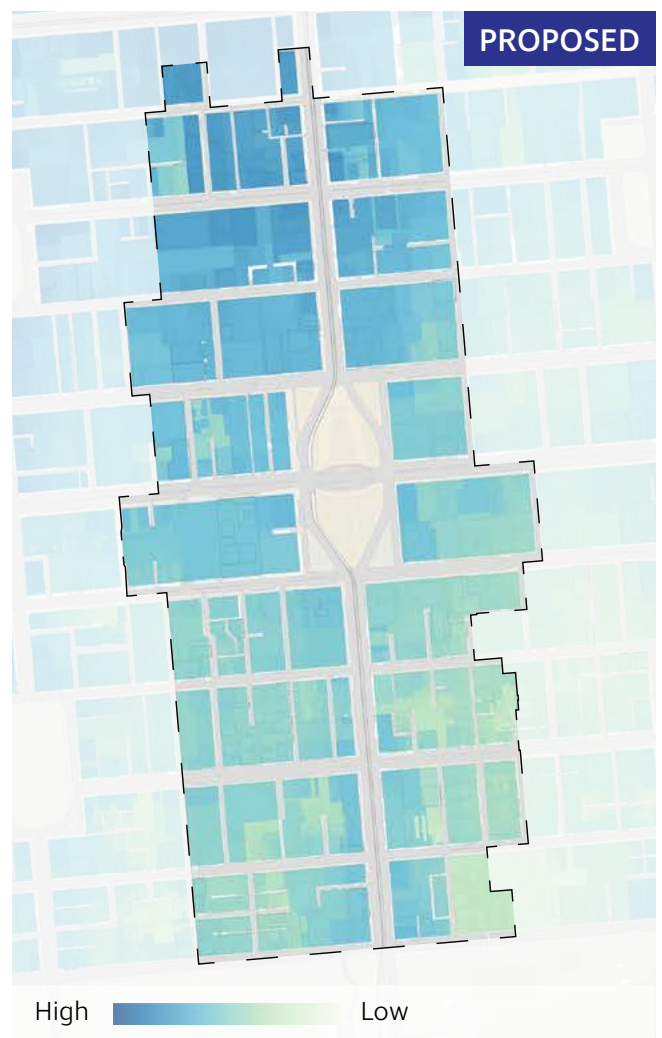
## Key Spatial Analysis

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



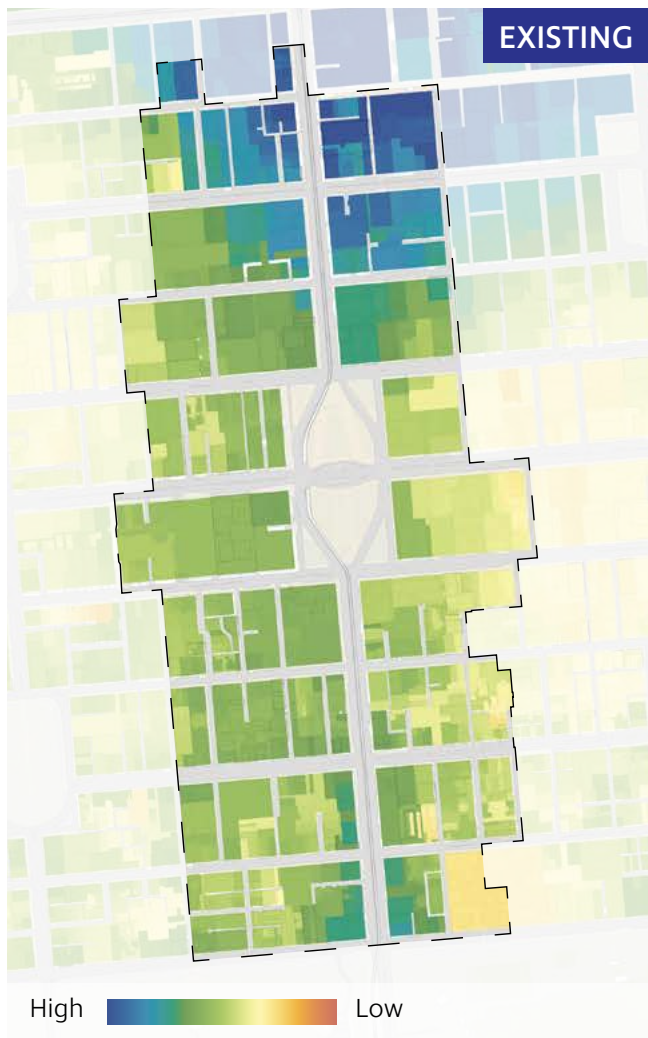
**Figure 5.28 Green Infrastructure Index (Existing)**

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



**Figure 5.29 Green Infrastructure Index (Potential)**

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



**Figure 5.30 Overall Liveability Index (Existing)**

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



**Figure 5.31 Overall Liveability Index (Potential)**

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



# Local Area 7: King William

## Place Principles

The place principles for the local area are:

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



Optimise tram operations and permeability to stops

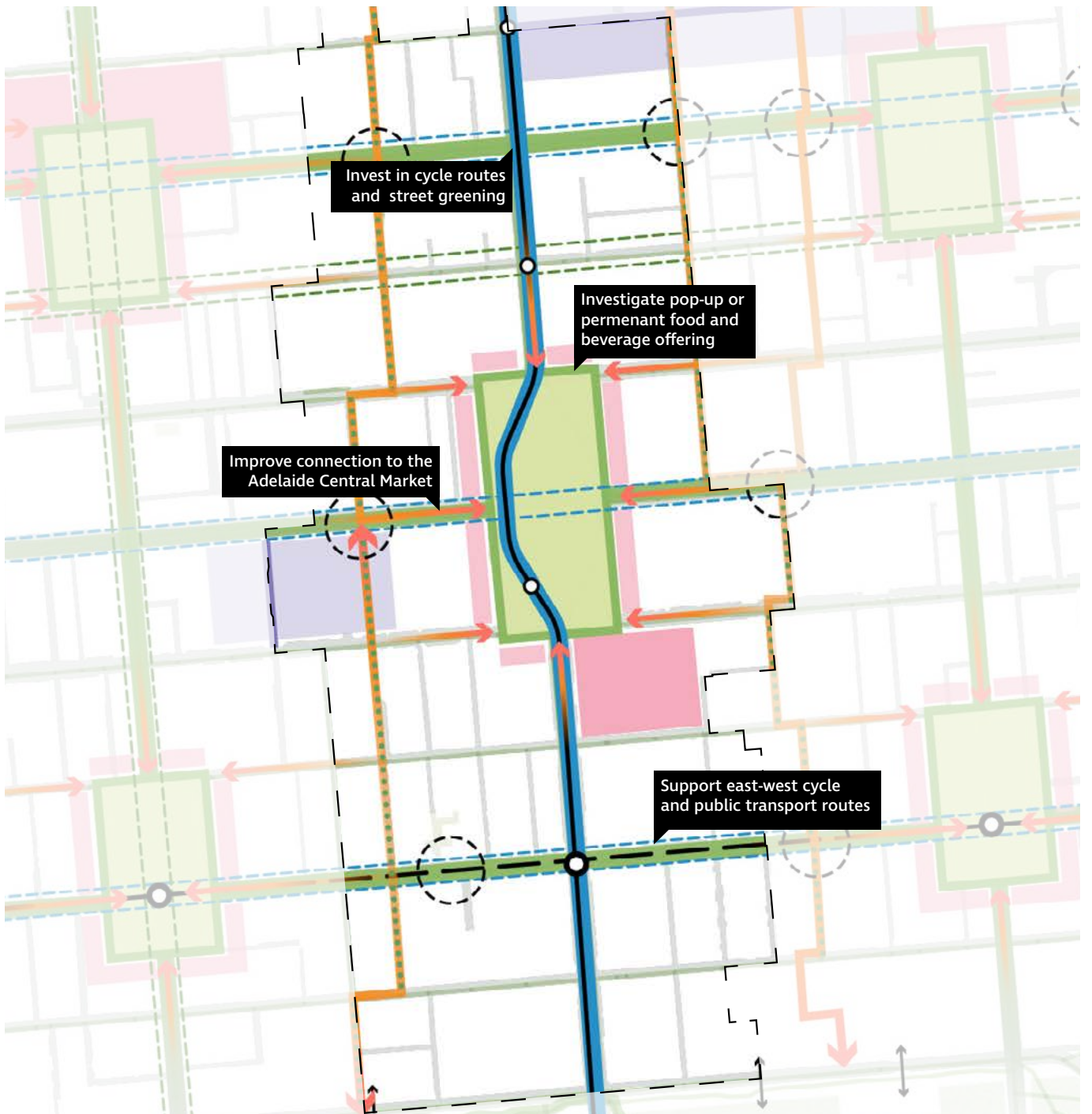


Support vibrancy and activation



Diversify housing supply

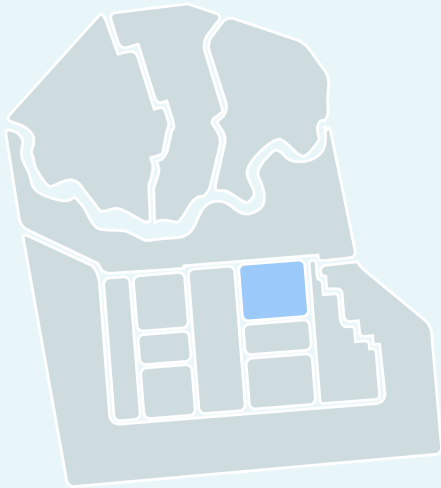




**Figure 5.32 Place Principles**

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

# Local Area 8: Hindmarsh Square



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



Hindmarsh Square / Mukata

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

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

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

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

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

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

Future investment opportunities include:

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

### Kaurna Context

The Kaurna historical context for this local area is:

Mukata is a commemoration of one of 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



