



OUR ADELAIDE. OUR FUTURE.

City Plan – Adelaide 2036

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.

September 2024



Acknowledgement of Country

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

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





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City Plan – Adelaide 2036

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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

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

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

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

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

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

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

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

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

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



A handwritten signature in white ink that reads "Jane Lomax Smith". The signature is fluid and cursive.

Dr. Jane Lomax Smith
Lord Mayor of Adelaide

Executive Summary

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

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

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

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

Achieving sustainable growth will require diversity in housing options, encouraging mixed use development and supporting good neighbourhood design to cater to a range of needs and demographics.

Aligned with the City of Adelaide Housing Strategy: Investing in our Housing Future we will incorporate the full housing spectrum including market, affordable and social housing. Focus on the 'missing middle' (medium density housing) will bridge the gap between low and high density housing across the city. Adaptive reuse will be the first consideration to support repurposing underutilised buildings and improve our performance on character, heritage and embodied carbon across our city. We will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.

To stimulate growth and leverage investment, the City Plan identifies city and state significant strategic sites, places and priority areas, such as North Terrace with its investment in Lot Fourteen, Festival Plaza, the Biomedical Precinct and the newly merged Adelaide University. Further investment in underutilised sites in public and private ownership has the potential to contribute to housing, infrastructure and amenity through new mixed use projects.

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

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

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

The city's unique places and urban fabric will be walkable experiences from east to west. Through the City Plan we will encourage development along the main east-west connections ensuring essential active and public transport connections. The City Plan's focus on transport diversity and improving pedestrian and walkable experiences will be complemented by improvements to support active transport, cycling and e-mobility.

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

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

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

Public transport options and investigations will be progressed with our partners in the medium and longer term through explorations into a public transport loop that provides for sustainable movement, transit-led growth and connected neighbourhoods and places. We recognise that as the city grows, planning will continue to monitor the role of cars and vehicular movements in our transport diversity, along with the increasing infrastructure needs of electric vehicles of all sizes.

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

Structure of the Plan

City Plan Framework

The City Plan Framework is comprised of two parts:

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



City Plan Principles

The City Plan is underpinned by the following three principles:

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

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

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

City Plan Priorities

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

- Priority 1:** A Greener and Cooler City
- Priority 2:** Transport Diversity
- Priority 3:** A City of Neighbourhoods
- Priority 4:** Housing Diversity for a Growing Population

Principles



Priorities



A Greener and Cooler City

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



Transport Diversity

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



A City of Neighbourhoods

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



Housing Diversity for a Growing Population

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

Structure of the Plan

City Wide Strategies

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

City wide strategies align with the objectives outlined in the *Planning Development and Infrastructure Act 2016 (SA)*, and the Greater Adelaide Regional Plan (GARP). This approach ensures that the City Plan serves as a strategic document informing future amendments to the State Government's Planning and Design Code (Code Amendments) and planning policy, effectively guiding development and growth in accordance with regional priorities.

Local Area Framework

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

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

Implementation Plan

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

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

City of Adelaide Digital Explorer (CoADE)

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

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

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

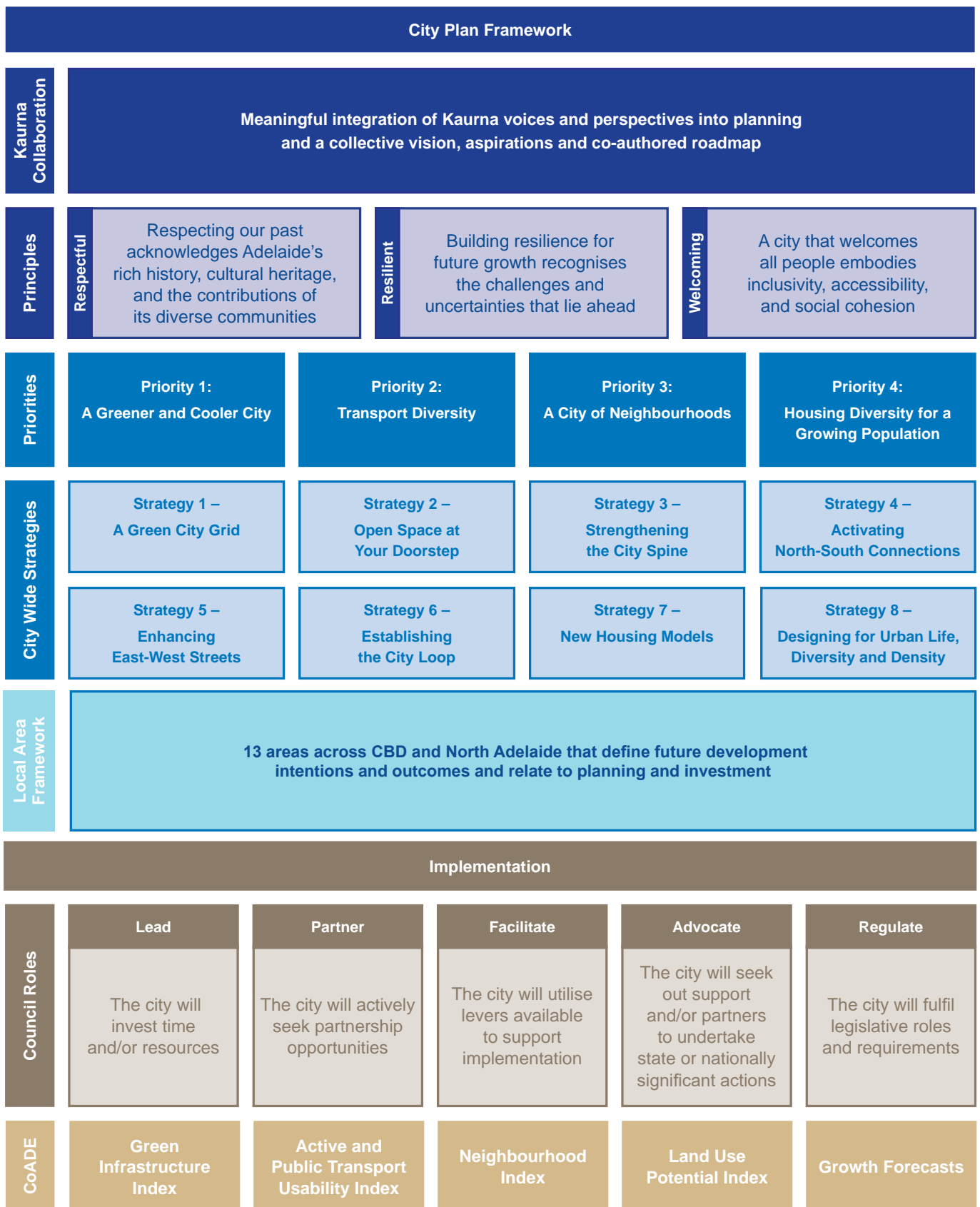


Figure 1.1 City Plan Structure – Plan on a page

Introduction





Role of the City Centre in Greater Adelaide

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

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

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

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

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

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

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

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





Our Future Adelaide

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

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

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

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

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

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

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

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

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

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

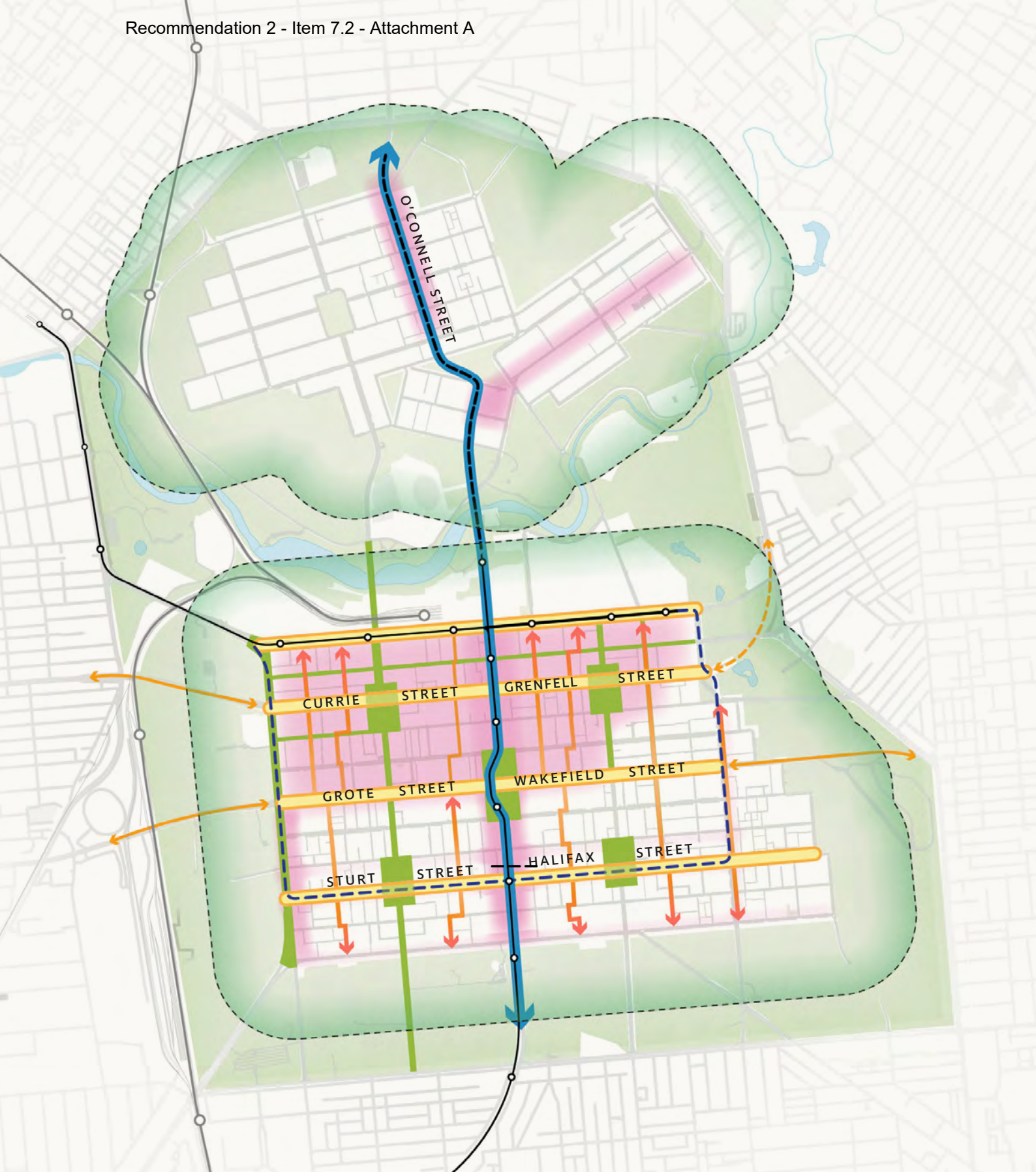


Figure 1.2 City Wide Strategies

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

The Case for Investment and Value Creation



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

Land supply studies for the city identify more than enough privately held land to meet future development demand. The City Plan aims to ensure planning policies incentivise and deliver supply of diverse, affordable and environmentally sustainable developments.

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

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

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

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

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

“An effective city needs to be constantly evolving and adapting.”

Jane Jacobs



Images (clockwise from top left):
Merri Northcote;
Nightingale Bowden,
Fabbrica Fitzroy;
Brunswick Yard

How the City Plan was Developed

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

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

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

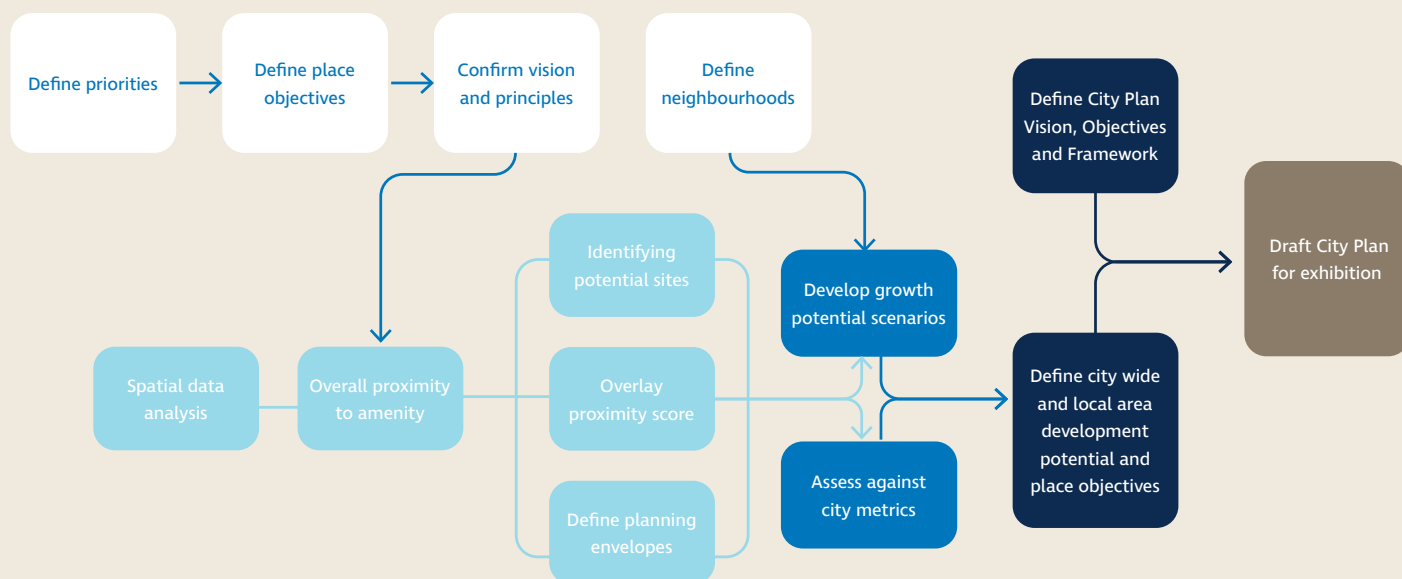
By applying a 'walkability rating' for each allotment in the city, a measure of areas with higher or lower proximity to services was created. This is referred to as the 'proximity' score, which will appear throughout the City Plan as a metric to assess and monitor progress.

Exhibition and Engagement

The City Plan metrics, principles and priorities were tested and consolidated through the City Plan Studio (September 2023,) with over 500 participants and stakeholders sharing their knowledge of the city.