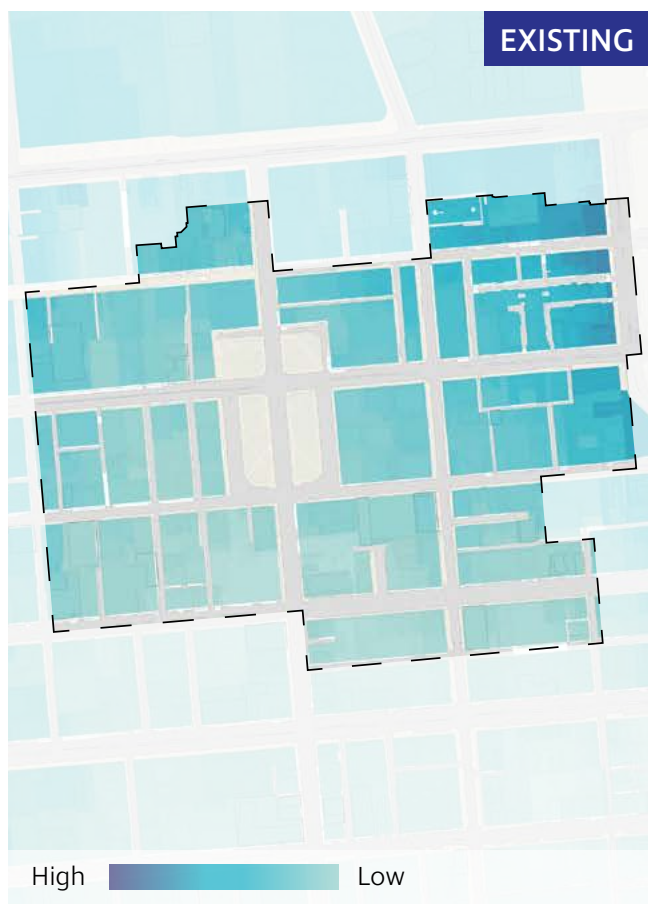
Character tree shaded laneways



# Local Area 8: Hindmarsh Square

## Key Spatial Analysis

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



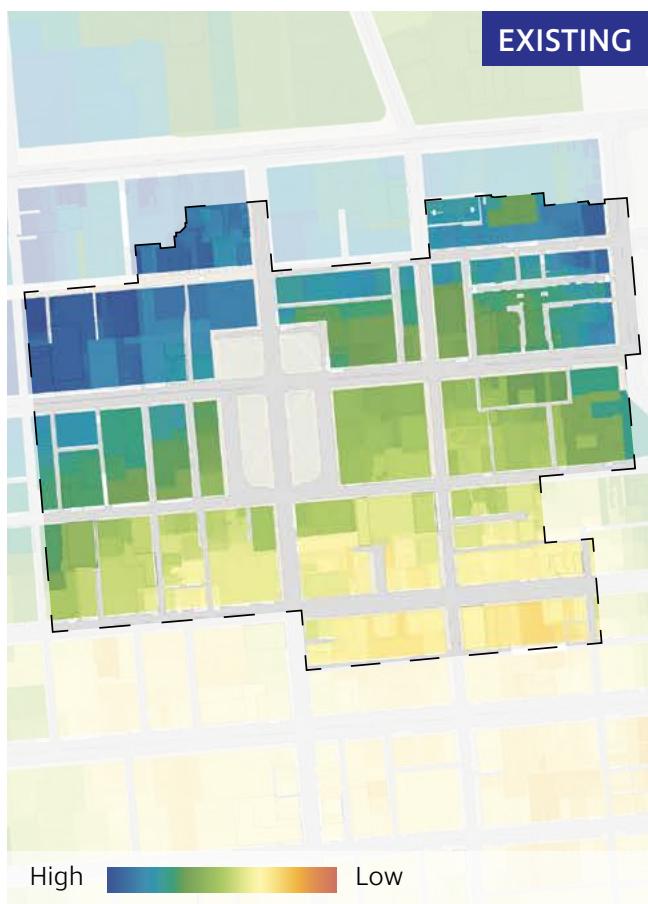
**Figure 5.33 Active and Public Transport Useability Index (Existing)**

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



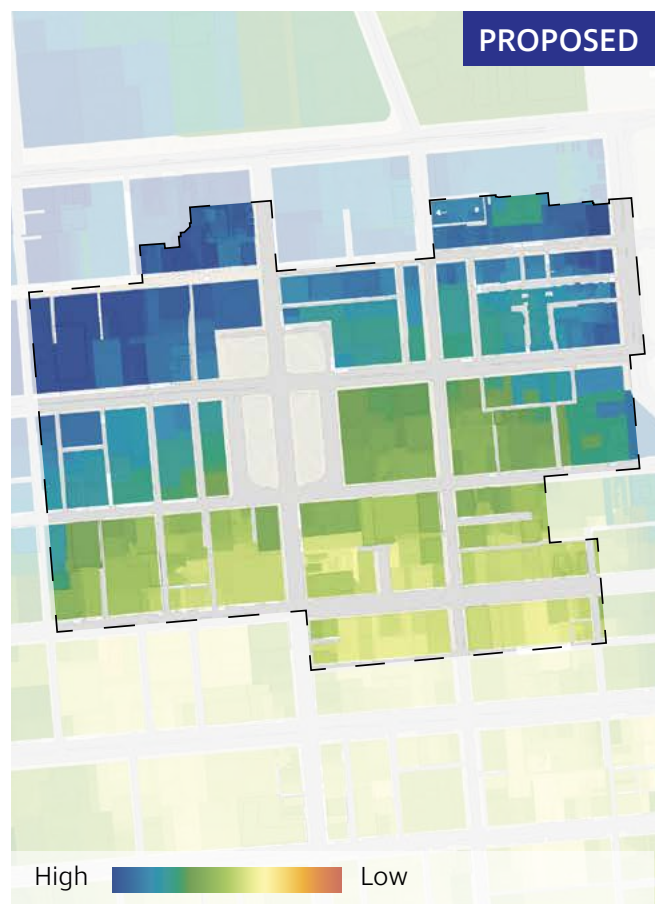
**Figure 5.34 Active and Public Transport Useability Index (Potential)**

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



**Figure 5.35 Overall Liveability Index (Existing)**

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



**Figure 5.36 Overall Liveability Index (Potential)**

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

# Local Area 8: Hindmarsh Square

## Place Principles

The place principles for the local area are:

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



Activated laneways

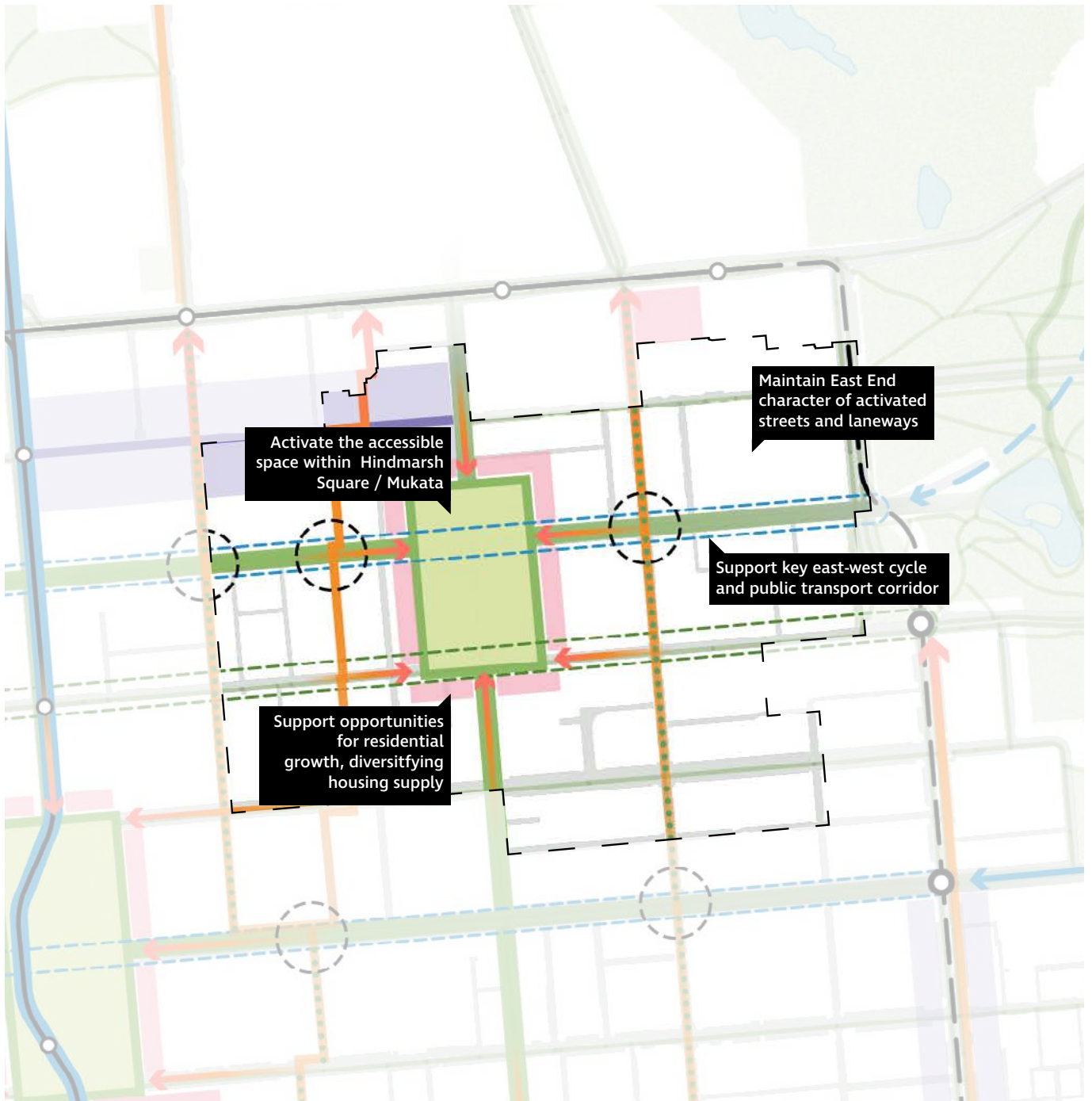


Cycling and public transport corridor


















Support festivals and events throughout the year

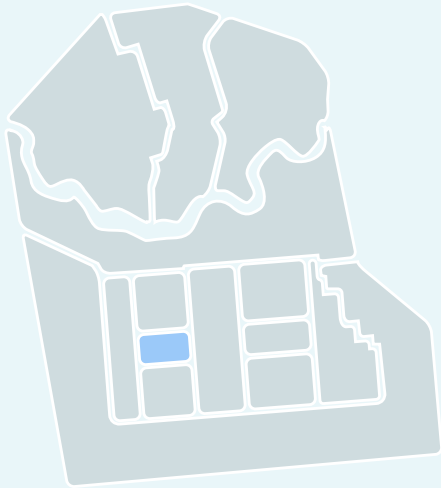




**Figure 5.37 Place Principles**

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

# Local Area 9: Grote Gateway



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



Adelaide Central Market

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

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

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

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

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

Future investment opportunities include:

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

### Kaurna Context

The Kaurna historical context for this local area is:

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



Adelaide Central Market



Grote Street wide boulevard



Adelaide Central Market



# Local Area 9: Grote Gateway

## Key Spatial Analysis

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



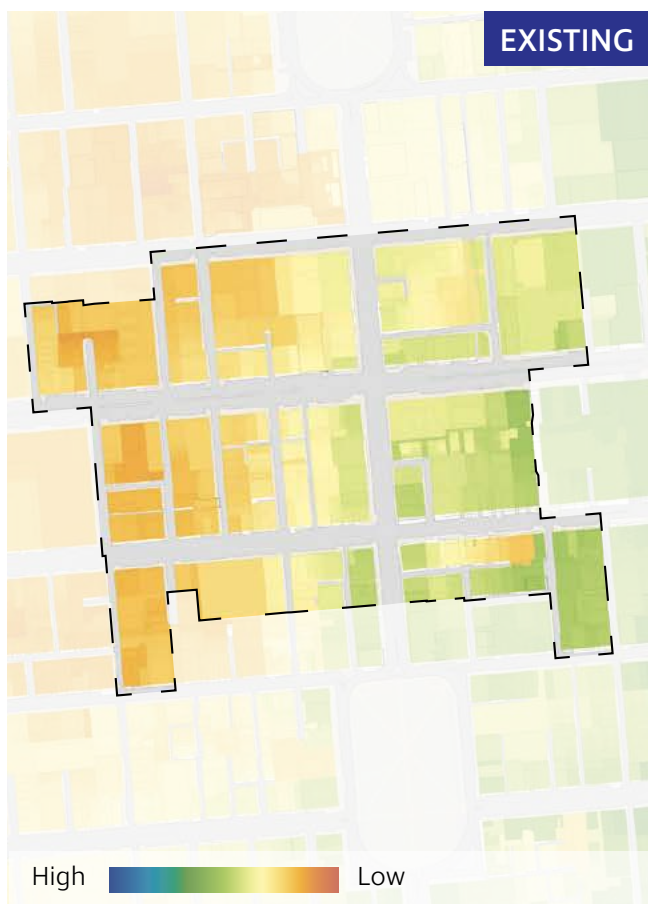
Figure 5.38 Tree Canopy Coverage (Existing)

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



Figure 5.39 Tree Canopy Coverage (Potential)

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



**Figure 5.40 Overall Liveability Index (Existing)**

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



**Figure 5.41 Overall Liveability Index (Potential)**

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

# Local Area 9: Grote Gateway

## Place Principles

The place principles for the local area are:

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



Connect laneways



Prioritise greening


















Support mixed use development

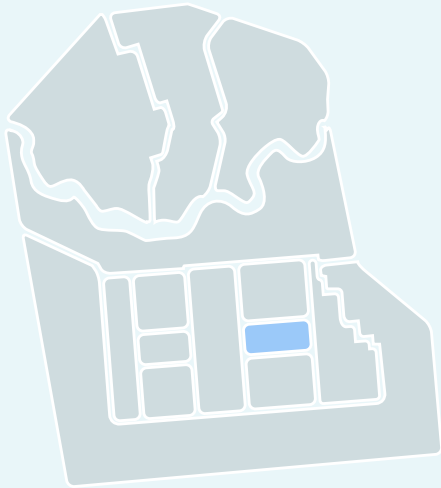




**Figure 5.42 Place Principles**

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

# Local Area 10: Wakefield Gateway



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



Wakefield Street

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

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

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

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

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

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

Future investment opportunities include:

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

### 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. Ityamaitpinna's family has been recorded to camp throughout this Eastern parkland between the waterhole in the Adelaide Botanic Gardens through to the Native Police camp at the end of Wakefield Street and East Terrace by Pakapakanthi.



Wakefield Street



Angus Street



Wakefield Street



# Local Area 10: Wakefield Gateway

## Key Spatial Analysis

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

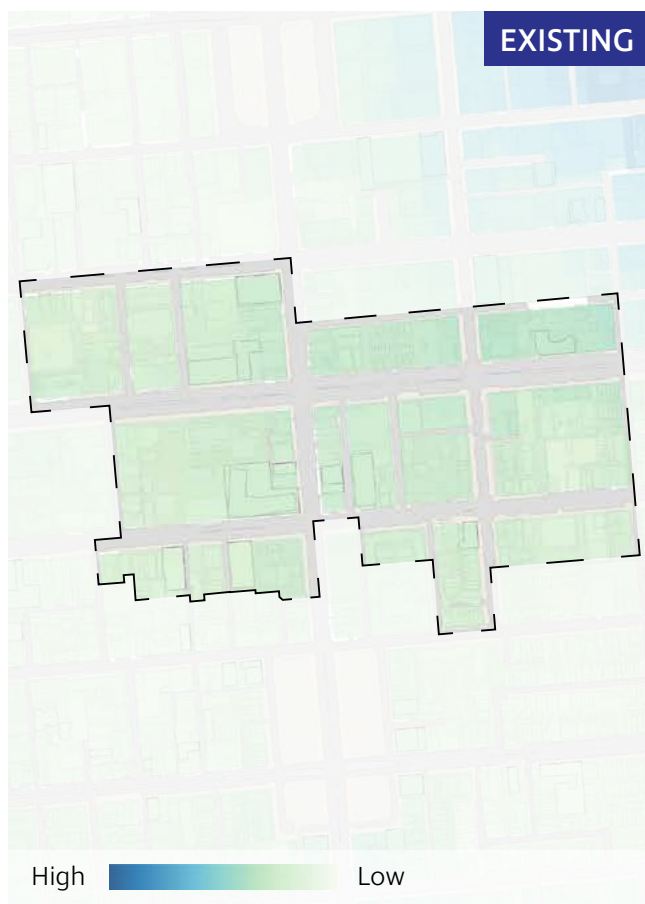


Figure 5.43 Cycling Accessibility Index (Existing)

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

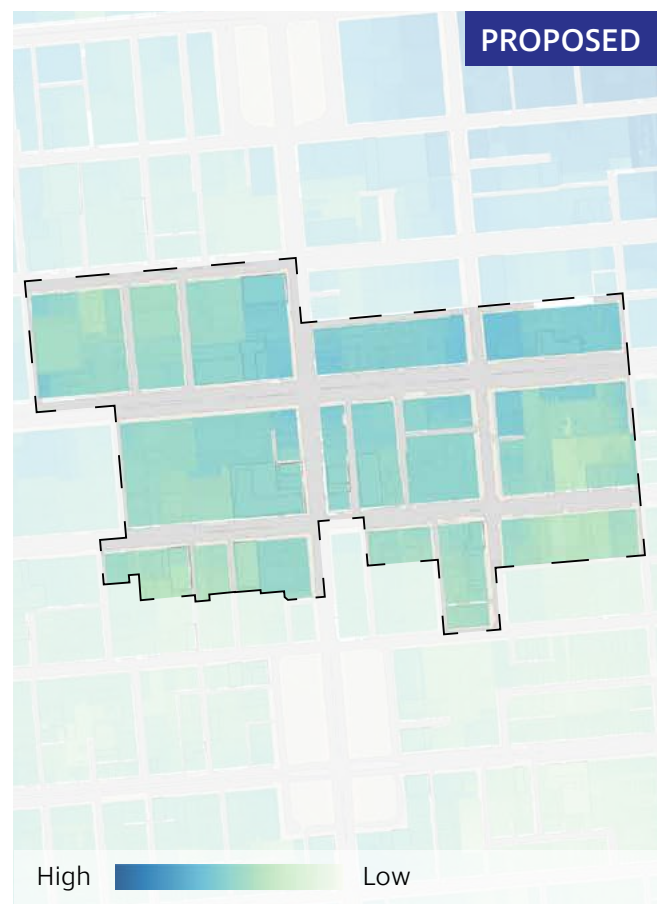
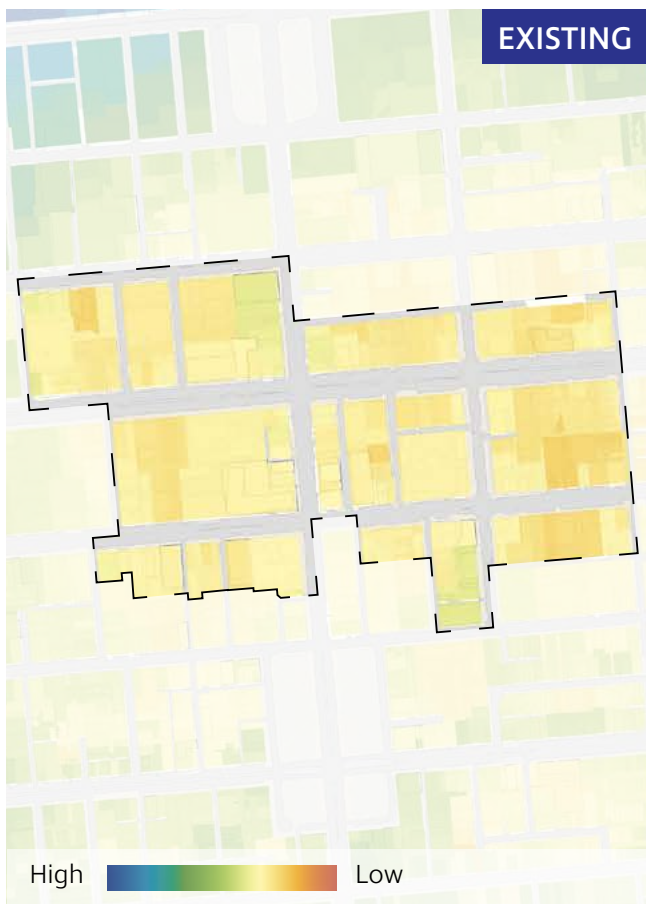


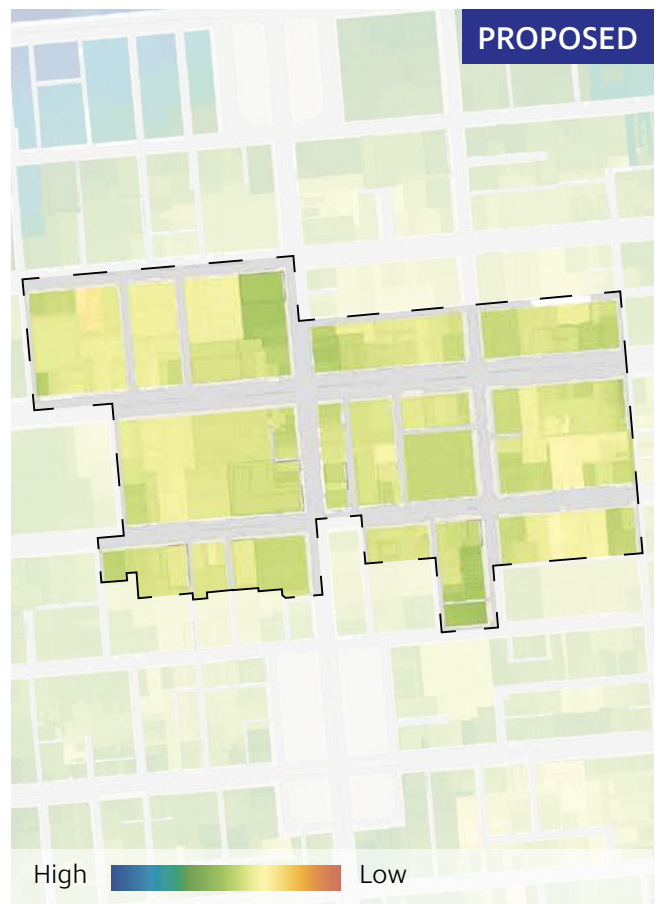
Figure 5.44 Cycling Accessibility Index (Potential)