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

Figure 1.3 City Plan Process and Methodology



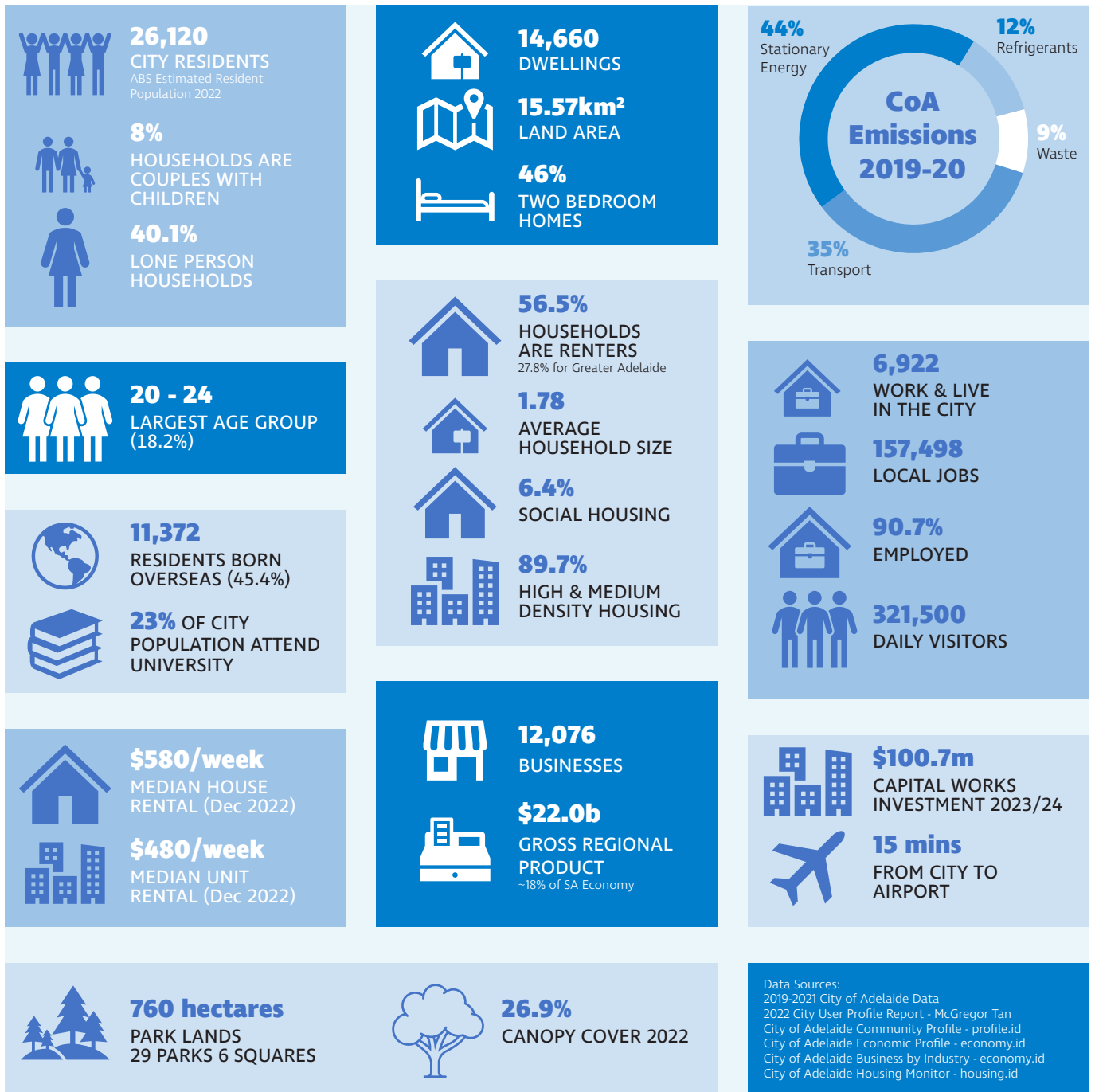


Figure 1.4 Base datasets used to inform the City Plan

Strategic Context

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

State Government Strategies

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

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

The City Plan aligns to the 16 State Planning Policies, providing additional focus and relevance to these at a local government level.

Greater Adelaide Regional Plan

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

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

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

Planning Policies can be grouped under four interconnected themes of:

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

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

South Australian 20-Year State Infrastructure Strategy

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

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

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

City of Adelaide Strategies

Strategic Plan 2024-2028

Our Adelaide. Bold. Aspirational. Innovative.

As the capital city of South Australia, Adelaide has a vital role to play in shaping the future of our state. The ambitions of the City of Adelaide are outlined in several key strategic documents, under the umbrella of the Strategic Plan. The Strategic Plan articulates the overarching vision for Adelaide and outlines the strategic goals and priorities that the City of Adelaide aims to achieve over the next four years. This includes the ambition for a residential population of 50,000 by 2036.



Figure 1.5 Key documents referenced for the City Plan

Housing Strategy – Investing in our Housing Future

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

Integrated Climate Strategy 2030

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

Integrated Transport Strategy (in development)

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

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

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

Action Plans and Master Plans

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

Caring for Country





Caring for Country



Embedding perspectives and knowledge from Aboriginal and Torres Strait Islander people into the shaping of our city requires meaningful integration of Kurna voices and perspectives into the planning and a collective vision, aspirations and co-authored roadmap.

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

The City of Adelaide is committed to meaningful engagement with Kurna people. This section outlines the process and approach to meaningfully embed the perspectives and knowledge of Aboriginal and Torres Strait Islander people into city planning.

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

Kurna Country

The following text has been written by Corey Turner as the City Plan's Aboriginal Advisor and Senior Kurna Man. It is through his advice that the Kurna context of the Local Areas

(refer Chapter 5) has been developed. Adelaide, traditionally known as Tarndanyangga (Red Kangaroo dreaming place) is situated at the heart of Kurna Country. Also at this location is the central catchment of the Karrairra Pari Dreaming. These Dreaming stories originated on Kurna Country and are essential to the creation of Kurna, its people and Country. They reflect Country and how Kurna have evolved over time.

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

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

Kurna Collaboration

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

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

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

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

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

What is IAP2

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

Guiding Principles

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

Culture

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

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

Partnerships

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

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

Caring for Country

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

This also includes:

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

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

Kaurna Traditional Knowledge

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

Economics

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


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

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

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



Urban Design Framework





Urban Design Framework

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

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

City Plan Framework					
Kaurna Collaboration	Meaningful integration of Kaurna voices and perspectives into planning and a collective vision, aspirations and co-authored roadmap				
Principles	Respectful Respecting our past acknowledges 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: Transport Diversity	Priority 3: A City of Neighbourhoods	Priority 4: Housing Diversity for a Growing Population	
City Wide Strategies	Strategy 1 – A Green City Grid	Strategy 2 – Open Space at Your Doorstep	Strategy 3 – Strengthening the City Spine	Strategy 4 – Activating North-South Connections	
	Strategy 5 – Enhancing East-West Streets	Strategy 6 – Establishing the City Loop	Strategy 7 – New Housing Models	Strategy 8 – Designing for Urban Life, Diversity and Density	
Local Area Framework					
Local Areas	Wellington Square	O'Connell Street	Melbourne Street	North Terrace	West Terrace
	West End	King William	East End	Grote Gateway	Wakefield Gateway
	Hutt Street	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	Neighbourhood Index	Land Use Potential Index	Growth Forecasts

Figure 3.1 Plan on page

Urban Design Framework

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

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

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

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

The index uses a 15-minute walking distance calculation (called an isochrone) which measures the distance people in the city need to walk to obtain the services and amenities they require for their health and wellbeing. Fifteen minutes

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

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

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

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

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

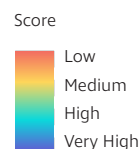
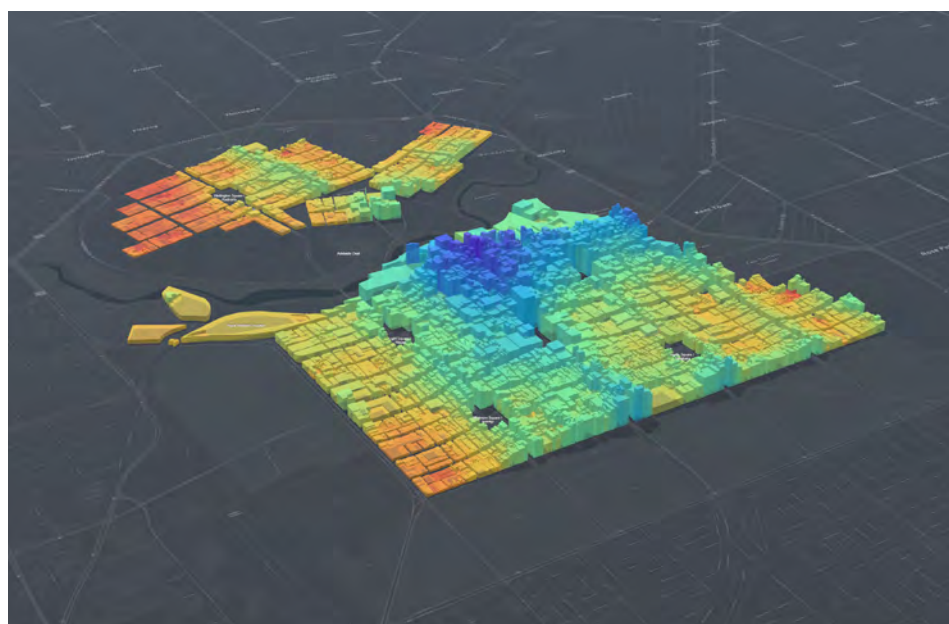


Figure 3.2 Analysis of overall proximity to amenity within the city

City Plan Priorities

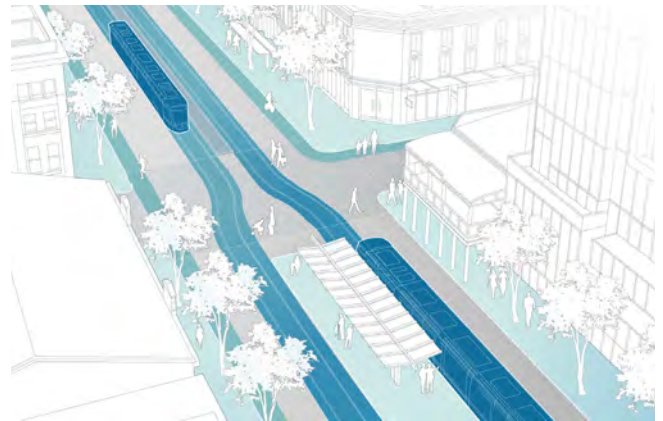
The Urban Design Framework identifies where population growth should be accommodated in the City of Adelaide while still enabling access to services, amenity, and quality open space.

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



A Greener and Cooler City

Environmental sustainability is a cornerstone of City Plan with a focus on increasing green spaces and streets throughout the city and the Adelaide Park Lands supported by water sensitive urban design principles.



Transport Diversity

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



A City of Neighbourhoods

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



Housing Diversity for a Growing Population

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

A Greener and Cooler City



Figure 3.3 Principles for promoting a greener cooler city

As the population grows and temperatures increase, the role of green spaces as cool refuges and connections to make the city a more pleasant place for people to live in and visit is increasingly important. The City Plan seeks to create a green grid that enables 20 minutes of walking in continuous shade.

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

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

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



Figure 3.4 Urban Heat Island Effect

Green Infrastructure Index

Green infrastructure includes all of the natural places and elements that provide environmental, economic and social benefits including parks and nature reserves, street trees, green roofs, rain gardens, cycle and pedestrian paths. The Green Infrastructure Index has been developed as a tool to measure and track progress towards achieving a Greener and Cooler City.

By analysing factors such as the extent of urban heat effects, tree canopy cover, and the distribution and quality of open space, this index offers insights into the current state of green infrastructure across the city. The mapping in Figures 3.4 and 3.5 shows the existing Urban Heat Island effects within the city, and also maps the Green Infrastructure Index by bringing together tree canopy cover data with access



Figure 3.5 Green Infrastructure Index

to open space data. The analysis provides a comparative measure to identify areas requiring focused investment in green infrastructure. The index serves as a foundation for informing the development of strategic greening initiatives aimed at enhancing the urban environment, and monitoring the impacts of future greening initiatives.

The index considers the access and quality of open space across the city, examining factors such as proximity to parks, greenways, and recreational areas, as well as the condition and amenities available within these spaces.

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

A Greener and Cooler City



Figure 3.6 Existing typical street and public space



Figure 3.7 Greener and cooler typical street and public space

City Wide Strategies

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

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

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

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

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



Transport Diversity

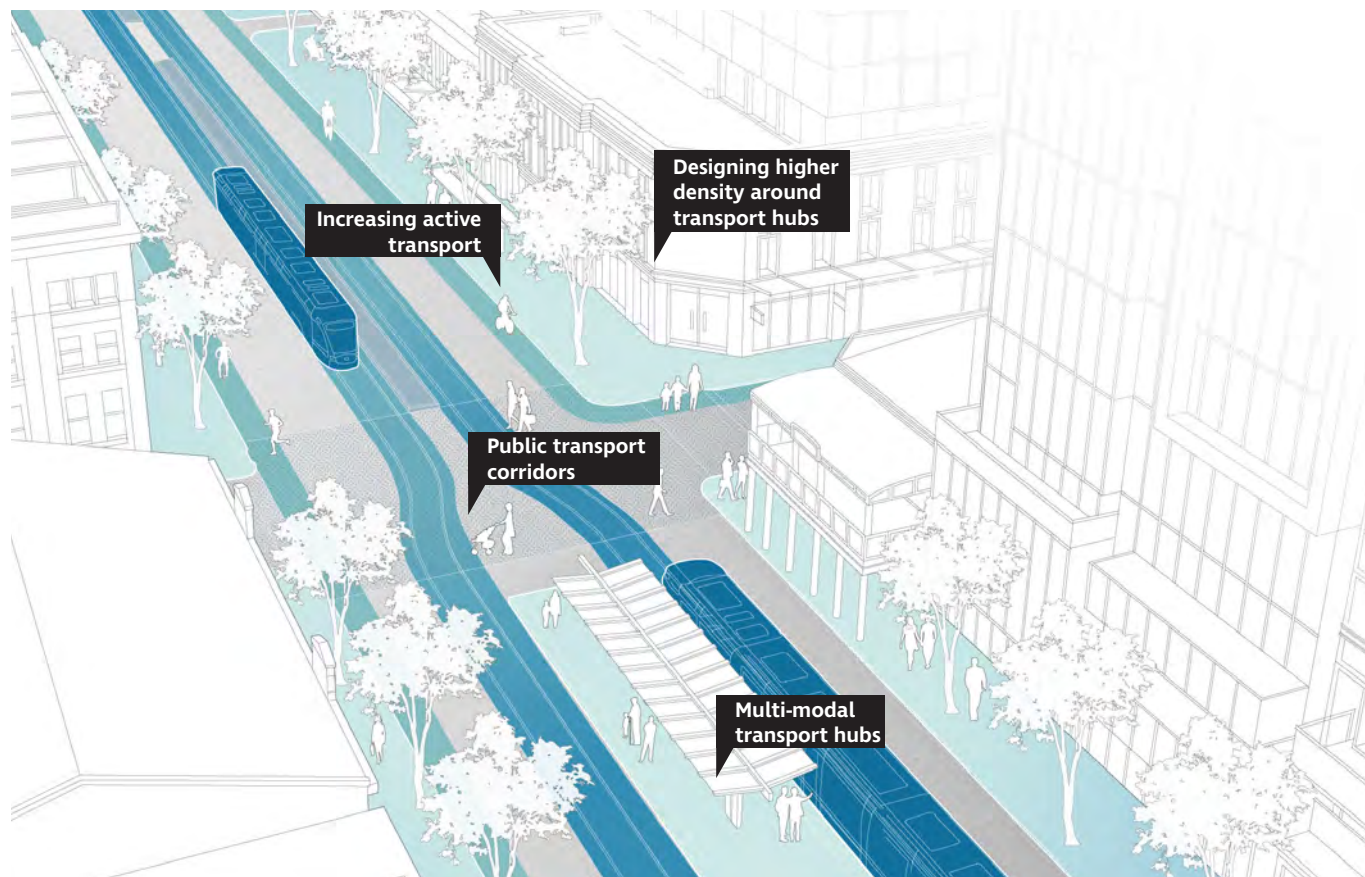


Figure 3.8 Principles for promoting transport diversity with an indicative approach using the light rail option

The city boasts key attractions in North Adelaide and the Central Business District (CBD) which can be better connected to a broader range of people and support local business through active and public transport.