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



**Figure 5.45 Overall Liveability Index (Existing)**

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



**Figure 5.46 Overall Liveability Index (Potential)**

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

# Local Area 10: Wakefield Gateway

## Place Principles

The place principles for the local area are:

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



Protected cycle lanes



Maintain laneway connections



Support small business

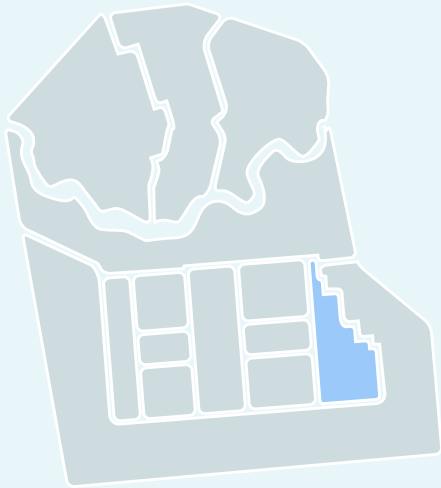




**Figure 5.47 Place Principles**

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

# Local Area 11: East Terrace



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



Character laneways connecting to the Adelaide Park Lands

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

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

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

Future investment opportunities include:

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

## Kaurna Context

The Kaurna historical context for this local area is:

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



Heritage shop frontages



Tree lined Hutt Street



Al fresco dining



# Local Area 11: East Terrace

## Key Spatial Analysis

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

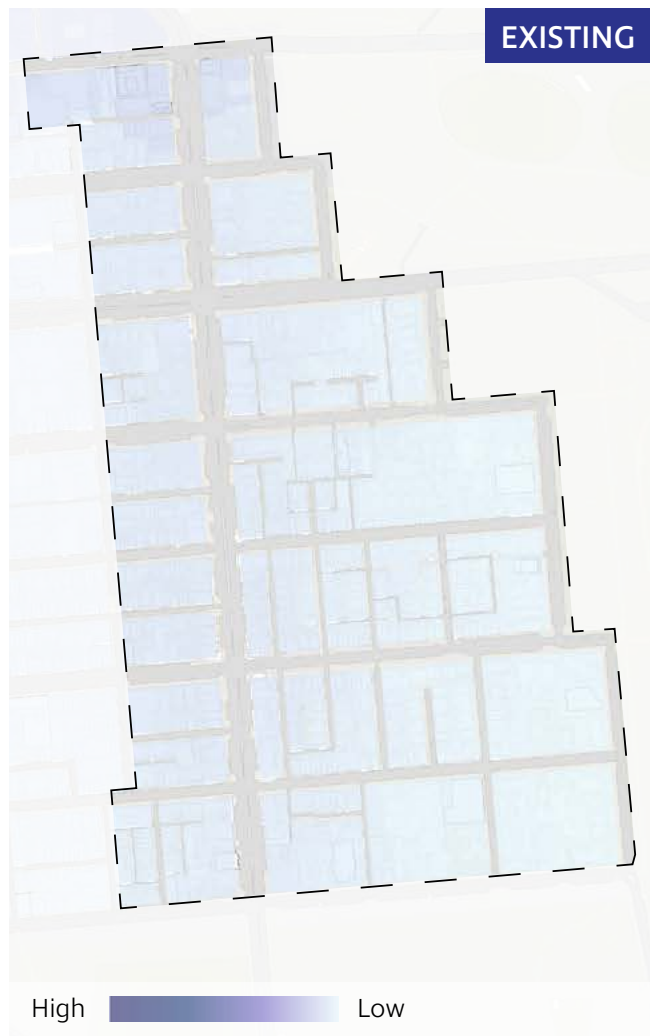


Figure 5.48 Public Transport Index (Existing)

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

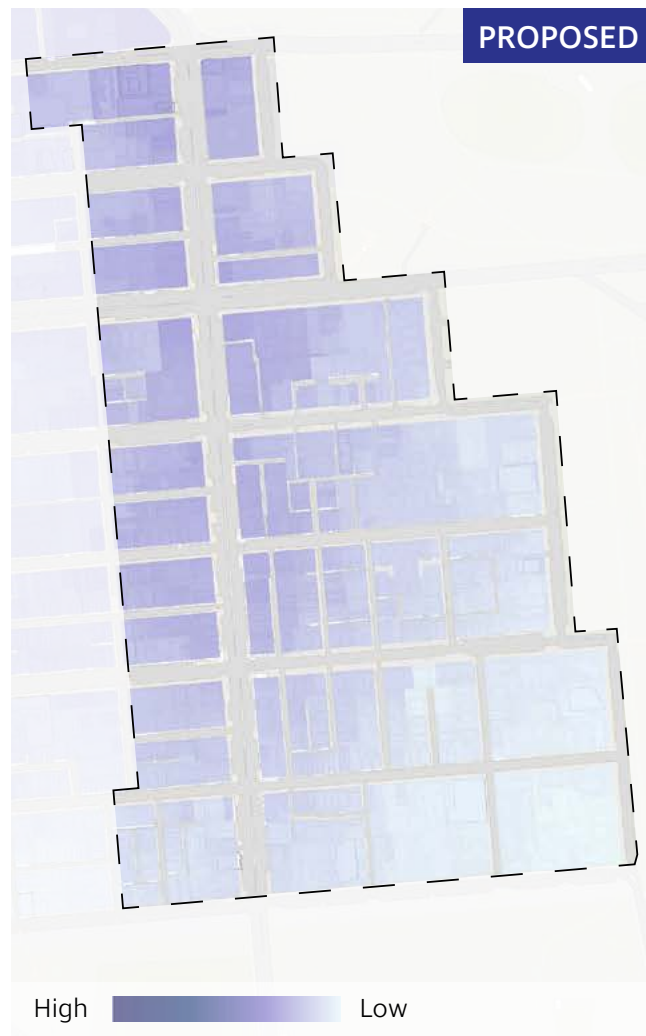
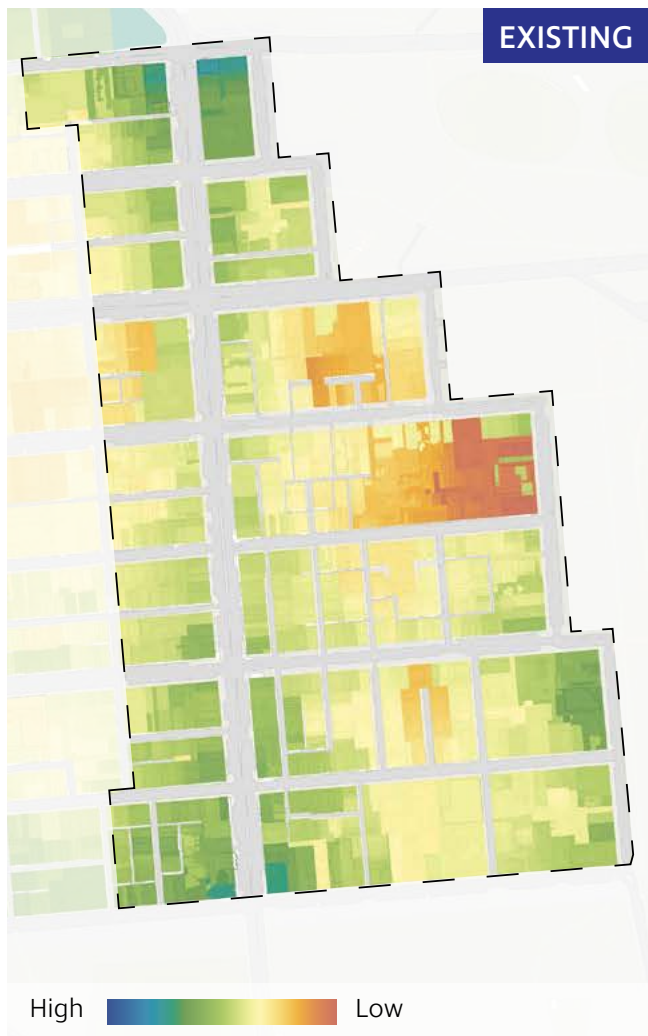


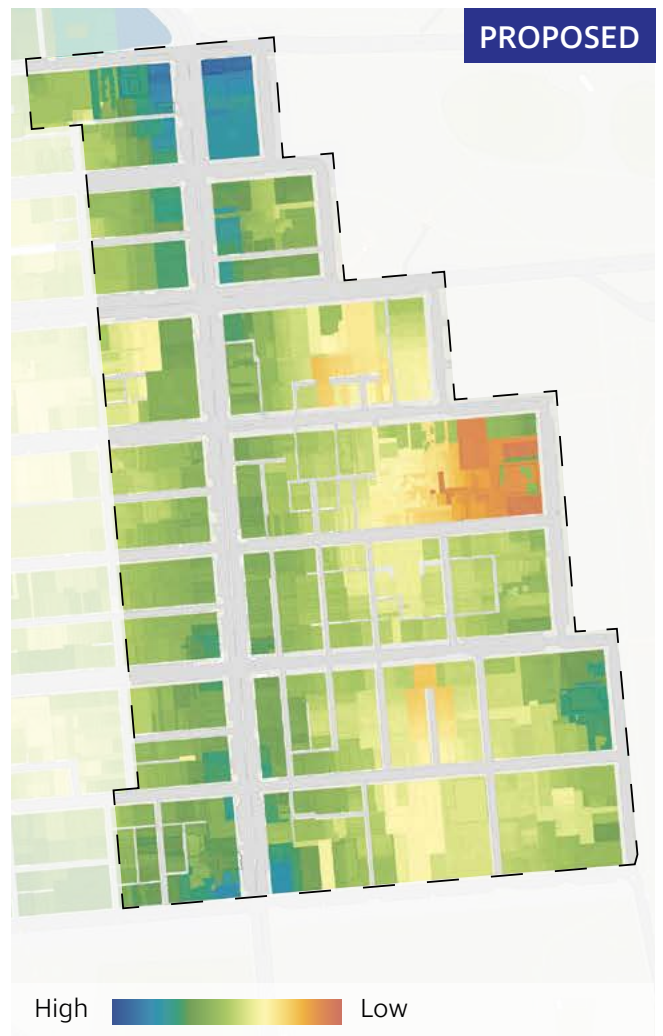
Figure 5.49 Public Transport Index (Potential)

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



**Figure 5.50 Overall Liveability Index (Existing)**

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



**Figure 5.51 Overall Liveability Index (Potential)**

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

# Local Area 11: East Terrace

## Place Principles

The place principles for the local area are:

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

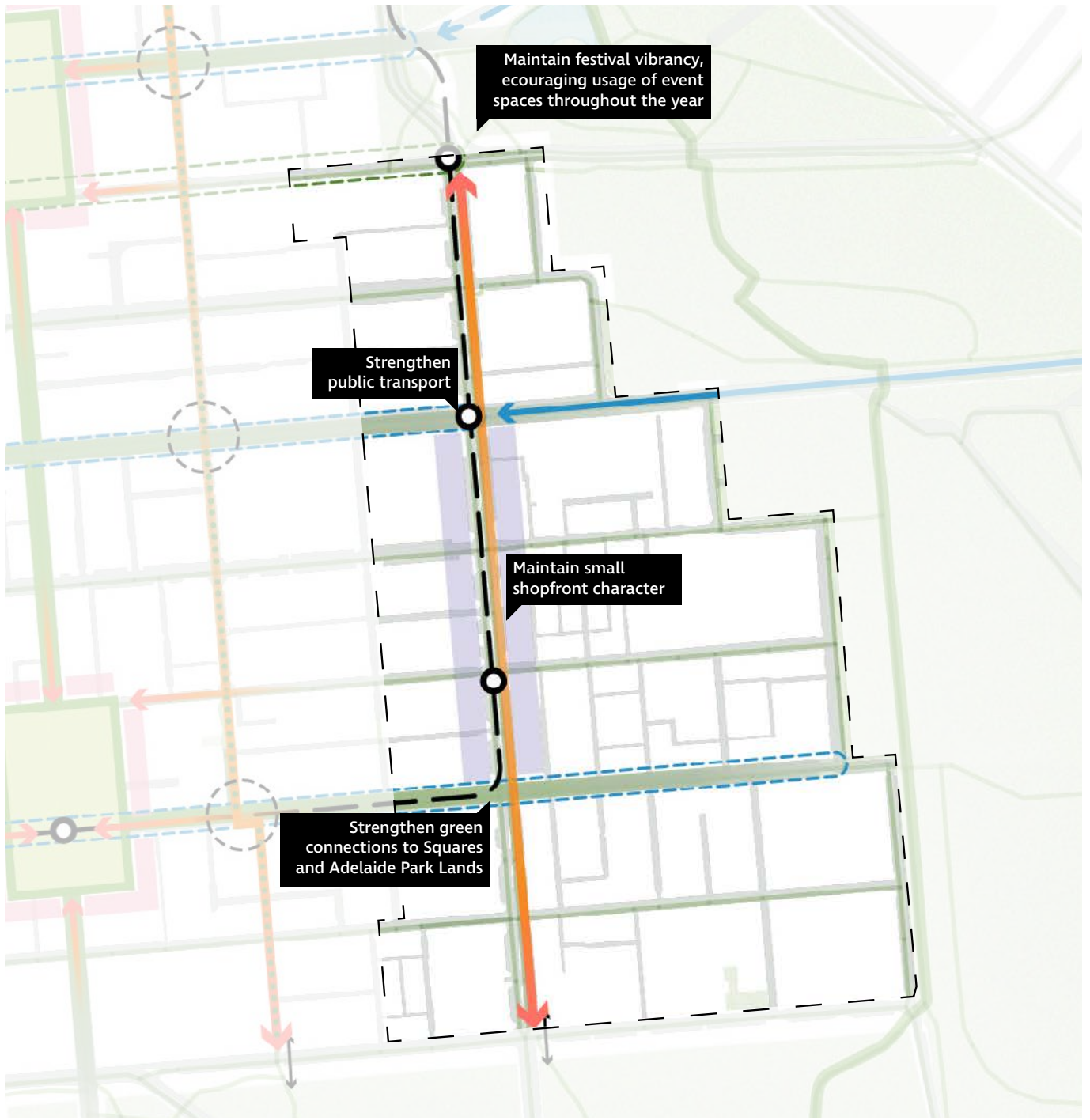


Maintain festival vibrancy



Strengthen connections

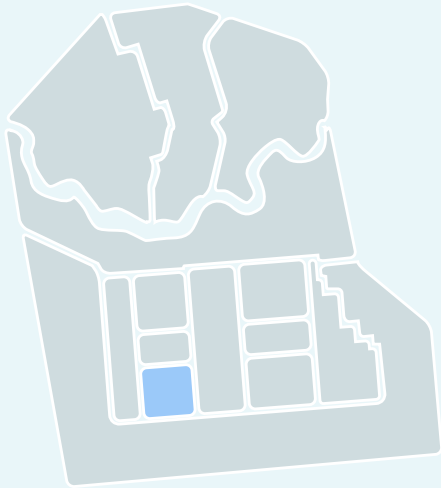




**Figure 5.52 Place Principles**

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

# Local Area 12: Whitmore Square



Existing Population	<b>1,783</b> people
15 year Growth Horizon	<b>3,000 - 3,650</b>
	<b>5.5%</b> of City Growth
	<b>139.6</b> people per hectare



Whitmore Square

The Whitmore Square Local Area is primed for residential growth with improved connections to the Adelaide Central Market and the Adelaide Park Lands key to unlocking the local area's growth potential.

The Whitmore Square Local Area is predominantly characterised by lower density residential development with examples of higher rise buildings towards the northern and eastern ends. The southern edge of the local area borders the southern Adelaide Park Lands including the highly utilised Veale Gardens.

Morphett Street and Whitmore Square / Iparrityi provide primary access to the city from the inner south. Diverse social and community services are found within this local area, particularly around Whitmore Square / Iparrityi. Sturt Street serves as a major east-west connection.

The Chinatown and Gouger Street entertainment area has a strong multicultural character which adds to its local appeal and is a drawcard for visitors locally and internationally.

This local area has high to moderate growth potential through development of vacant and underutilised land parcels, with investment into social infrastructure and pedestrian connectivity key success factors.

Future investment opportunities include:

- Create better public transport and pedestrian connectivity in the local area for people to access local services and businesses and the commercial centre of the CBD.
- Enhance the role of Gouger and Grote Streets as vibrant, cultural main streets supporting the day and night time economies and reinforcing the strong sense of culture and community.
- Support medium density infill development, adding to the housing and population diversity of the area.
- Prioritise investment in streetscape quality, greening and activation in Morphett Street, Sturt Street and Whitmore Square / Iparrityi

## Kaurna Context

The Kaurna historical context for this local area is:

Iparrityi is the daughter of Ityamaitpinna and is described as the most recognisable representative of Kaurna Country today. Her knowledge of the Country has been vital in Kaurna's reconnections to the landscape. Many places, sites and stories were told by Iparrityi to scholars and academics. She was the last true Kaurna Queen, being known as the last full-blooded Kaurna member. She was humble and kind-hearted and looked after lost Kaurna kids while at Point Pearce Mission



Medium density shop top development



Pop-up activation of Whitmore Square



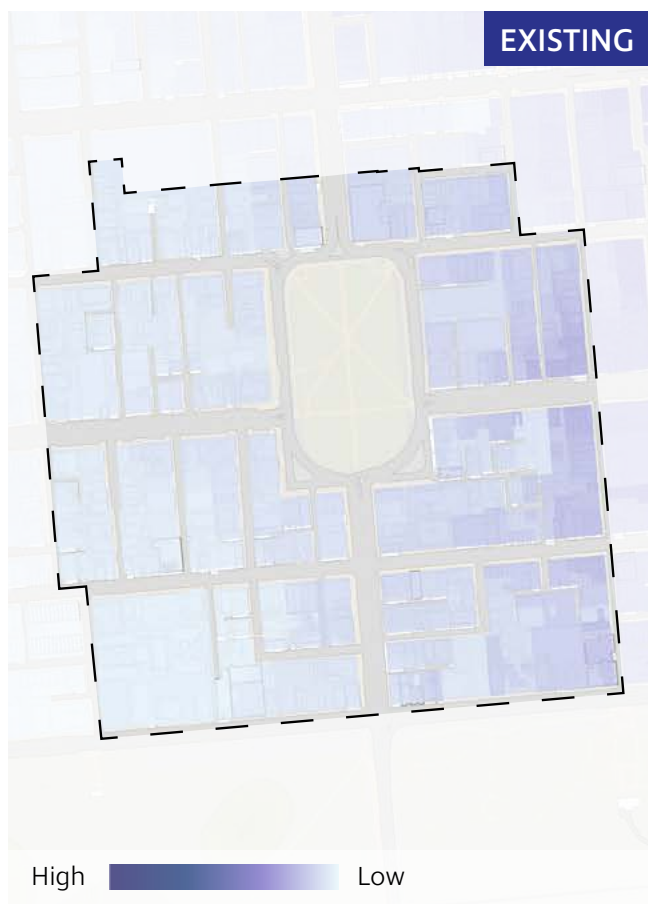
Enhance local economy and pedestrian experience



# Local Area 12: Whitmore Square

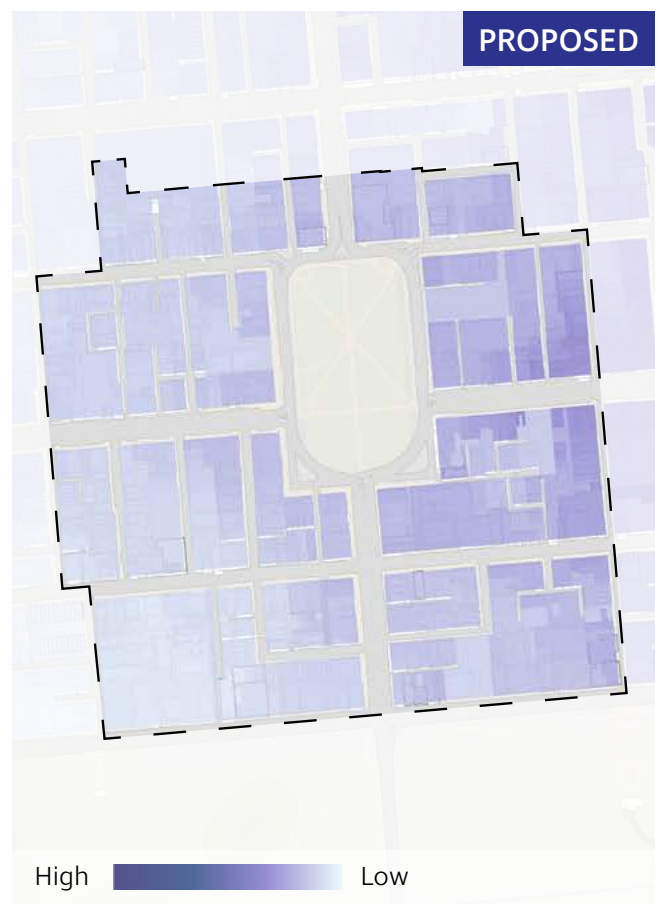
## Key Spatial Analysis

Whitmore Square showcases moderate existing liveability metrics with significant projected growth potential. The area benefits from moderate to high overall accessibility, with local services and retail scoring well above the city average. Despite this, there is room for improvement in public transport accessibility, ranking 6th. However, Whitmore Square boasts good open space accessibility, ranking 4th, and a strong cycling network, also ranking 4th. In comparison to other local areas, Whitmore Square's infrastructure and amenities present opportunities for further enhancement to fully capitalise on its growth potential.