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

The City Plan prioritises future investment in transport infrastructure by identifying areas that have both the capacity for significant growth and currently provide below the city average public transport access.

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

The City Plan supports investigation of the expansion of the light rail network in North Terrace and King William Street to North Adelaide.

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

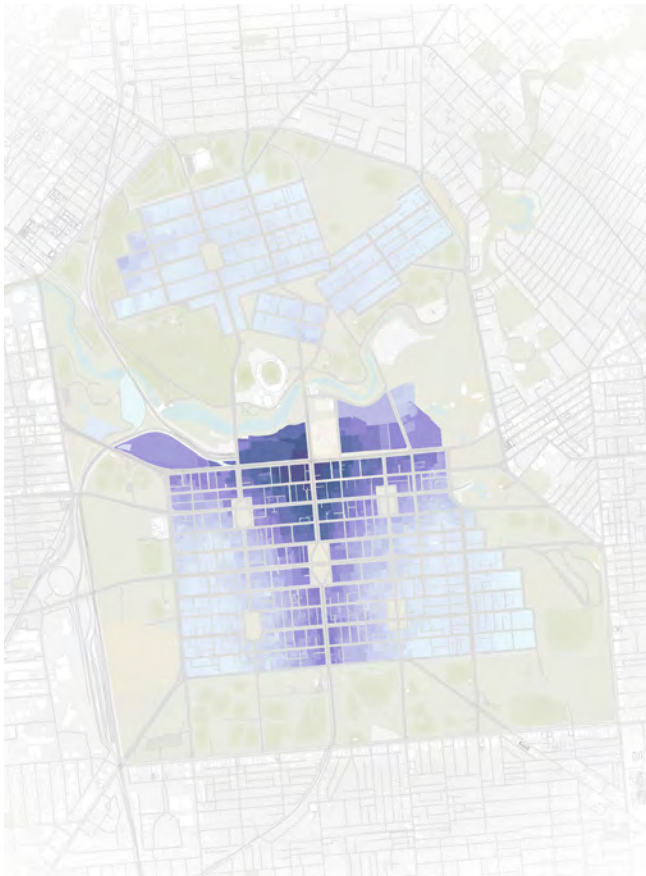
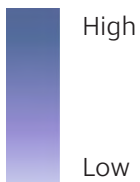


Figure 3.9 Public transport accessibility

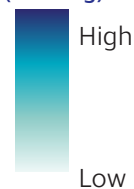


Active and Public Transport Usability Index

The Active and Public Transport Usability Index serves as a tool to evaluate the effectiveness of movement networks within the city, and supports the prioritisation of public transport, cycling, and walking. The index draws on public transport connectivity mapping and cycling connectivity mapping to provide insights into existing active and public transportation options, and identify priority areas for future street upgrades.



Figure 3.10 Active and public transport usability index (Existing)



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

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

Transport Diversity



Figure 3.11 Existing typical street



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

City Wide Strategies

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

The City Plan’s focus on transport diversity and walkable experiences will be complemented by linking our priorities. The delivery of A Greener and Cooler City, will directly contribute to a more walkable city promoting greater Active

Transport. This will support the dual outcomes of cooling the city and combating the urban heat island impacts, while also improving active transport infrastructure to support pedestrians, cyclist and e-mobility throughout the city. Continued advocacy for public transport service provision and infrastructure, such as a public transport loop continue a focus on sustainable movement. Transport diversity will be considered in the context of city growth and connecting neighbourhoods and places across the city.



A City of Neighbourhoods

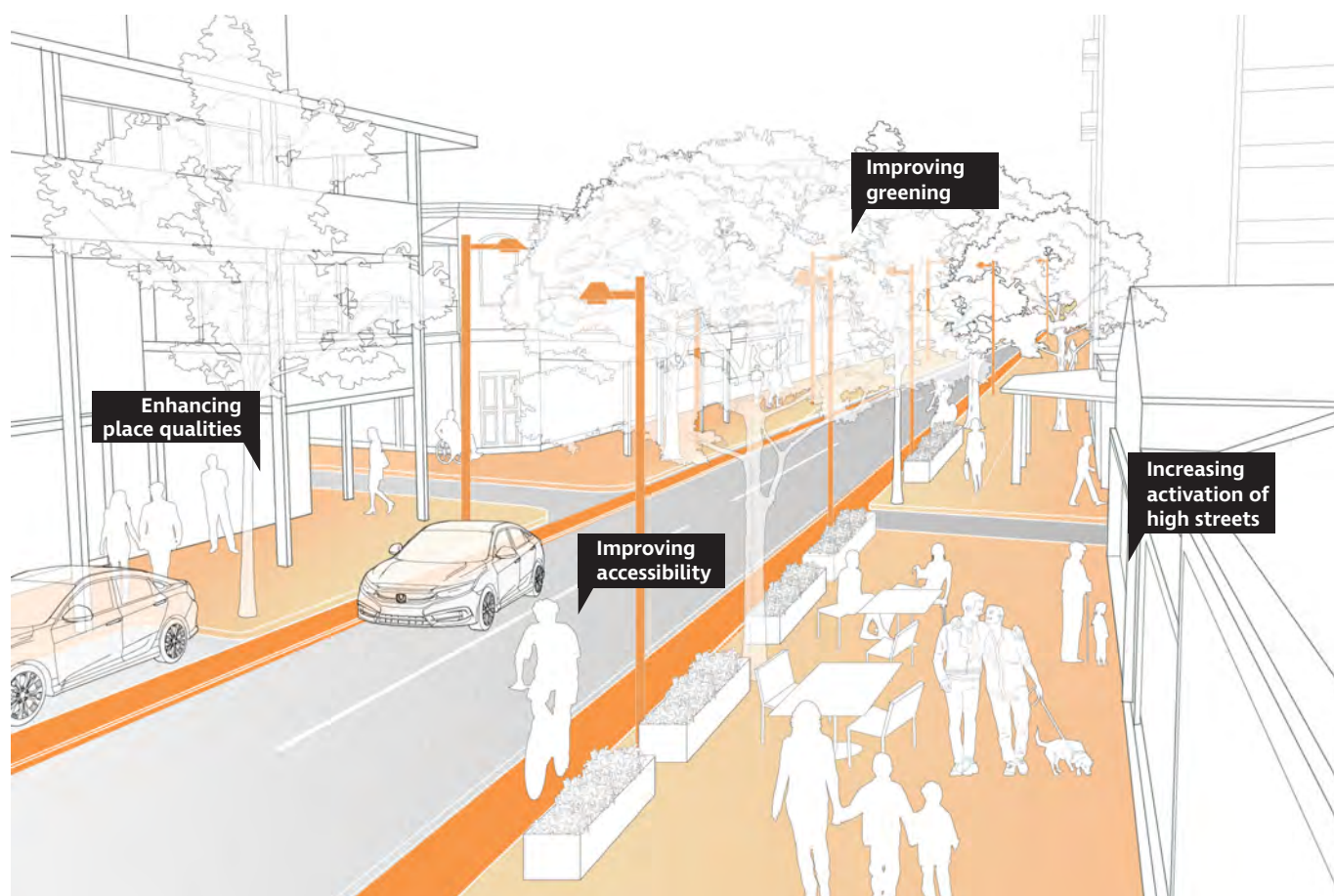


Figure 3.13 Principles for creating a city of neighbourhoods

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

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

The potential of our streets and laneways for social connection, business activation and active transport connections can be enhanced. The

City Plan seeks to grow the number of people employed in the city from 130,000 in 2021 to over 150,000 employees by 2036.

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

The City Plan prioritises linking people to areas of high amenity including parks, community services, local services and retail, and improving the local neighbourhood offer to activate streets and laneways and create unique walkable experiences.

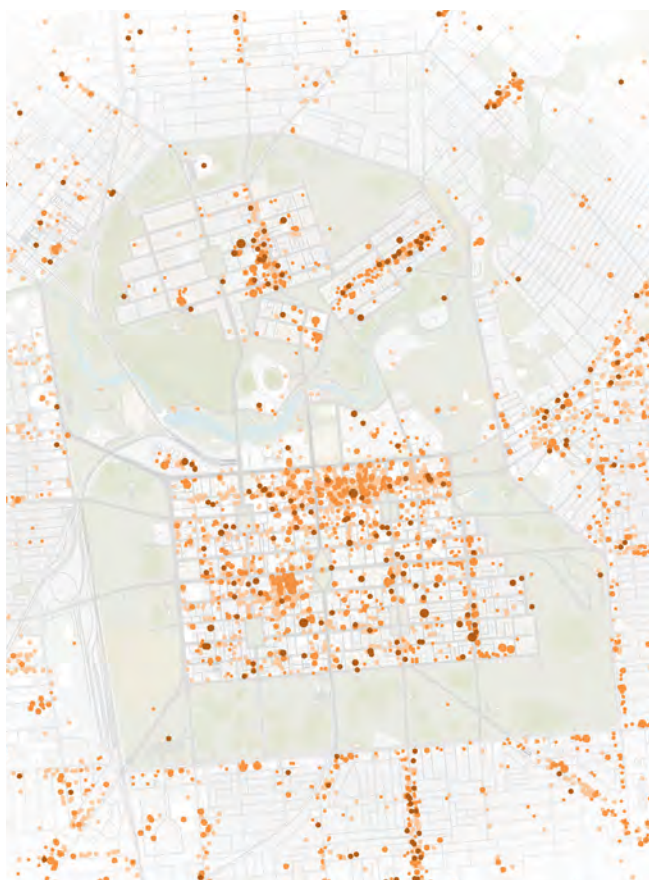


Figure 3.14 Liveability locations

- Community Facilities
- Local Services
- Retail Amenity

Neighbourhood Index

The Neighbourhood Index measures access to community facilities, local services and retail. It indicates the vibrancy and diversity of existing neighbourhoods. Through analysis of proximity to essential services and amenities, including community facilities, local services, and retail outlets, this index provides valuable insights into the liveability of each neighbourhood. By synthesising this data, the index offers a comprehensive view of the city’s walkability and identifies areas where improvements are needed to meet community needs and support future growth.

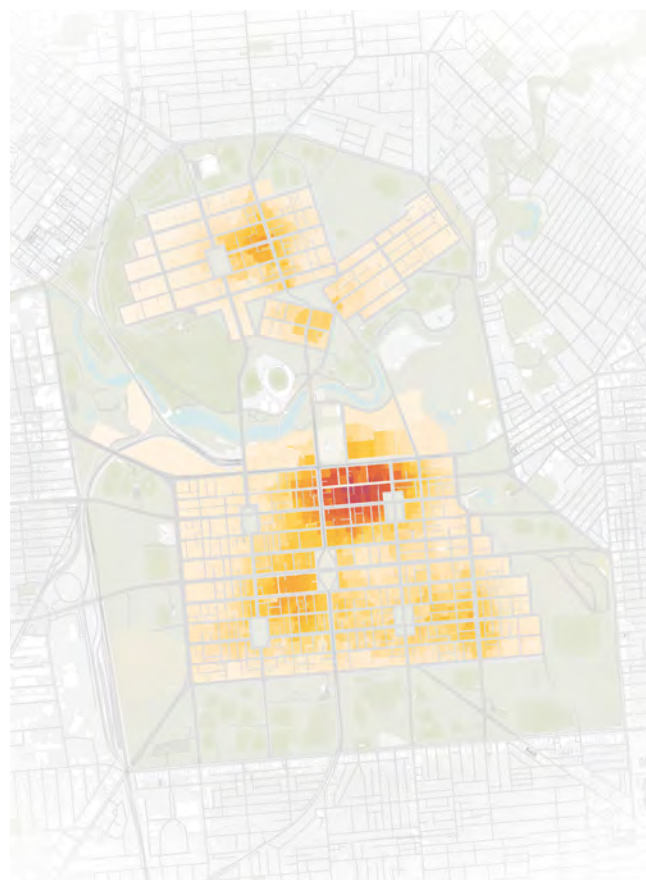
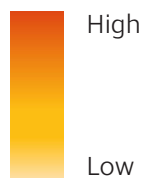