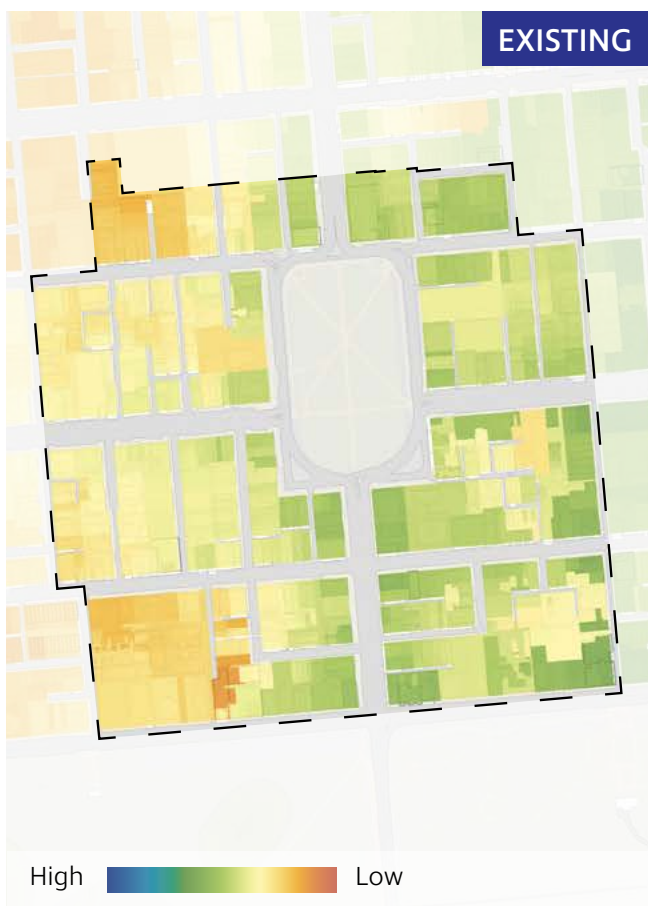
**Figure 5.53 Active and Public Transport Useability Index (Existing)**

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



**Figure 5.54 Active and Public Transport Useability Index (Potential)**

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



**Figure 5.55 Overall Liveability Index (Existing)**

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



**Figure 5.56 Overall Liveability Index (Potential)**

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

# Local Area 12: Whitmore Square

## Place Principles

The place principles for the local area are:

- Support the growth potential of this local area through protecting and encouraging new local services and retail amenities to develop, particularly towards the western edge.
- Support the redevelopment of the Salvation Army site on Whitmore Square into a mixed use development that meets the needs of Salvation Army clients and the broader community through social infrastructure, commercial and retail uses.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices (shop top housing), repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- Support medium density residential developing and appropriate services adding to the housing and population diversity of the area.
- Support pop-up activities for festivals, events throughout the year.
- Increase social infrastructure provisions to better support vulnerable members of the community who access services and spend time in the local area.
- Strengthen the identity of the local area by providing more supporting cultural infrastructure.
- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including use of the City Connector bus services and tram connectivity.
- Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
- Improve connections into the Adelaide Park Lands, activate Whitmore Square / Iparrityi and increase street greening.
- Improve north-south crossings for people walking, wheeling and cycling for increased accessibility.

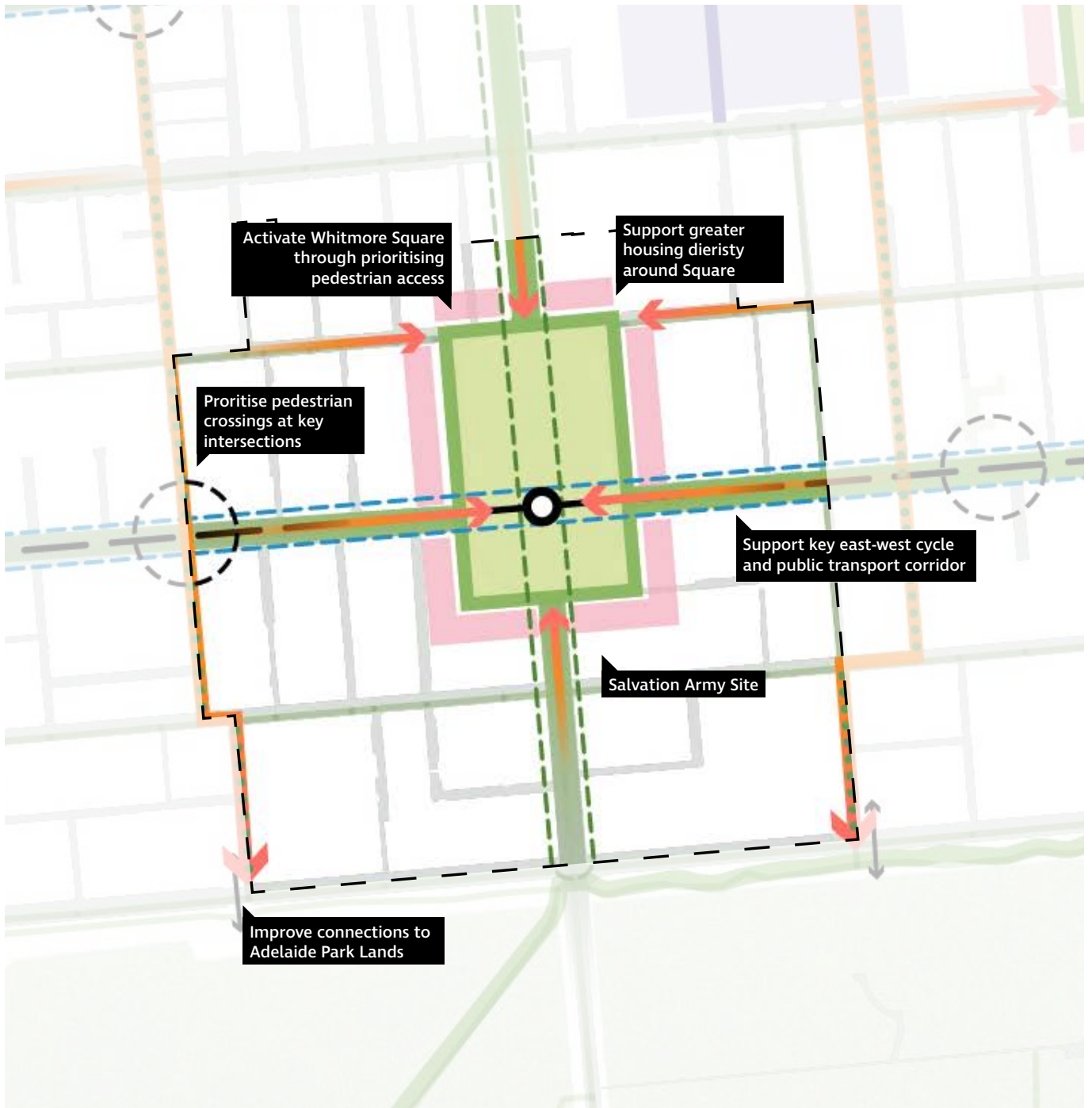


Greening of Whitmore Square


















Enhance activation of Whitmore Square

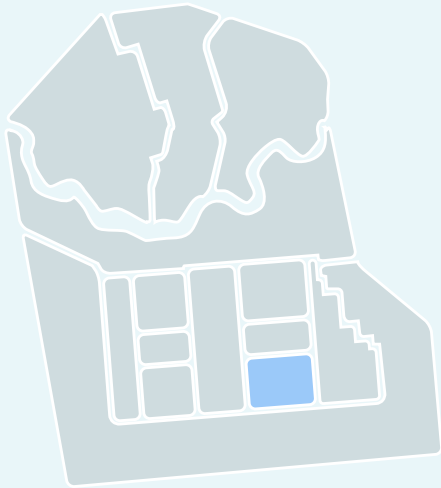




**Figure 5.57 Place Principles**

- |   |  |
|---|--|
|  City Squares                                      |  Priority Pedestrian Connection |
|  City Spine  |  Existing Light Rail            |
|  Priority Green Streets & Active Transport Network |  Potential Light Rail Extension |
|  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 13: Hurtle Square



Existing Population	<b>2,547</b> people
15 year Growth Horizon	<b>3,850 - 4,700</b>
	<b>6.5%</b> of City Growth
	<b>120.3</b> people per hectare



Former City Destructor Complex Heritage Adaption

**The Hurtle Square Local Area will maintain its fine grain residential and heritage character complemented with local businesses and cafes and improved connections to Hurtle Square / Tangkaira and the Adelaide Park Lands.**

The Hurtle Square Local Area is characterised by lower density residential development with rich historic character from its heritage buildings and tree lined streets. New medium rise apartment buildings are beginning to frame Hurtle Square / Tangkaira. The western portion of the local area is characterised by a high rise commercial area.

Land uses in the local area include local cafes, hotels, and some commercial and medical uses. Halifax Street provides a good example of where residential development, commercial and community services and amenity work together to create a strong identity and sense of community.

The character of Hutt Street extends into the minor streets of the local area, contributing to an attractive and quiet environment for current residents, workers, and visitors.

Though growth may be limited, the Hurtle Square Local Area can be an exemplar of strategic heritage adaptations and medium density uplift, whilst preserving its heritage character.

Future investment opportunities include:

- Support adaptive reuse of vacant and underutilised buildings to preserve the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Create fine grain connectivity, greening and pedestrian connections throughout the area to support increased permeability to the main streets, Hurtle Square / Tangkaira and the Adelaide Park Lands.
- Improve access to Hurtle Square/ Tangkaira, including modifications to the service roads to improve access and permeability for pedestrians to and through the Square.

### **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 South Terrace



# Local Area 13: Hurtle Square

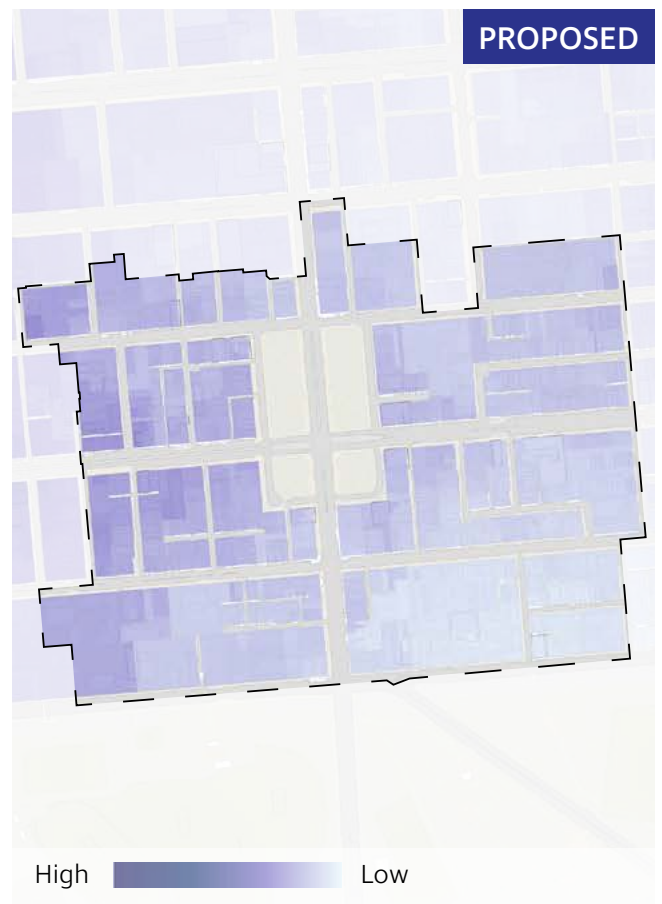
## Key Spatial Analysis

Hurtle Square presents low to medium existing liveability metrics with significant projected growth potential. The area requires improvements in both open space and public transport accessibility, ranking 9th and 8th, respectively. In comparison to other local areas, Hurtle Square’s infrastructure and amenities offer opportunities for improvement to fully leverage its growth potential.