Figure 3.15 Neighbourhood index



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

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

A City of Neighbourhoods



Figure 3.16 Existing typical laneway



Figure 3.17 Potential laneway activation



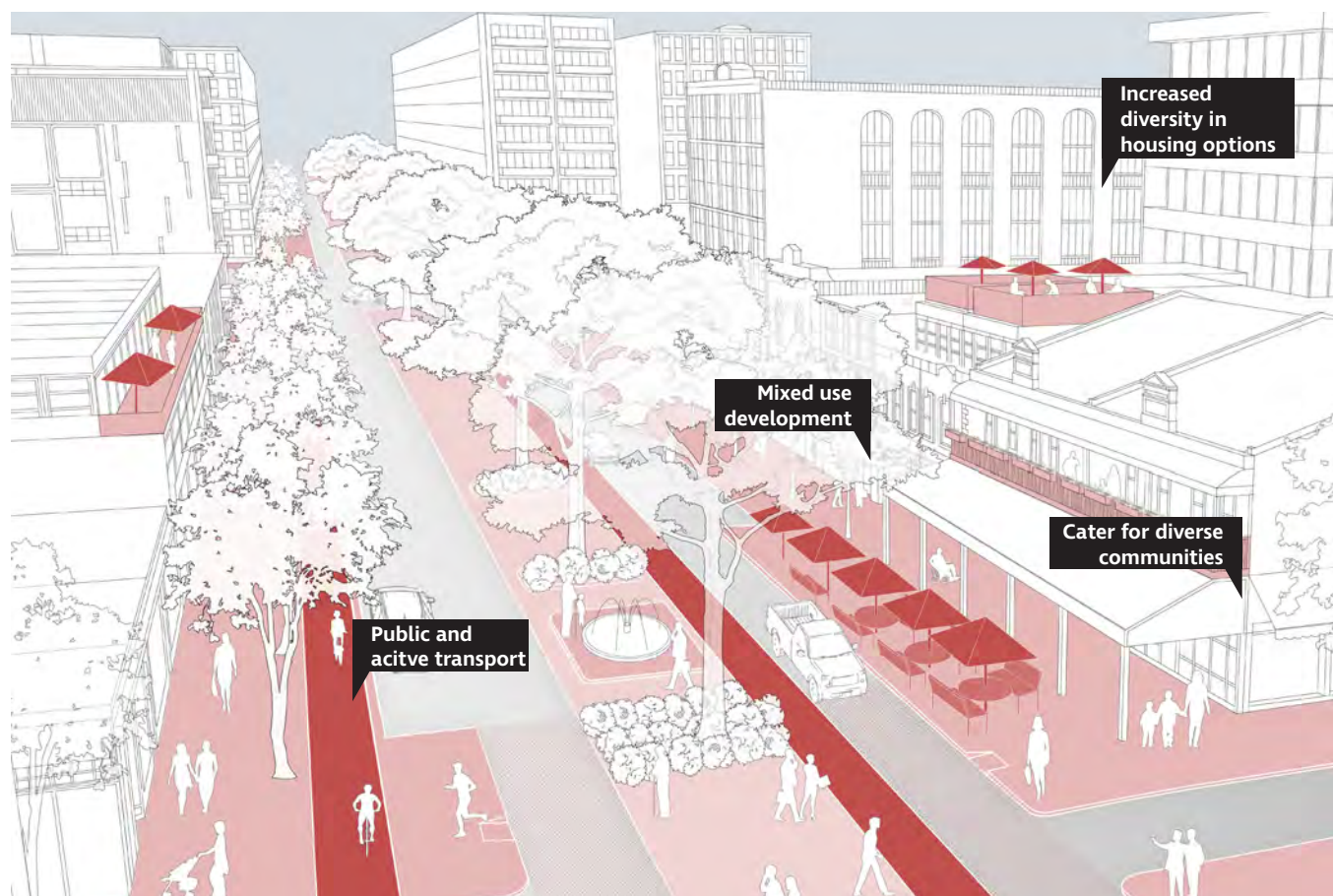
City Wide Strategies

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

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



Housing Diversity for a Growing Population



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

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

Diversity of housing supply in this context means housing for all, based on universal design principles, driving housing outcomes that attract and retain our residential population. This means market housing, social housing, affordable

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

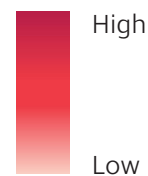
The number of higher density towers has increased in recent years related to increasing overseas student numbers. Forward-thinking and flexible housing options with adaptable floor plans could accommodate a broad range of people at all stages of life: students, singles, couples, families, key workers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

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



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

Figure 3.18 Land Use Potential Index



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

Land Use Potential Index

The Land Use Potential Index has been developed as a tool to assess and track progress towards promoting housing diversity for a growing population within the city. By synthesising development potential metrics with development likelihood metrics, this index provides valuable insights into the city's current capacity for growth and the potential for diverse housing options. Utilising the Land Use Potential dataset, city planners can assess the feasibility of various typologies and uses, laying the groundwork for

a more inclusive and diverse urban landscape as the population grows to 50,000.

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

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

Housing Diversity for a Growing Population



Figure 3.19 Relevant diverse housing types and scales

City Wide Strategies

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

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

- Shop top housing presents an innovative approach to urban living, combining residential units with ground-floor commercial spaces, thus enhancing walkability and supporting local businesses.
- Mid-rise buildings (3-6 storey) offer increased density without compromising on quality of life, providing residents with access to amenities and green spaces.
- Higher density (7+ storey high-rise developments) cater to the growing demand for vertical living, offering spectacular views and high density living options in strategic locations within the city.

Together, these housing typologies contribute to a vibrant and inclusive urban environment, ensuring that the city remains a desirable and accessible place to live for all of its residents.



City Wide Strategies





City Wide Strategies

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

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

Jan Gehl

City Plan Framework					
Kaurna Collaboration	Meaningful integration of Kaurna voices and perspectives into 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: Transport Diversity	Priority 3: A City of Neighbourhoods	Priority 4: Housing Diversity for a Growing Population	
City Wide Strategies	Strategy 1 – A Green City Grid	Strategy 2 – Open Space at your doorstep	Strategy 3 – Strengthening the City Spine	Strategy 4 – Activating North-South Connections	
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Local Area Framework					
Local Areas	Wellington Square	O'Connell Street	Melbourne Street	North Terrace	West Terrace
	West End	King William Street	East End	Grote Gateway	Wakefield Gateway
	Hutt Street	Whitmore Square	Hurtle Square		
Implementation					
Council Roles	Lead The city will invest time and/or resources	Partner The city will actively seek partnership opportunities	Facilitate The city will utilise levers available to support implementation	Advocate The city will seek out support and/or partners to undertake state or nationally significant actions	Regulate The city will fulfil legislative roles and requirements
	CoADE	Green Infrastructure Index	Active and Public Transport Usability Index	Neighbourhood Index	Land Use Potential Index

Figure 4.1 Plan on page

Overview of Strategies

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

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

Strategy 1 – A Green City Grid

Strategy 2 – Open Space at Your Doorstep

Strategy 3 – Strengthening the City Spine

Strategy 4 – Activating North-South Connections

Strategy 5 – Enhancing East-West Streets

Strategy 6 – Establishing the City Loop

Strategy 7 – New Housing Models

Strategy 8 – Designing for Urban Life, Diversity and Density

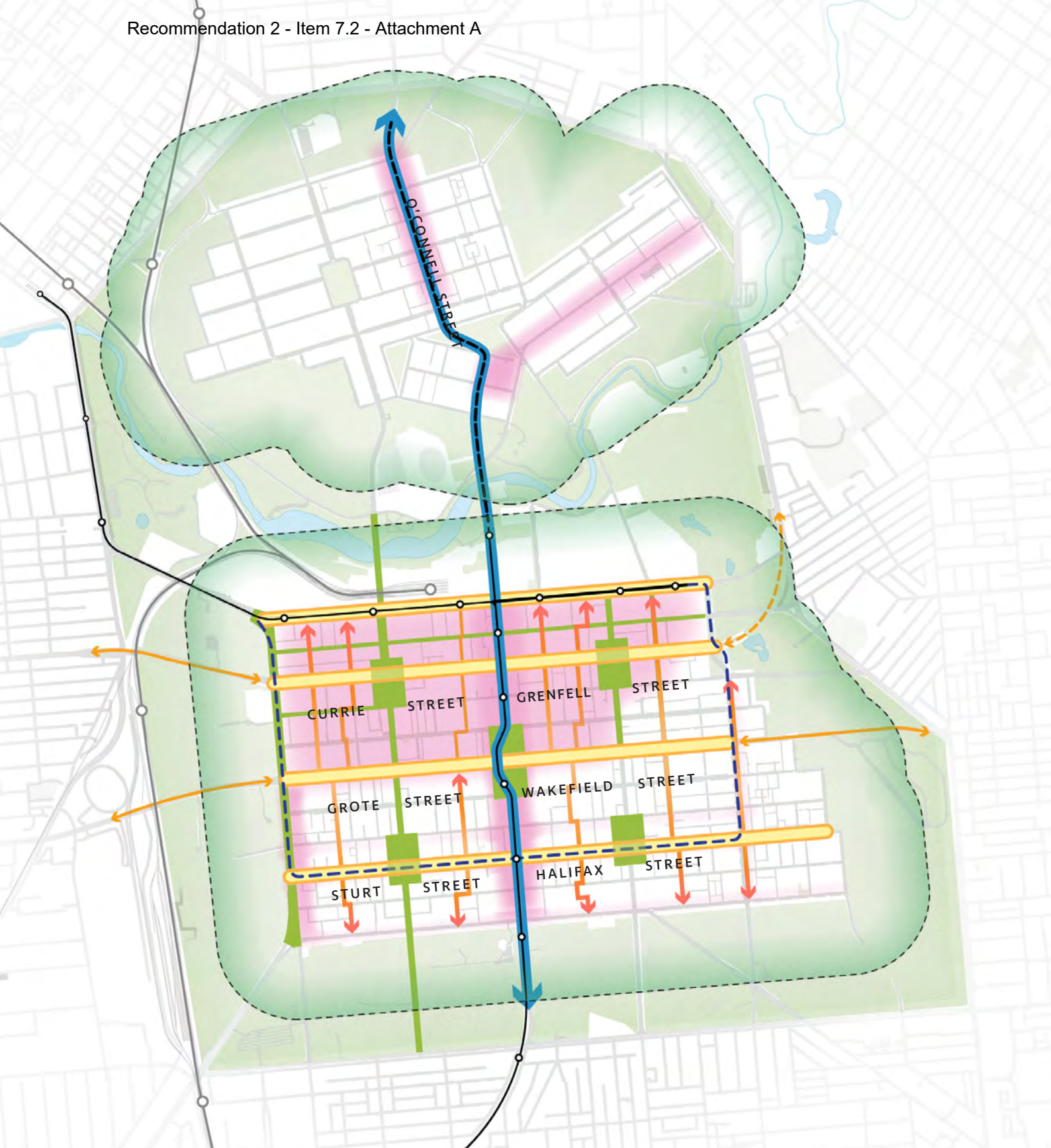


Figure 4.2 Overview of city wide strategies

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

Urban Design Elements— The Primary Components

The City Wide Strategies employ a range of urban design elements which are designed to promote a vibrant, liveable and functional city. It is a fundamental principle of the City Plan that public space and streetscape upgrades incorporate universal design principles.

A Greener and Cooler City

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

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

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

Transport Diversity

Public Transport Loop – Advocating for State Government investment in public transport corridors including consideration of expanding the light rail network.

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

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

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

A City of Neighbourhoods

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

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

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

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

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

Housing Diversity for a Growing Population

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

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

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

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



A Greener and Cooler City



Green Infrastructure



Pedestrian Network



Public-Private Realm



Transport Diversity



Public



Safe Crossing Points



Separated Bikeways



Boulevards



A City of Neighbourhoods



Laneways



Urban Streets



Main Streets



Civic Plazas



Housing Diversity for a Growing Population



Alternative Housing Models



Adaptive Reuse



Tenure Diversity



Typological Diversity

Strategy 1 – A Green City Grid



Figure 4.3 Diagram of the Green City Grid

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

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

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

Focused initially on the easy wins and less contested streets, greening will be prioritised on major thoroughfares such as Grote Street, Wakefield Street and Hindley Street, and key pedestrian and cycle networks including Grenfell Street.

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

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

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

The Adelaide Park Lands Trail will be enhanced to provide a continuous walking and cycling loop throughout the Adelaide Park Lands. Improvements will include connections across the river between the CBD and North Adelaide, along the Karrawirra Pari Linear Trail.

Key cycling and pedestrian paths will be prioritised to connect with the inner suburbs along key routes including Linear Park, Outer Harbour Greenway, Gawler Greenway, Marino Rocks Greenway, Mike Turtur Bikeway, Glenside Bikeway, Norwood Bikeway and Westside Bikeway



North Terrace

Current Condition

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

Strategy Impacts

Employing the Green City Grid Strategy to prioritise the greening of streets, lane ways and City Squares will lead to a targeted approach in completing the green grid throughout the city. By strategically enhancing tree canopy cover in these locations, the Green City Grid Strategy will improve the aesthetic appeal of urban spaces and bolster climate resilience.

Increased vegetation will mitigate the urban heat island effect, improve air quality, and provide habitat for wildlife, contributing to a more sustainable and liveable urban environment. In addition to this, by increasing tree canopy cover and green spaces in these areas, the Green City Grid Strategy will enhance the walkability and pedestrian experience, encouraging more active modes of transportation and fostering a healthier urban lifestyle.



Figure 4.4 Existing tree canopy cover



Figure 4.5 Potential tree canopy cover

Strategy 1 – A Green City Grid



Typical Greening of East-West Street

Figure 4.6 Indicative approach to key Green City Grid policies



Active and Public Transport Priority Corridor

A Greener and Cooler City

- 1.1 Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (Supports the delivery of State Planning Policy (SPP) 2.13 & 11.10).
- 1.2 Lead the provision of a connected network of green infrastructure systems, including water sensitive urban design across the city and Adelaide Park Lands to mitigate the impact of extreme heat events (SPP 4.4 & 15.4).
- 1.3 Partner on the protection of the Adelaide Park Lands social, cultural, economic, environmental and National Heritage values, including advocating for World Heritage Listing, enhancing pathways and connections to and from the Adelaide Park Lands (SPP 7.1 & 7.3).
- 1.4 Advocate for stronger provisions within the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, private gardens, food gardens, heat reflective materials and built shade (SPP 5.3 & 5.4).

Transport Diversity

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



Typical Active Frontages



Residential Frontages

A City of Neighbourhoods

- 1.8 Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods (SPP 5.2)
- 1.9 Lead infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night.

Housing Diversity for a Growing Population

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

Benchmarks

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

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

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

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

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

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

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

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

Strategy 2 – Open Space at Your Doorstep



Figure 4.7 A city wide green infrastructure and open space network

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

The Adelaide Park Lands and the City Squares will be places for active and passive recreation and social engagement with a mix of urban uses around the Squares. Opportunities to develop ‘pocket’ or ‘micro’ parks throughout the city will also be identified. Greening the City Grid will strengthen access and provide equitable proximity to a city wide open space network.

In alignment with their National Heritage Listing and Garden City principles, the Adelaide Park Lands and the City Squares will be reimagined as places at the heart of local communities. The City Plan recognises that the Squares will play an increasingly important open space function for residents, workers, businesses and visitors, particularly as the residential population grows and the density of the city and metropolitan Adelaide increases.

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

A staged approach to master planning the Squares and to identify diverse future uses in the Adelaide Park Lands aligns with the Adelaide Park Lands Management Strategy to provide diversity of experience, and will be undertaken with an initial focus on the north-west of the city at Light Square.

The design of the Squares and additional public open space will consider Kaurna culture, National Heritage Values, surrounding land use mix and transport movements, ensuring a cohesive and dispersed open space provision for the growing population.



Whitmore Square

Current Condition

The existing recreational open space proximity and availability data (see Figure 4.8) highlights a notable disparity in access to recreational open spaces, particularly in the city core and the western edge of the city. This limitation is attributed to the programming of these spaces for community needs, as well as pedestrian barriers caused by vehicular movement. As a result, residents in these areas face challenges in accessing and enjoying recreational amenities, which may impact overall wellbeing and quality of life.

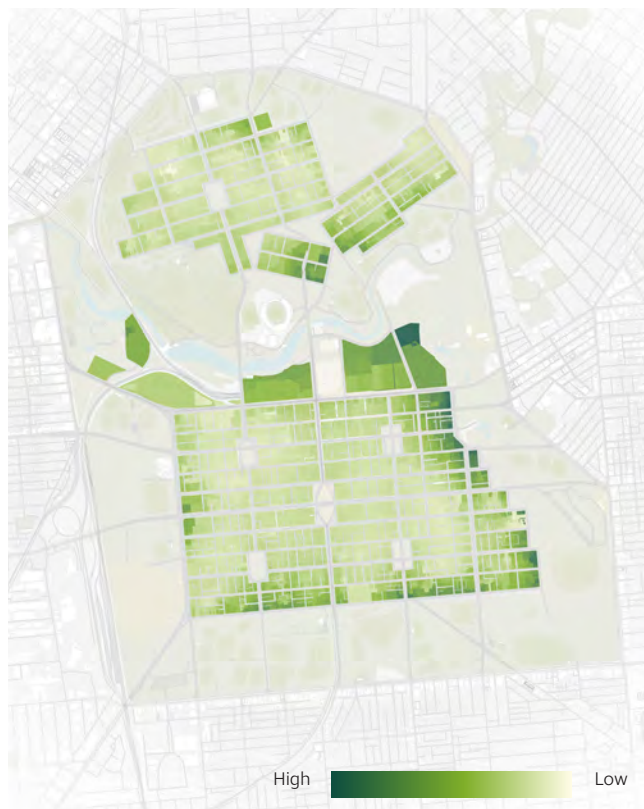


Figure 4.8 Existing green infrastructure index

Strategy Impacts

By activating the City Squares and Adelaide Park Lands for local recreational uses and delivering additional open space through pocket parks, this strategy aims to address the availability and proximity gaps and foster vibrant, inclusive neighbourhoods. By prioritising these spaces for community uses, such as recreational activities, cultural events, and social gatherings, the strategy transforms underutilised spaces into dynamic places for people. This approach facilitates the development of greater density neighbourhoods, as enhanced public spaces contribute to the attractiveness and liveability of urban areas, supporting population growth and sustainable urban development.

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

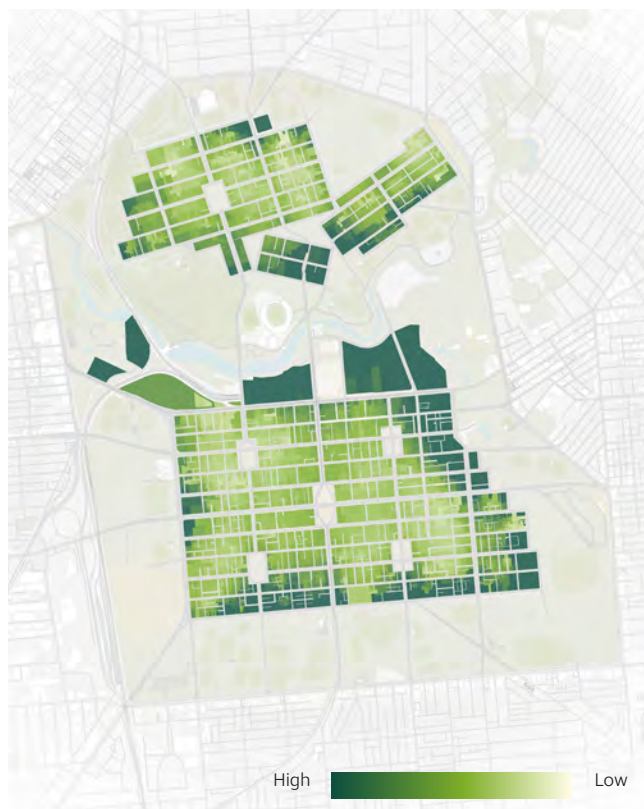


Figure 4.9 Potential green infrastructure index

Strategy 2 – Open Space at Your Doorstep



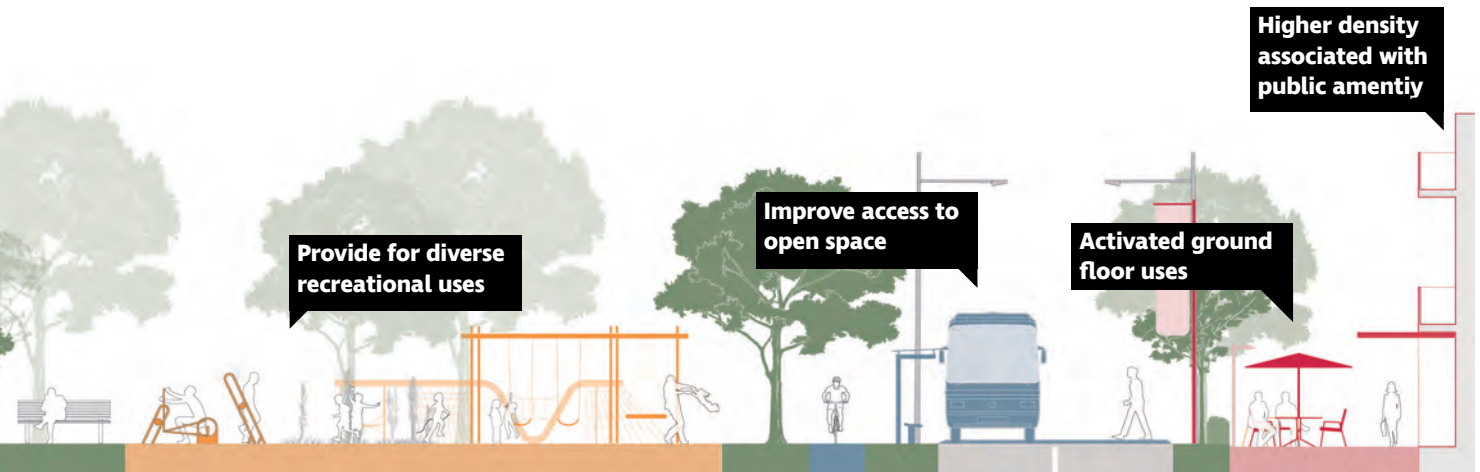
Figure 4.10 Indicative approach to key open space policies

A Greener and Cooler City

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

Transport Diversity

- 2.3 Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to the Adelaide Park Lands and the City Squares (SPP 11.5).
- 2.4 Lead the analysis of options for adjustments to north-south through traffic for City Squares, to enable improved pedestrian access to the City Squares (SPP 11.1 & 11.4).
- 2.5 Facilitate the expansion of public open space around the City Squares by removing slip lanes and side-roads, and adjusting on-street car parking (SPP 11.4).



A City of Neighbourhoods

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

Housing Diversity for a Growing Population

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

Benchmarks

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

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

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

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

Strategy 3 – Strengthening the City Spine



Figure 4.11 Diagram of potential City Spine

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

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

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

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

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



King William Street Tram

Current Condition

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

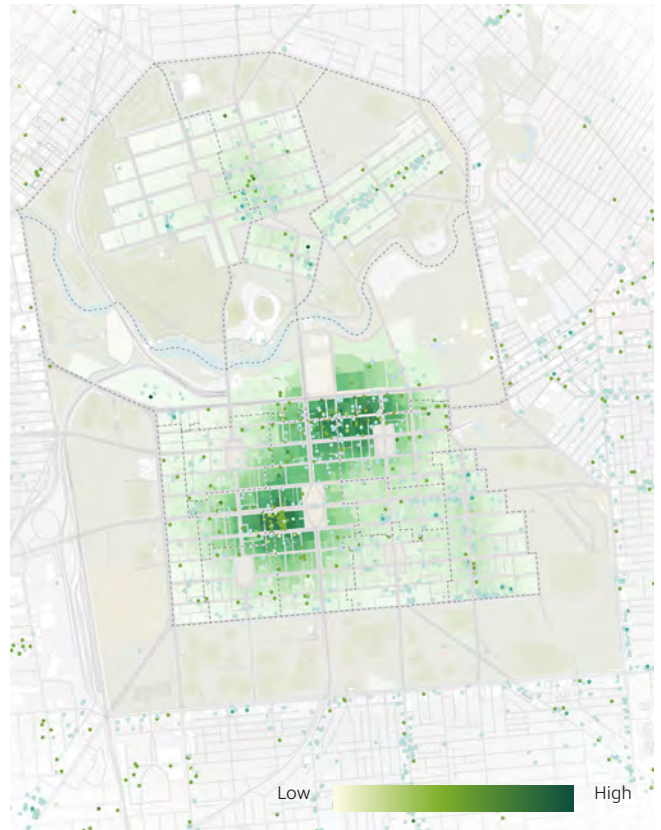


Figure 4.12 Local services availability

Strategy Impacts

Strengthening the City Spine to establish a new public transport connection from North Adelaide to King William Street will significantly enhance the liveability of the city. This initiative will improve access to essential services and retail hubs and facilitate greater density in surrounding neighbourhoods. By providing efficient and accessible transportation options, the strategy fosters a more connected and inclusive urban environment that supports the diverse needs of the community.

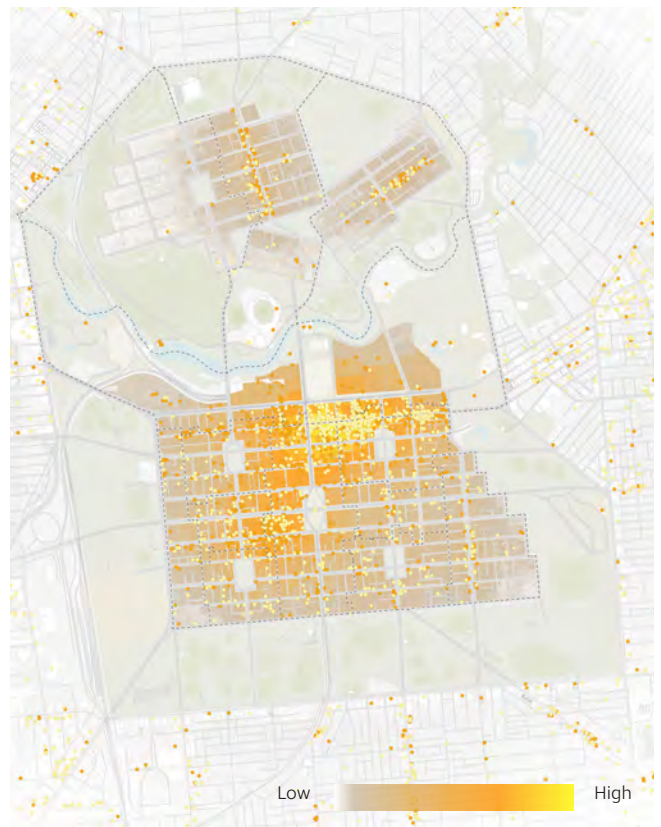


Figure 4.13 Retail availability

Strategy 3 – Strengthening the City Spine

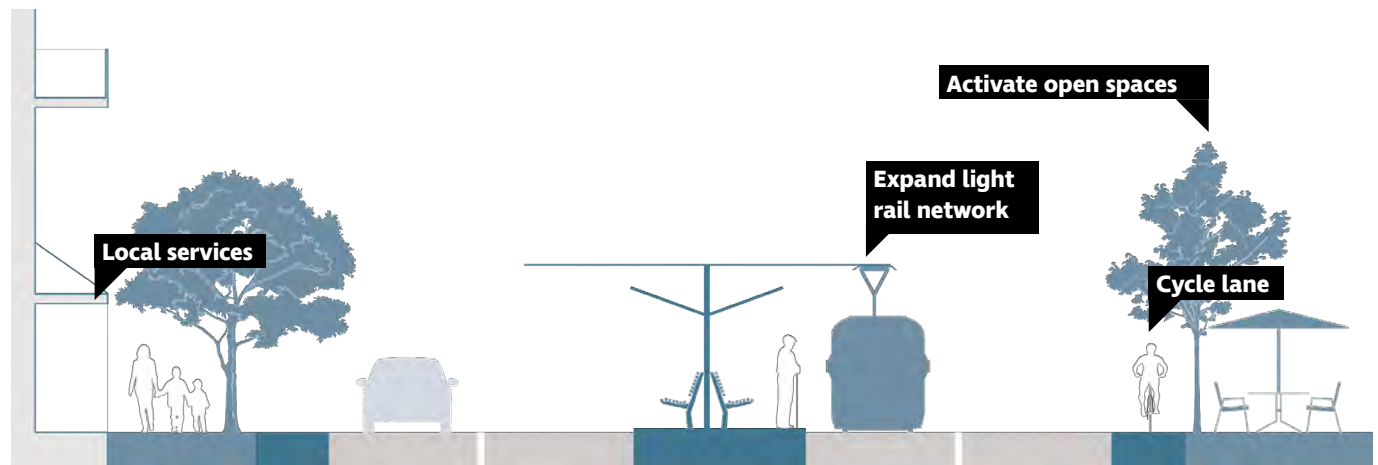


Figure 4.14 Indicative approach to key City Spine policies

A Greener and Cooler City

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

Transport Diversity

- 3.2 Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street (SPP 11.5).
- 3.3 Advocate for a light rail connection from North Adelaide to North Terrace (SPP 5.1 & 11.5).
- 3.4 Lead the delivery of improved cycling amenity and safety along the city spine (SPP 11.5).