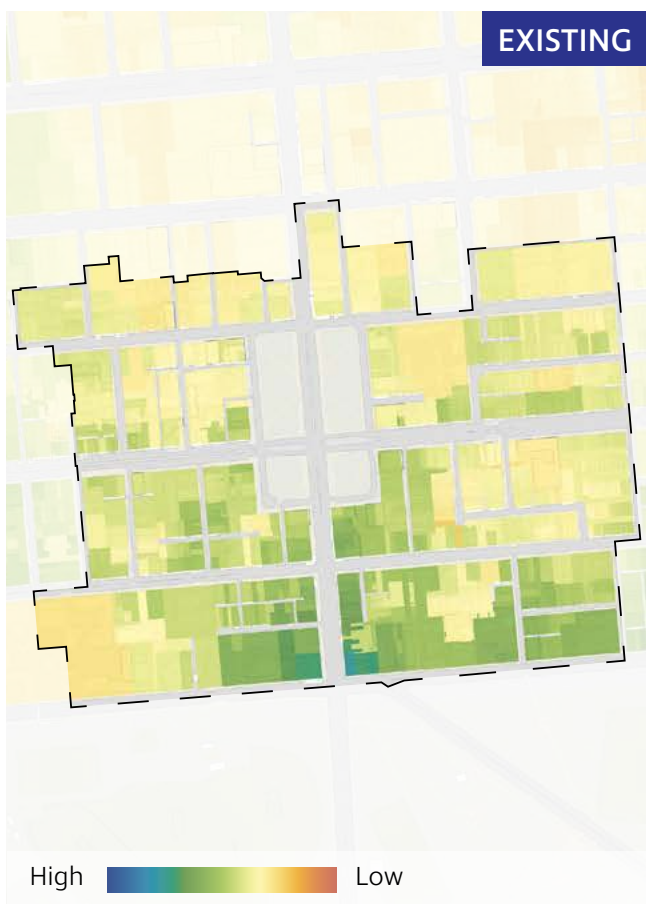
**Figure 5.58 Active and Public Transport Useability Index (Existing)**

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



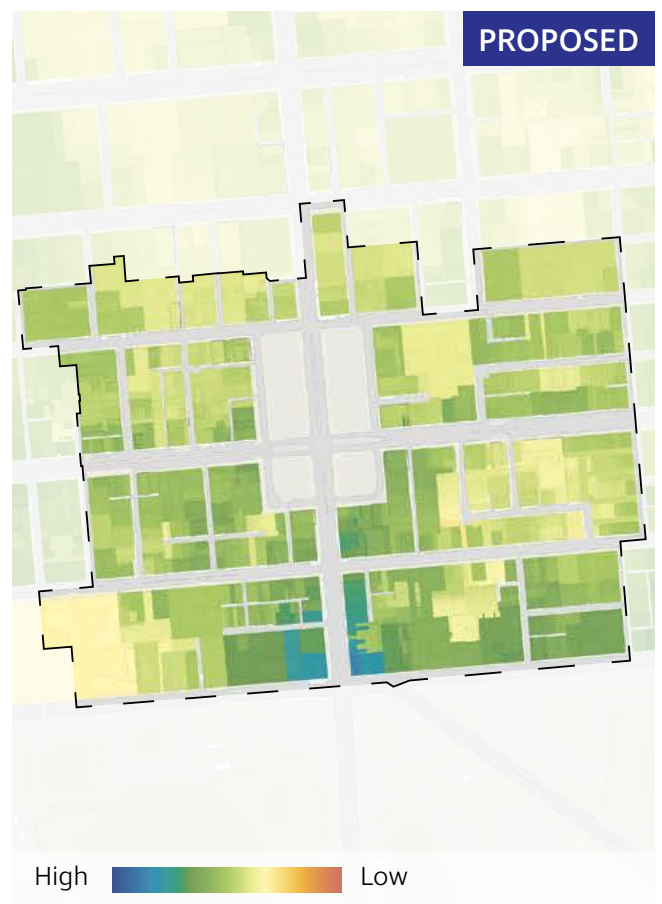
**Figure 5.59 Active and Public Transport Useability Index (Potential)**

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



**Figure 5.60 Overall Liveability Index (Existing)**

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



**Figure 5.61 Overall Liveability Index (Potential)**

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

# Local Area 13: Hurtle Square

## Place Principles

The place principles for the local area are:

- Investigate options to activate Hurtle Square / Tangkaira through conversion of the service roads into shared, pedestrian priority spaces.
- Support pop-up activities for festivals, events throughout the year.
- Extend the Halifax Street mixed use zone further east to support the surrounding streets to densify and diversify.
- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including considering the City Connector bus service and additional tram connectivity.
- Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
- Improve connections into the Adelaide Park Lands and throughout the local area by investing in public realm and local street greening.
- Strengthen north-south active travel routes in the local area, including crossings of east-west streets for people walking, wheeling and cycling, for increased accessibility.