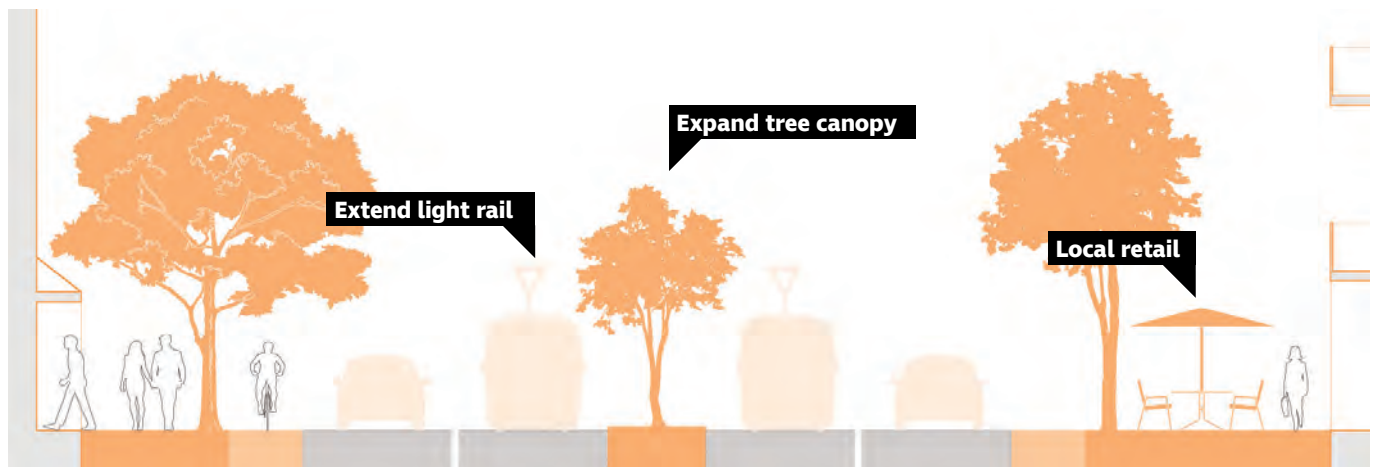


Figure 4.15 Indicative approach for the potential light rail extension

A City of Neighbourhoods

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

Housing Diversity for a Growing Population

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

Benchmarks

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

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

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

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

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

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

Strategy 4 – Activating North-South Connections



Figure 4.16 Pedestrian priority North-South links

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

– Jan Gehl

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

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

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

Adelaide Market Laneways

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

Hutt Street

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

West Terrace Laneways

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

Current Condition

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

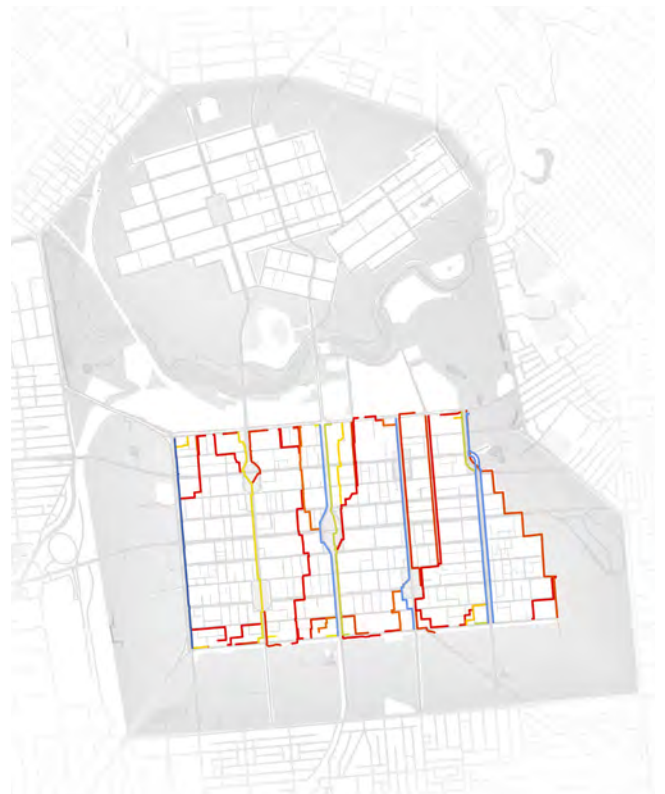


Figure 4.18 Existing North-South links

Strategy Impacts

Implementing the Activating North-South Connections Strategy to prioritise key laneways and streets for pedestrian and active transport movement will significantly enhance the liveability of the city. By creating safer and more accessible pedestrian routes, this strategy will encourage active lifestyles, foster community engagement, and support the development of higher density neighbourhoods. The mapping indicates the priority streets for pedestrian north-south movement, realised by providing key pedestrian crossings and through site links. Enhancing walkability will reduce reliance on cars, facilitate connectivity to public transport, alleviate traffic congestion, and contribute to a more sustainable and vibrant urban environment.

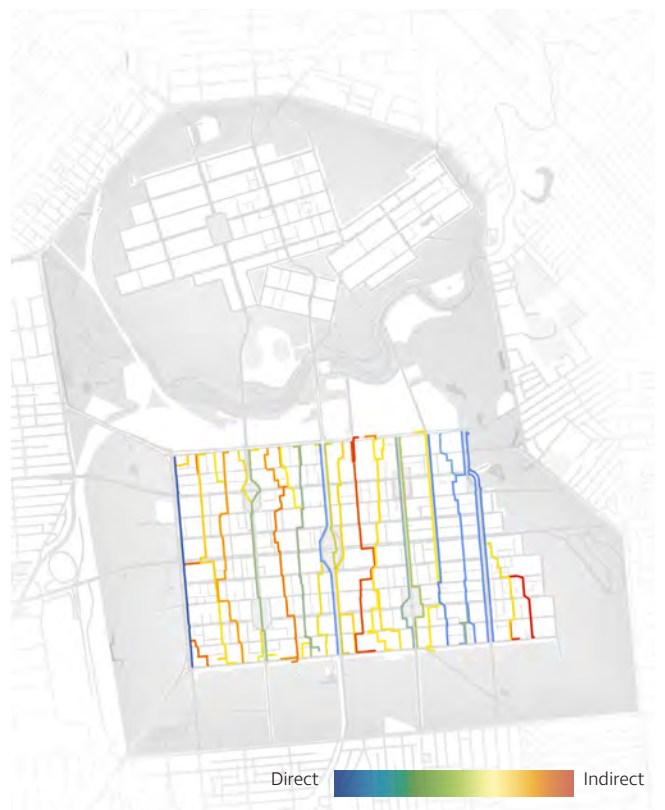


Figure 4.17 Potential North-South links

Strategy 4 – Activating North-South Connections

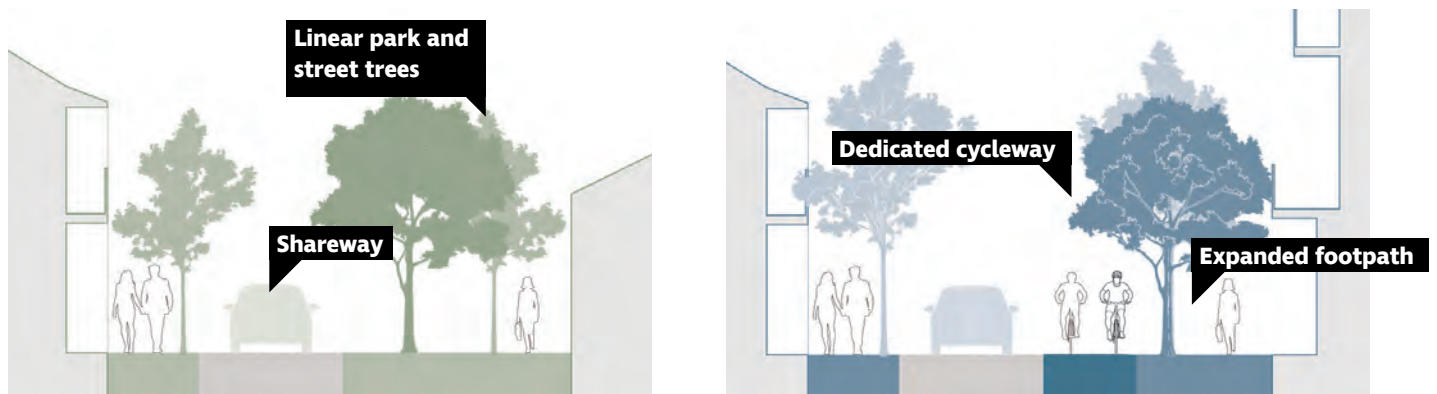


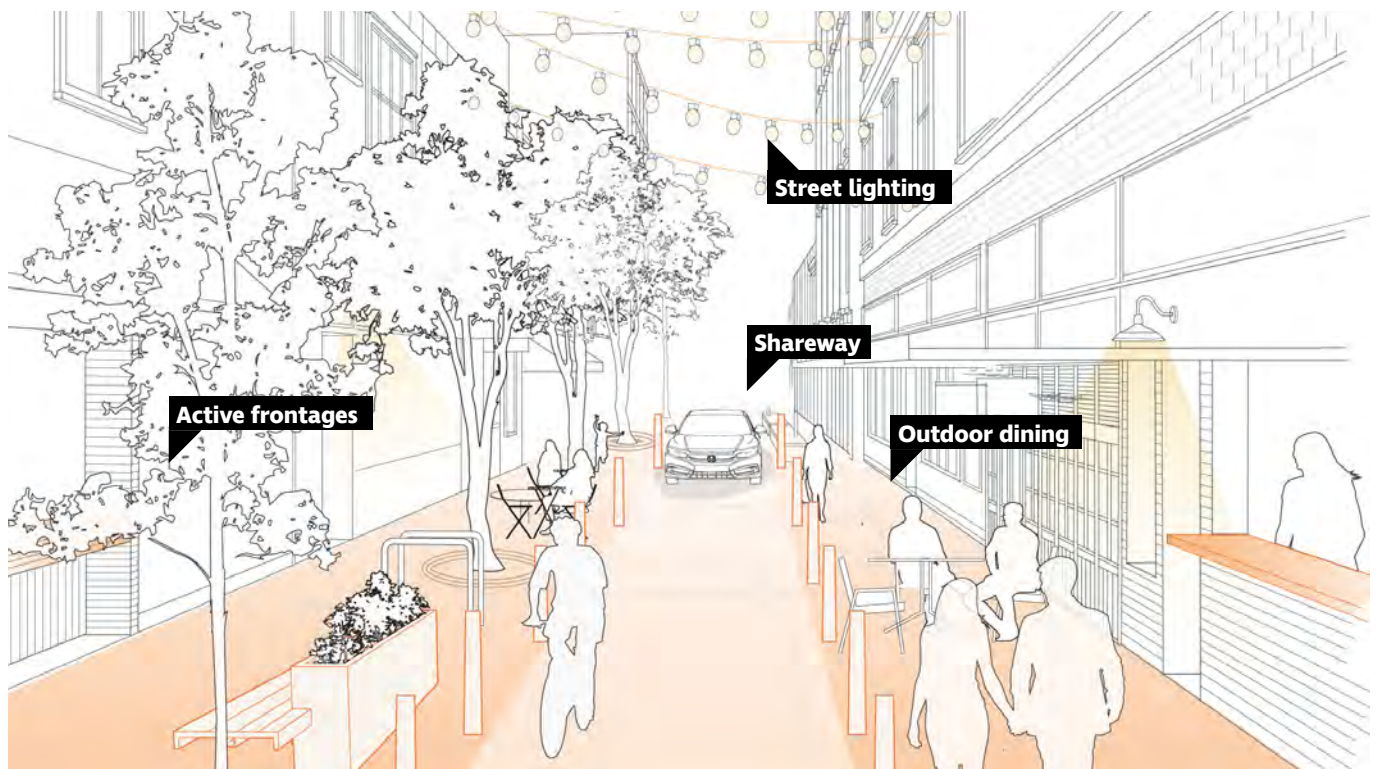
Figure 4.19 Indicative approach to key North-South laneways policies

A Greener and Cooler City

- 4.1 Partner to extend the pedestrian link between the Riverbank and Adelaide Central Market to create a cohesive, green pedestrian laneway from Karrawirra Pari to the southern Adelaide Park Lands (supports the delivery of State Planning Policy (SPP 11.5).
- 4.2 Partner on the establishment of a green north-south pedestrian spine through the connection of local streets and laneways in the western part of the city (SPP 15.4).

Transport Diversity

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



A City of Neighbourhoods

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

Housing Diversity for a Growing Population

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

Benchmarks

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

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

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

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

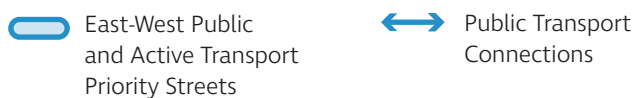
¹¹ Transport for NSW (2022). *Impact Report: Activating Streets and Centres across NSW*, Sydney, Australia

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

Strategy 5 – Enhancing East-West Streets



Figure 4.20 East-West street enhancement corridors



The city continues to evolve as a vibrant collection of places each with its own distinct identity and reason to visit and enjoy. The city’s unique places and urban fabrics will be walkable experiences from east to west.

Through the City Plan we will encourage development along the main east-west connections ensuring essential active and public transport connections within the city and to adjoining suburbs.

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

Currie / Grenfell Corridor

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

Wakefield / Grote Gateways

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

Melbourne Street

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

Rundle to Hindley Streets

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

North Terrace

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

Current Condition

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

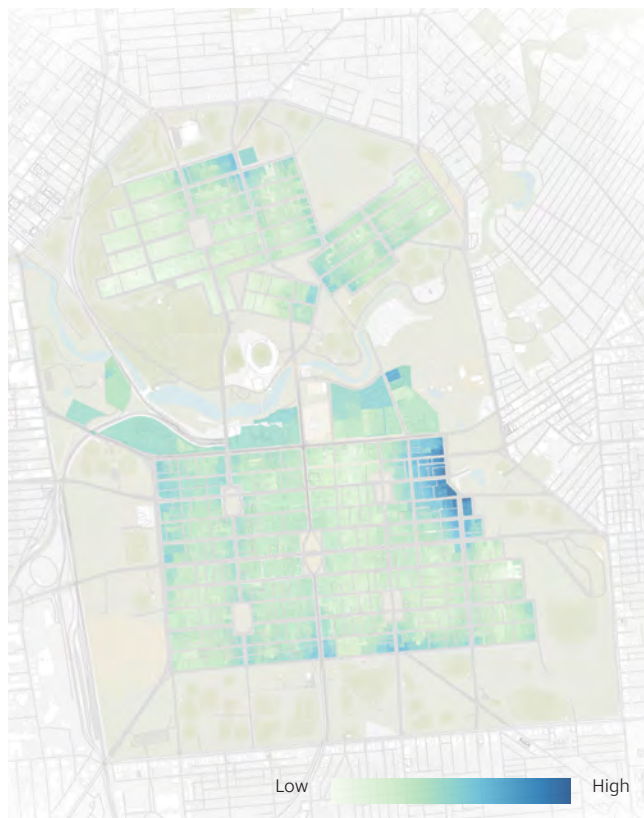


Figure 4.21 Current cycling proximity

Strategy Impacts

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



Frome Street

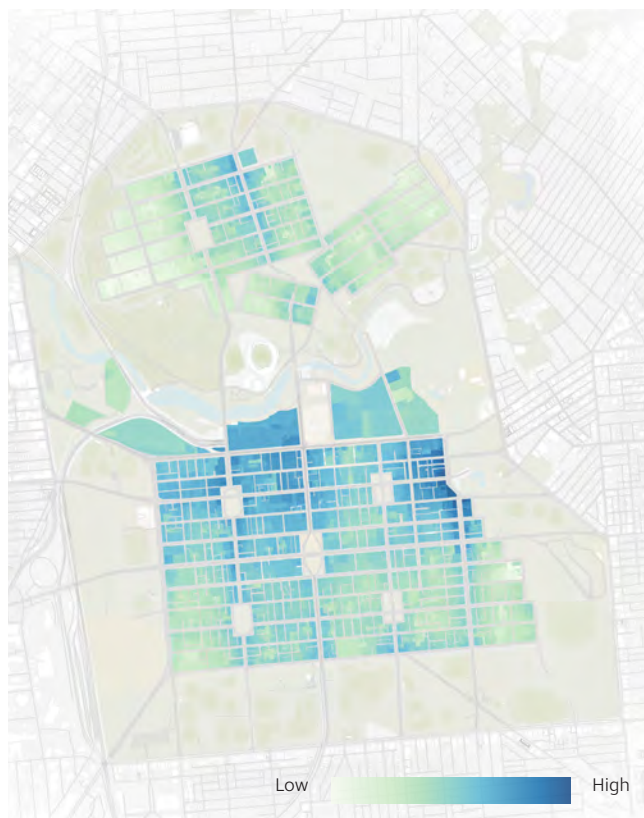


Figure 4.22 Strategy impact cycling proximity

Strategy 5 – Enhancing East-West Streets

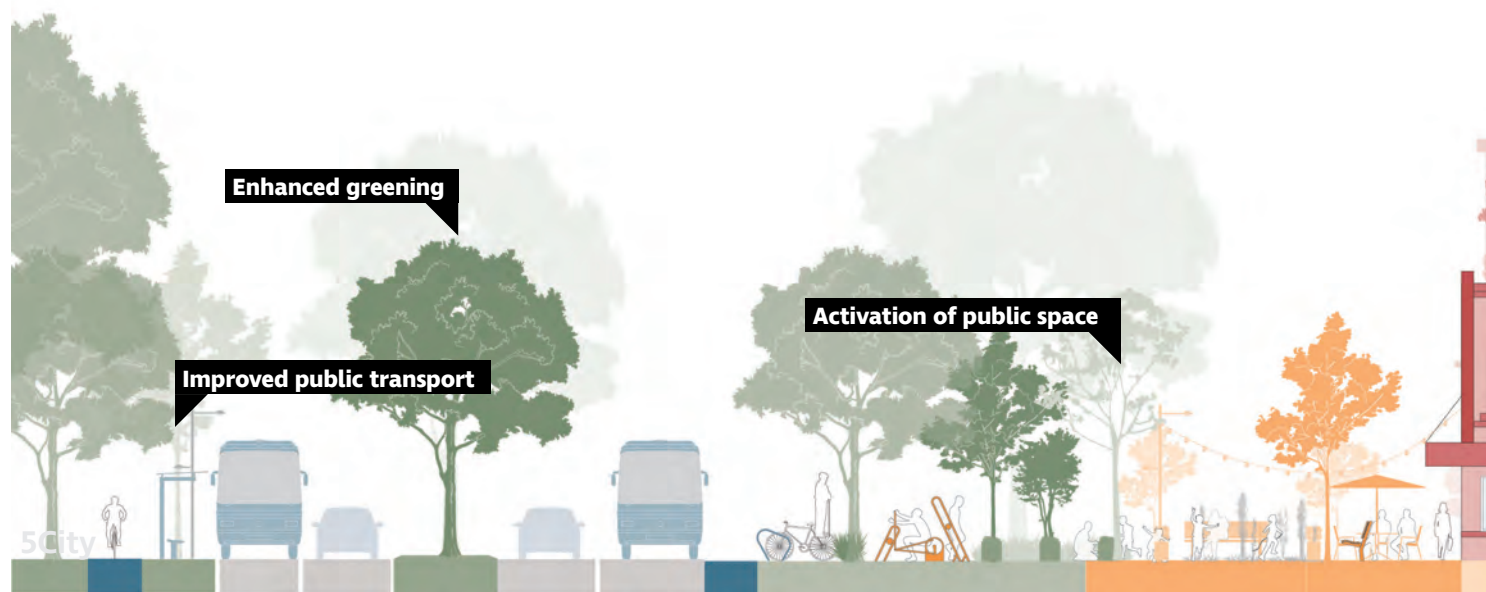


Figure 4.23 Indicative approach to key East-West streets policies

A Greener and Cooler City

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

Transport Diversity

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

City Plan Policies



A City of Neighbourhoods

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

Housing Diversity for a Growing Population

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

Benchmarks

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

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

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

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

Strategy 6 – Establishing the City Loop



Figure 4.24 Diagram of the potential City Loop



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

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

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

The City Loop will expand the existing light rail along North Terrace and Port Road providing an opportunity to hop-on and hop-off at key locations across the city. The City Loop will complement the existing free City Connector bus service that provides a link to popular city attractions and shopping, dining, education and services destinations.

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

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



North Terrace Tram

Current Condition

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

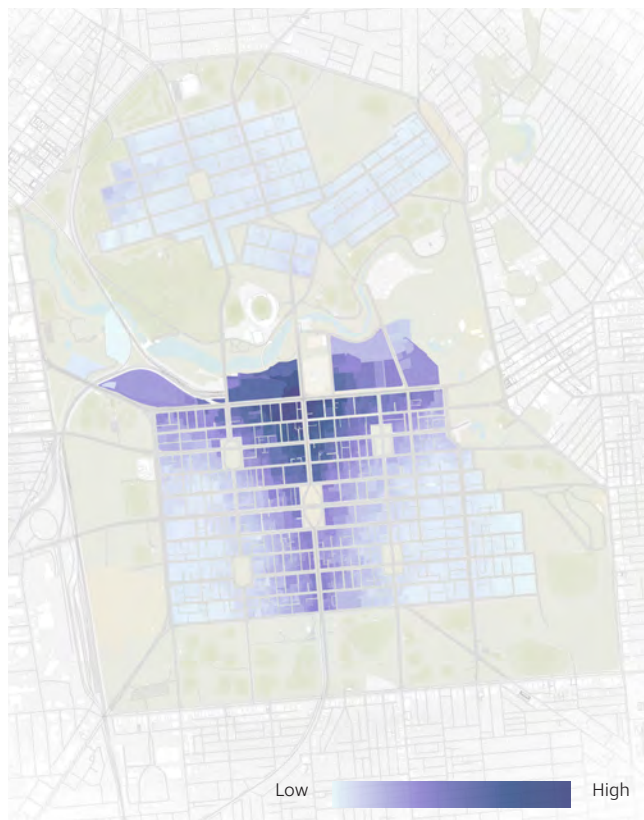


Figure 4.25 Current public transport proximity

Strategy Impacts

Employing the Establishing the City Loop Strategy will significantly enhance the liveability of the city and facilitate greater density in neighbourhoods. By connecting neighbourhoods to each other and the central spine, the loop will serve as a focal point for each area, promoting walking and enhancing public transport availability within the city.

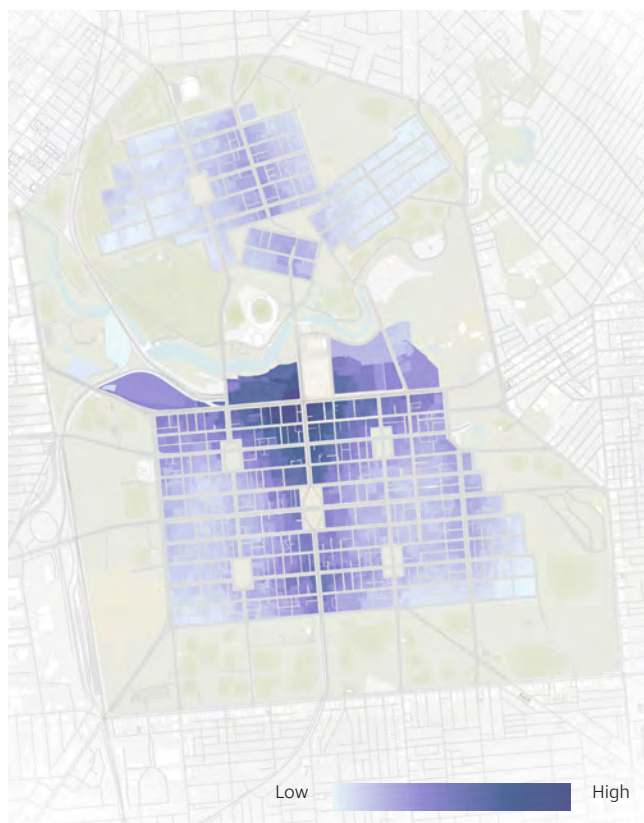


Figure 4.26 Proposed public transport proximity

Strategy 6 – Establishing the City Loop



North Terrace Tram

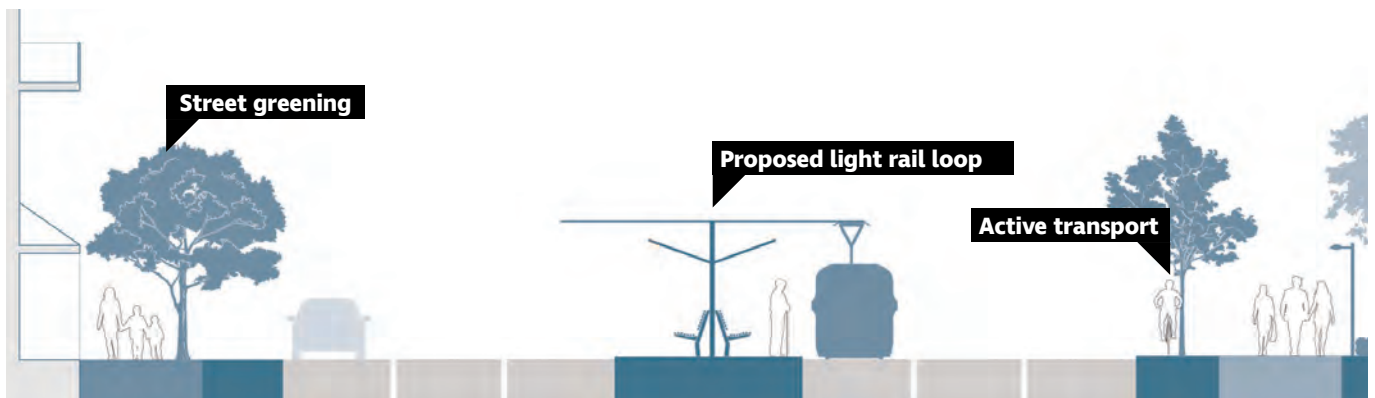
Benchmarks

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

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

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

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



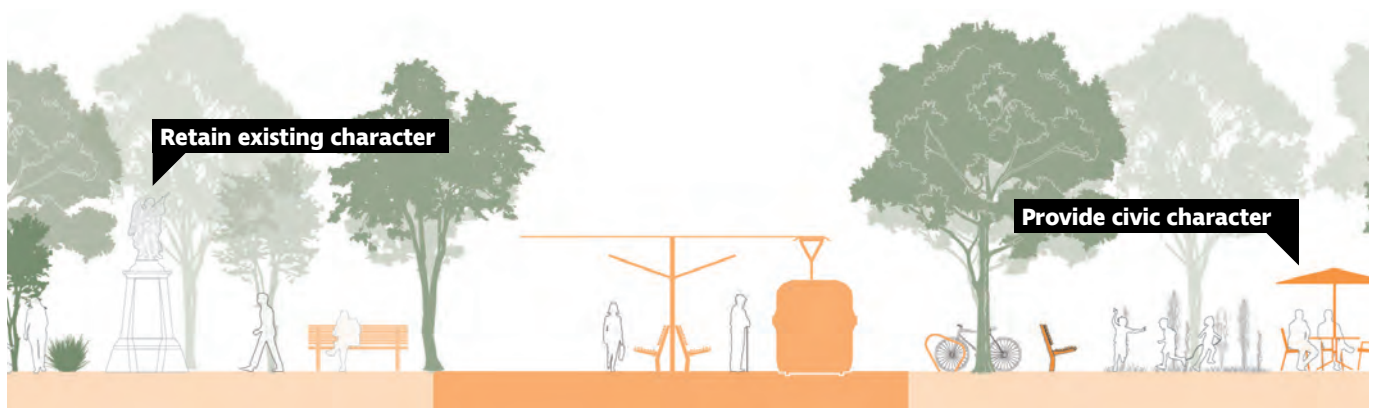
Light Rail option for the City Loop along major boulevard

A Greener and Cooler City

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

Transport Diversity

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



Light Rail option for the City Loop activating public open space

A City of Neighbourhoods

6.3 Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport (SPP 5.1 & 11.5).

Housing Diversity for a Growing Population

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

6.5 Investigate changes to the Planning and Design Code to allow for higher density development focused around future public transport hubs.