Extend Halifax mixed use zone further east

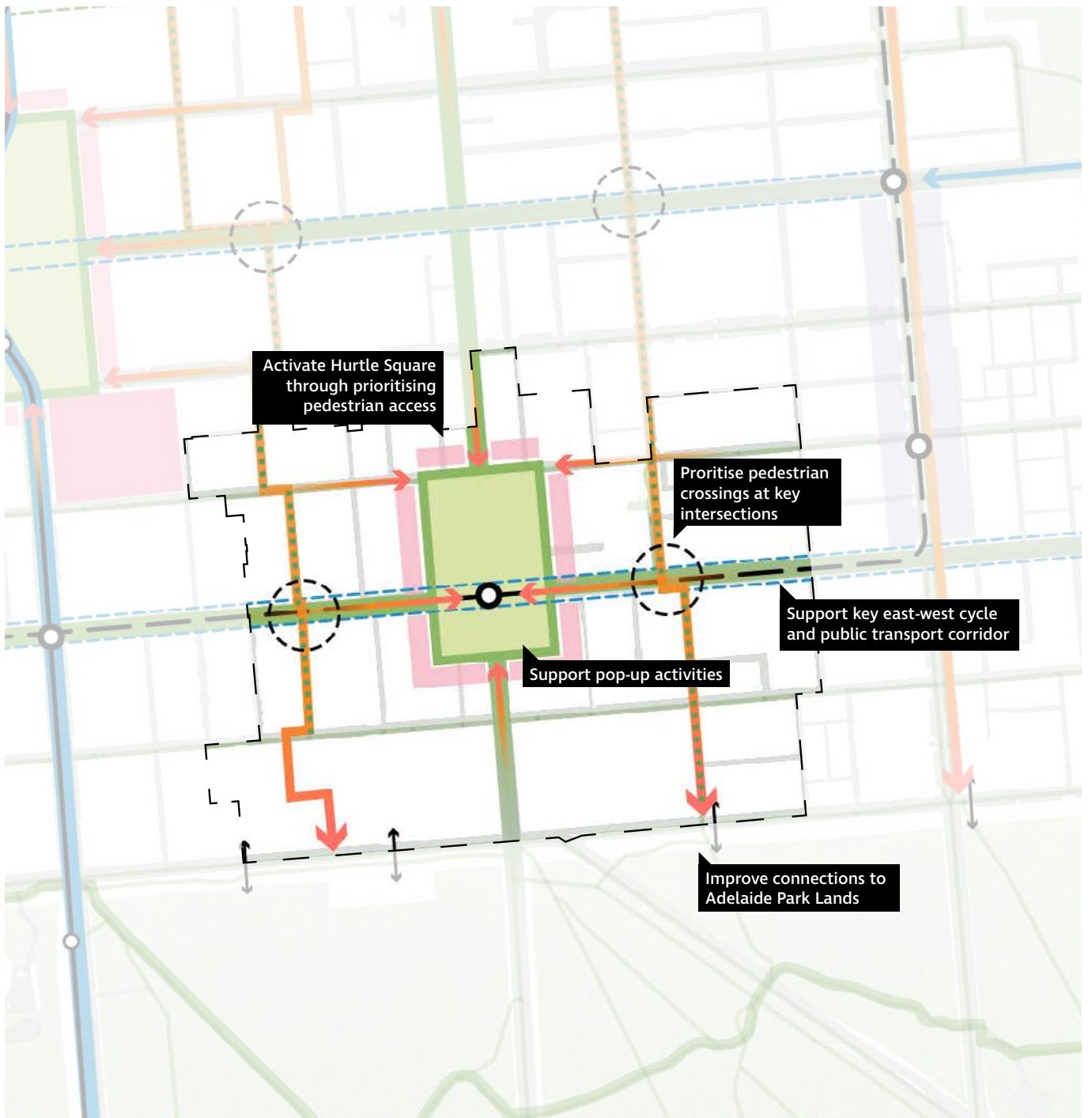


Prioritise north-south active transport connectivity



Expand open space network





**Figure 5.62 Place Principles**

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

# Implementation Plan







# Implementation Plan

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

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

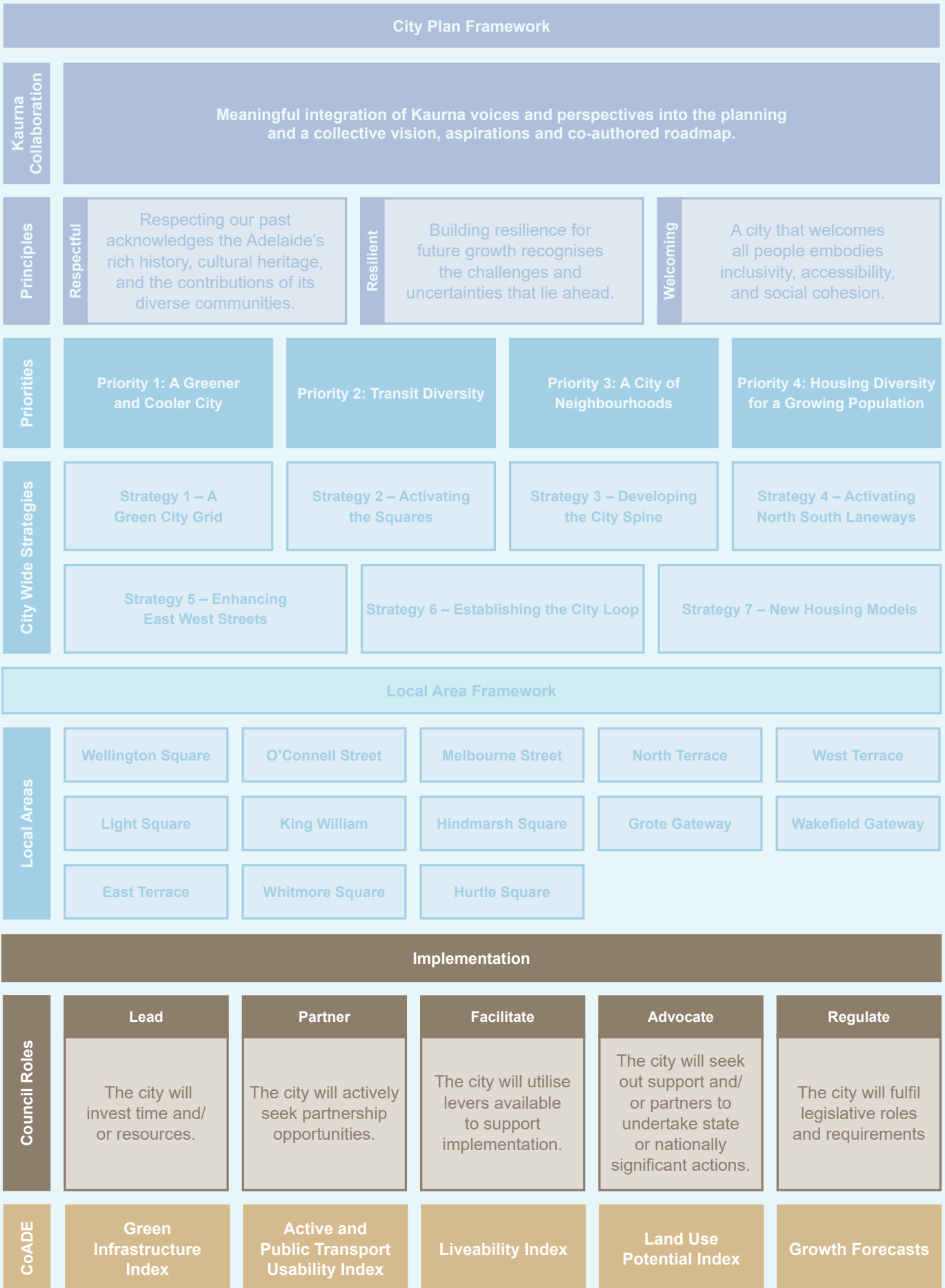


Figure 1.1 Plan on page

# Implementation Plan

## **The City of Adelaide recognises that it doesn't control all the levers to achieve the strategies identified in the City Plan.**

There are several avenues the city can pursue to achieve the ambitions set out in the City Plan:

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

**Figure 1.2 A summary of strategic land use policies in the City Plan are shown in the table on the following pages.**

The City Plan will work to inform the implementation of a broad range of the City of Adelaide's complementary strategic documents including the Strategic Plan 2024-2028, Integrated Climate Strategy 2030, Integrated Transport Strategy (in development), Housing Strategy – Investing In our Housing Future, Economic Development Strategy (in development), and various Action Plans and Master Plans.

The City Plan will be implemented over multiple years, beginning with local design and progressing to project delivery. Implementation of the City Plan will be subject to the Annual Business Plan and Budget processes of the City of Adelaide, its Asset Management Plans and the Long-term Financial Plan.

An indicative program for implementation of key strategies in the City Plan is provided in Figure 6.1.

Implementation will be monitored and reported annually as part of the City of Adelaide Annual Report

## **Stakeholder Engagement**

The City Plan is the culmination of comprehensive stakeholder and community engagement. Authentic ongoing engagement with the city's residents, workers, business communities, investors and State Government is critical to the implementation of the City Plan.

We will work with the State Government in implementation of the City Plan as a key contribution to the planning for Greater Adelaide.

## **Partnerships**

The City of Adelaide seeks partnerships and investment in the implementation of the City Plan.

## **Code Amendment Program**

The City Plan will include implementation of a comprehensive program of land use planning and policy amendment through the City of Adelaide Code Amendment Program and identified improvements to the State Government's Planning and Design Code and state-wide Planning System.



## City of Adelaide Digital Explorer (CoADE)

The City of Adelaide will continue to monitor opportunities to act in accordance with the City Plan using the City of Adelaide Digital Explorer (CoADE).

CoADE provides the evidence base and includes the following key indicators aligned with the City Plan priorities and city wide strategies:

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

### Green Infrastructure Index

The Green Infrastructure Index maps accessibility to green spaces, parks, and other natural assets within the city based on distribution and quality of open space. This data can be used to monitor the city's green grid, identify areas with insufficient green coverage, and prioritise locations for future green infrastructure development.

### Active and Public Transport Usability Index

The Active and Public Transport Usability Index focuses on evaluating the efficiency and safety of transportation networks, particularly for pedestrians and cyclists. This data can be used to identify areas with inadequate pedestrian and cycling infrastructure, prioritise improvements to enhance safety and accessibility, and allocate road space more effectively to promote sustainable modes of transportation.

### Livability Index

The Livability Index provides insights into the accessibility of social infrastructure and amenities within the city, such as parks, public

transportation, community facilities, and retail establishments. This data can be used to identify areas with inadequate access to essential services and amenities and prioritise investments in infrastructure and services to improve overall livability.

### Land Use Potential Index

The Land Use Potential Index evaluates the development potential of different areas within the city, considering factors such as land ownership, surrounding land uses, and existing amenities. This data can be used to guide land use decisions, identify suitable locations for new developments, and promote a diverse mix of land uses that support vibrant and sustainable communities.

### Growth Forecasts

The Growth Forecasts serve as a framework for decision-making, ensuring that future investment decisions by the City of Adelaide contribute to the priorities and city wide strategies in the City Plan. The forecasts do not prescribe specific development outcomes for individual sites.

## City Plan Policy Summary

	A Greener and Cooler City	Transit Diversity
<b>Strategy 1 - A Green City Grid</b>	<ul style="list-style-type: none"> <li>Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (SPP2.13 &amp; 11.10).</li> <li>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 &amp; 15.4)</li> <li>Partner on the protection the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including enhancing pathways and connections to and from the Adelaide Park Lands.</li> <li>Advocate for stronger provisions within the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, heat reflective materials and built shade.</li> </ul>	<ul style="list-style-type: none"> <li>Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets.</li> <li>Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function.</li> <li>Advocate for contraction of the road network and return of roadways to active transport or greening to support the development of green transport corridors.</li> </ul>
<b>Strategy 2 – Activating the Squares</b>	<ul style="list-style-type: none"> <li>Lead improvements to canopy cover and green infrastructure in the city Squares to enhance visitation for both passive and active recreational opportunities (SPP 2.14).</li> </ul>	<ul style="list-style-type: none"> <li>Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to city Squares.</li> <li>Lead the analysis of options for adjustments to north-south through traffic for city Squares.</li> <li>Facilitate the expansion of public open space around the city Squares through the removal of slip-ways and side-roads, and adjustments to carparking.</li> </ul>
<b>Strategy 3 – Developing the City Spine</b>	<ul style="list-style-type: none"> <li>Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection.</li> </ul>	<ul style="list-style-type: none"> <li>Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street.</li> <li>Advocate for a light rail connection from North Adelaide to North Terrace.</li> </ul>

	A City of Neighbourhoods	Housing Diversity for a Growing Population
<b>Strategy 1 - A Green City Grid</b>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods. (SPP5.2)</li> <li>Lead in infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night.</li> </ul>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth.</li> </ul>
<b>Strategy 2 – Activating the Squares</b>	<ul style="list-style-type: none"> <li>Facilitate a better balance of play, relaxation, and recreation with efficient vehicle movement around city Squares.</li> </ul>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision catering to a range of social and recreational activities in the city Squares as a stimulus for population growth.</li> <li>Advocate for a variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of existing and future residents.</li> <li>Advocate for changes in the Planning and Design Code to strengthen the requirement for greater housing mix and mix of uses in multi-levels buildings to increase housing diversity and add to the activity and vibrancy of the city.</li> </ul>
<b>Strategy 3 – Developing the City Spine</b>	<ul style="list-style-type: none"> <li>Partner in the delivery of the Adelaide Aquatic Centre, Market Square and 88 O’Connell as key destinations and attractors along the city spine.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Partner in the delivery of the Market Square and 88 O’Connell to contribute to the city’s housing supply.</li> </ul>



	A Greener and Cooler City	Transit Diversity
<b>Strategy 4 – Activating North South Laneways</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Strategy 5 – Enhancing East West Streets</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Advocate changes to Planning and Design Code to strengthen policies to ensure the flow of key pedestrian routes remain free and uninterrupted in key pedestrian areas.</li> </ul>
<b>Strategy 6 – Establishing the City Loop</b>	<ul style="list-style-type: none"> <li>Advocate for the longer-term planning of West Terrace, Halifax and Sturt Streets, and Hutt Street to accommodate greening and light rail.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for an investigation into Light Rail alignment options which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP11.1) and maintains pedestrian accessibility across the city.</li> </ul>
<b>Strategy 7 – New Housing Models</b>	<ul style="list-style-type: none"> <li>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)</li> <li>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.</li> <li>Advocate for the development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions. (SPP 2.3)</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for growth in areas connected to and integrated with, existing and proposed public transport routes, infrastructure, and services.</li> <li>Advocate for mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.</li> </ul>

	A City of Neighbourhoods	Housing Diversity for a Growing Population
<b>Strategy 4 – Activating North South Laneways</b>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP2.10)</li> <li>Facilitate opportunities for activation of laneways in line with neighbourhood identity.</li> </ul>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth.</li> </ul>
<b>Strategy 5 – Enhancing East West Streets</b>	<ul style="list-style-type: none"> <li>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)</li> <li>Facilitate opportunities for activation of strategic east-west links in line with the neighbourhood identity.</li> </ul>	<ul style="list-style-type: none"> <li>Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth.</li> </ul>
<b>Strategy 6 – Establishing the City Loop</b>	<ul style="list-style-type: none"> <li>Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport. (SPP5.1)</li> </ul>	<ul style="list-style-type: none"> <li>Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</li> </ul>
<b>Strategy 7 – New Housing Models</b>	<ul style="list-style-type: none"> <li>Lead investment in new social and community infrastructure in the western parts of the city.</li> <li>Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality.</li> <li>Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities. (SPP2.8)</li> <li>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)</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> <li>Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</li> <li>Partner with the State Government to pilot Local Design Review.</li> <li>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.</li> <li>Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code.</li> </ul>

**Figure 6.1 Implementation Program**