Strategy 7 – New Housing Models



Figure 4.27 Key sites and places for growth

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

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

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

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

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

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

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

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

Current Condition

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

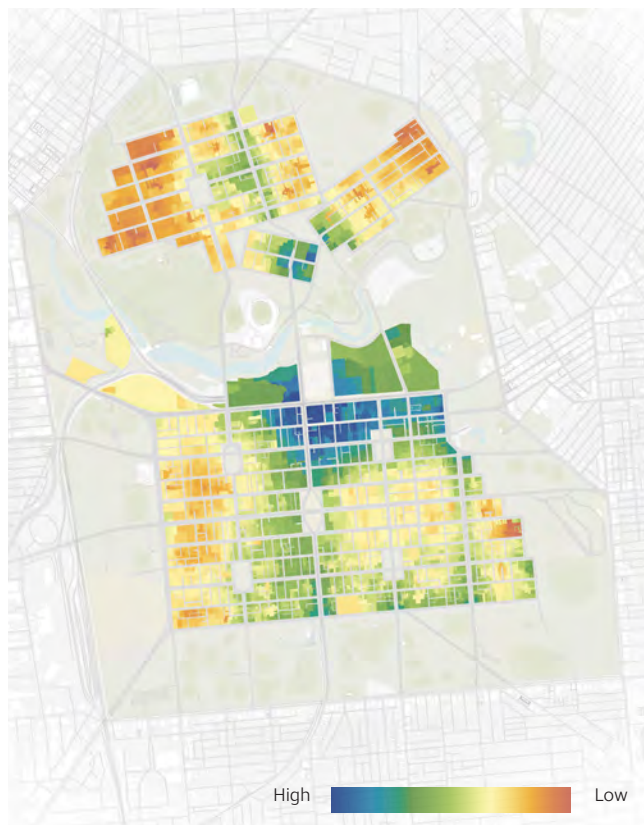


Figure 4.28 Current Overall Proximity to Amenity Index

Strategy Impacts

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



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

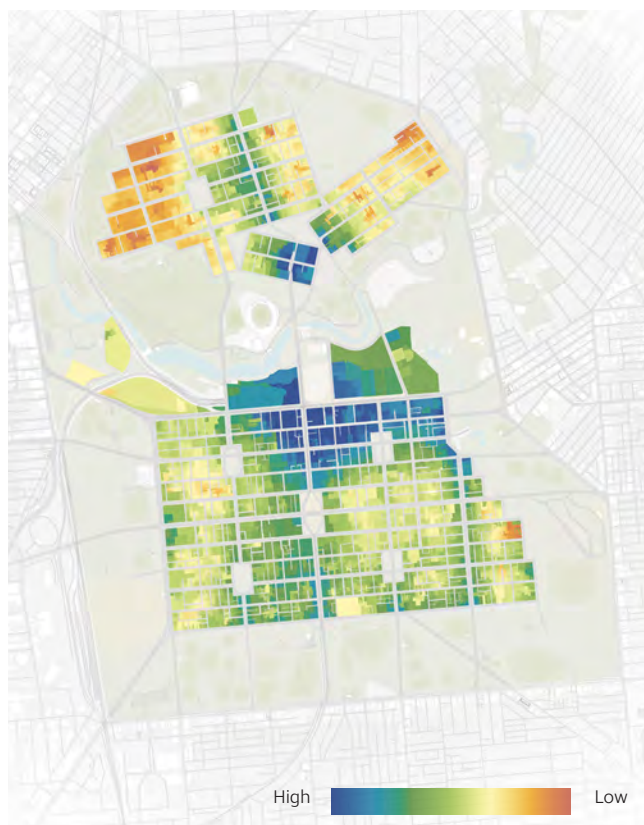


Figure 4.29 Proposed Overall Proximity to Amenity Index

Strategy 7 – New Housing Models



Figure 4.30 Indicative approach to new housing models policies

A Greener and Cooler City

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

Transport Diversity

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

Benchmarks

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

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

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

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



A City of Neighbourhoods

- 7.6 Lead investment in new social and community infrastructure throughout the city, particularly in the western parts of the city (SPP 6.3).
- 7.7 Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality.
- 7.8 Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities (SPP 2.8).
- 7.9 Advocate for development of healthy neighbourhoods that include diverse housing options, enable access to local shops, community facilities and infrastructure, promote active travel and public transport use and provide quality open space, recreation and sporting facilities (SPP 6.3).

Housing Diversity for a Growing Population

- 7.10 Lead changes to the Planning and Design Code to facilitate development that improves the relationship between buildings and public spaces and the interface with neighbours (SPP 2.12).
- 7.11 Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5).
- 7.12 Partner with the State Government to pilot a Local Design Review Scheme.
- 7.13 Partner on the adaptive reuse of existing buildings to unlock dwelling potential in underutilised buildings and provide an additional mode of housing supply across the existing housing spectrum (SPP 3.2, 3.4 & 7.4).
- 7.14 Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code (SPP 2.7).
- 7.15 Advocate to the State Government for a range of housing typologies and tenures at the existing Women’s and Children’s Hospital site including affordable and social housing as part of a mixed use redevelopment (SPP 2.1).

Strategy 8 – Designing for Urban Life, Diversity and Density

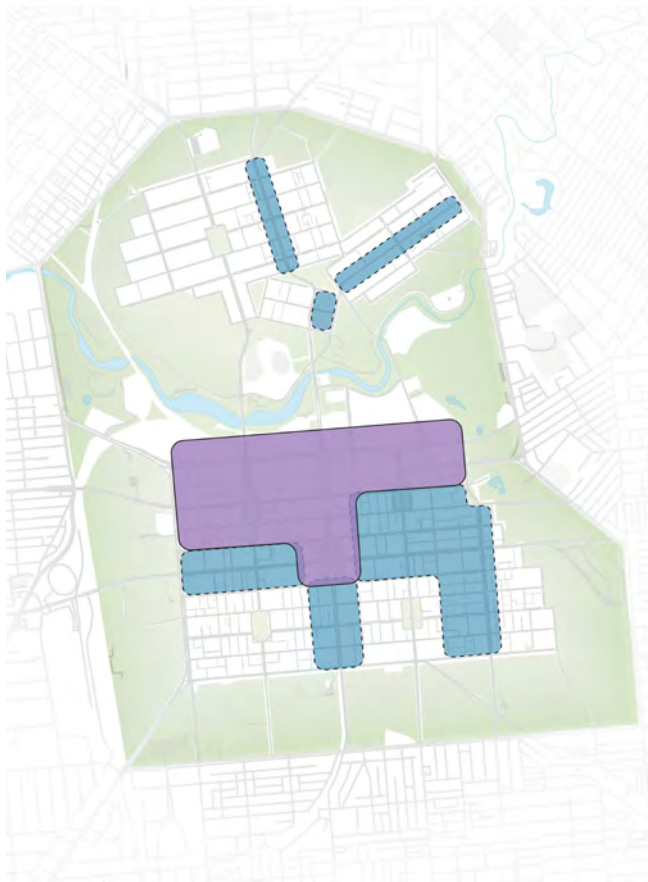


Figure 4.31 Place-based height

Consolidate CBD form
 Potential extension of CBD form

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

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

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

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

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

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

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

Height Strategy Principles

Planning envelopes serve as the foundation for detailed scenario testing in urban design and planning, defining the physical parameters such as maximum height, setbacks, solar access provisions, and airspace restrictions within which development can occur. These baseline conditions inform more complex scenario testing to anticipate potential outcomes and guide decision making.

Developing planning envelopes that protect amenity in Adelaide involves integrating multiple criteria to ensure a balanced, sustainable, and resilient urban environment. This comprehensive approach prioritises both functional and qualitative aspects of urban design, preserving Adelaide’s unique heritage, promoting sustainable practices, and ensuring a high-quality urban living experience.

Key principles include:

- **Sun Access Protection:** Future development should be guided by Sun Access Planes for key open spaces and places to protect solar access between 10:00am-2:00pm throughout the year. Future development should limit overshadowing of residential properties to allow for a minimum of two hours of direct solar access between 9:00am and 3:00pm at mid-winter for each dwelling.
- **Heritage Interfaces:** Adelaide’s heritage contributes significantly to its character and charm. Developments on properties adjacent to heritage sites should be set back five metres, or a contextually appropriate alternative to preserve these historic elements.
- **Airspace Restrictions:** Prescribed airspace protection is necessary to ensure the safe operations of Adelaide Airport, defined by the Obstacle Limitation Surface (OLS) height limit and the Procedures For Airport Navigation Services — Aircraft Operations (PAN OPS).

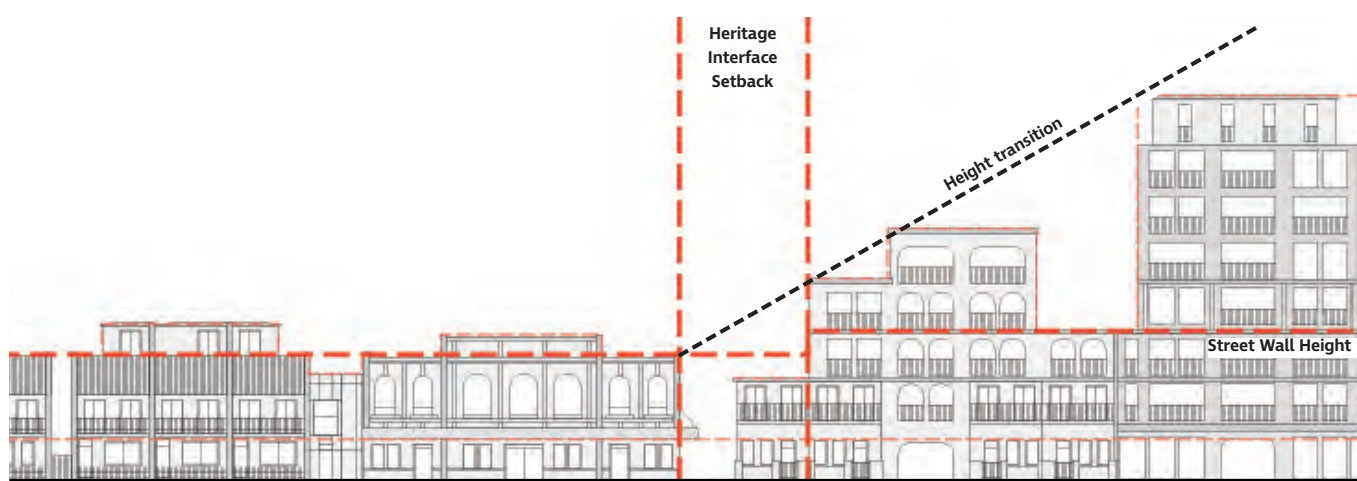


Figure 4.32 Heritage and residential interfaces

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

Strategy 8 – Designing for Urban Life, Diversity and Density



Figure 4.33 Indicative approach to built form principles

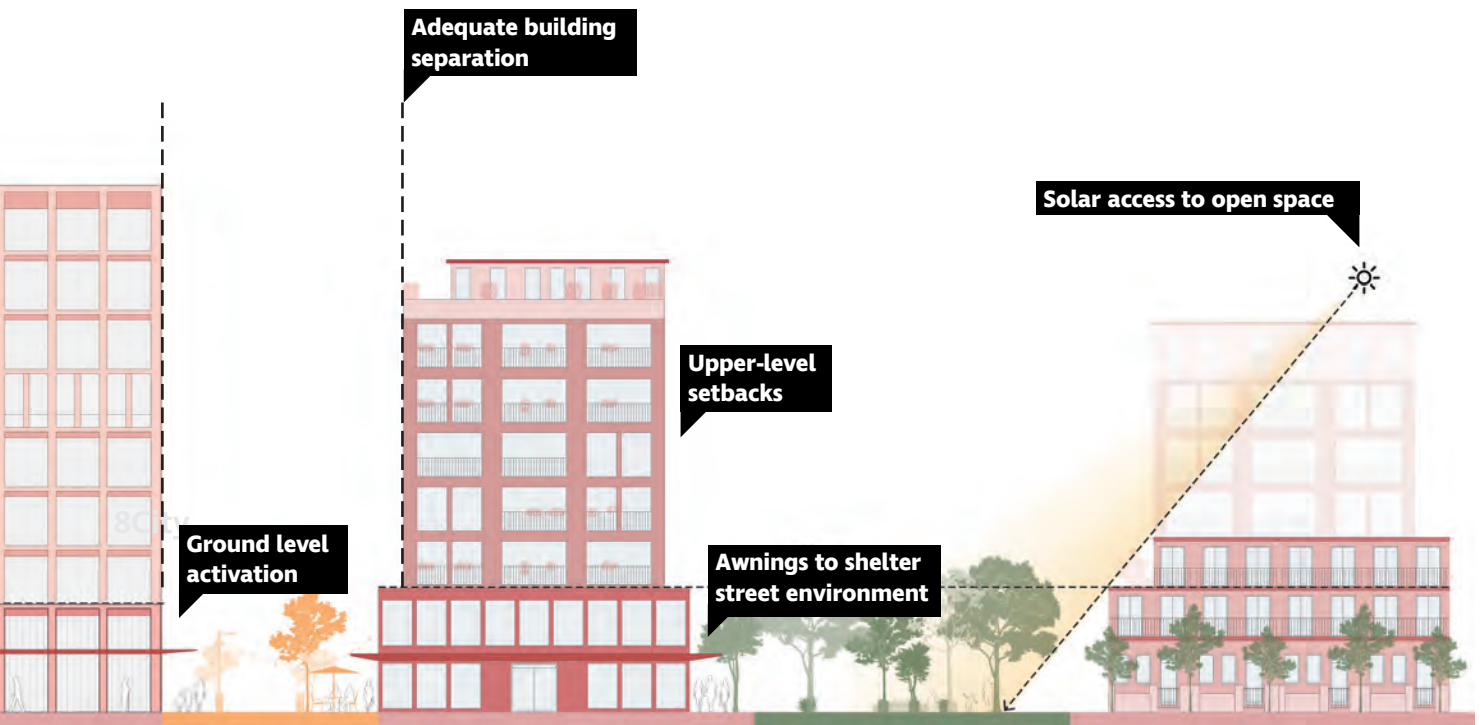
Encourage diversity of built form and uses

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

Respond to place

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

Built Form Principles



Scale and massing of built form responds to desired local character

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

Built form enlivens the ground plane and activates public space

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

Strategy 8 – Designing for Urban Life, Diversity and Density

A Greener and Cooler City

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

A City of Neighbourhoods

8.2 Facilitate recognition of the unique character of areas by identifying their valued physical and cultural attributes in consultation with communities (SPP 2.8).

8.3 Lead changes to the Planning and Design Code to ensure development respects culturally and historically significant places and reflects the unique character of the local area (SPP 7.1).

8.4 Facilitate opportunities for activation of city streets and laneways in line with the neighbourhood identity (SPP 2.10).

8.5 Partner to stimulate investment, visitation and maximise opportunities for economic development in line with neighbourhood identity (SPP 9.10 & SPP 1.9).

8.6 Reinforce the primacy of the city centre as the business, cultural, entertainment, tourism and economic focus of Greater Adelaide (SPP 9.10).

Transport Diversity

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

Housing Diversity for a Growing Population

8.8 Lead changes to the Planning and Design Code to facilitate development that prioritises good design outcomes and improves the relationship between buildings and public spaces and the interface with neighbours, particularly for strategic sites and places (SPP 2.5 & 2.12).

8.9 Lead changes to the Planning and Design Code to facilitate development at the interface between higher built form with more traditional low-rise built forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions (SPP 2.11).

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

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

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

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

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



Future built form should support growth and positive place outcomes

Benchmarks

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

Diversity enhances economic productivity.²²

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

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

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

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

Local Area Framework





Local Area Framework

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

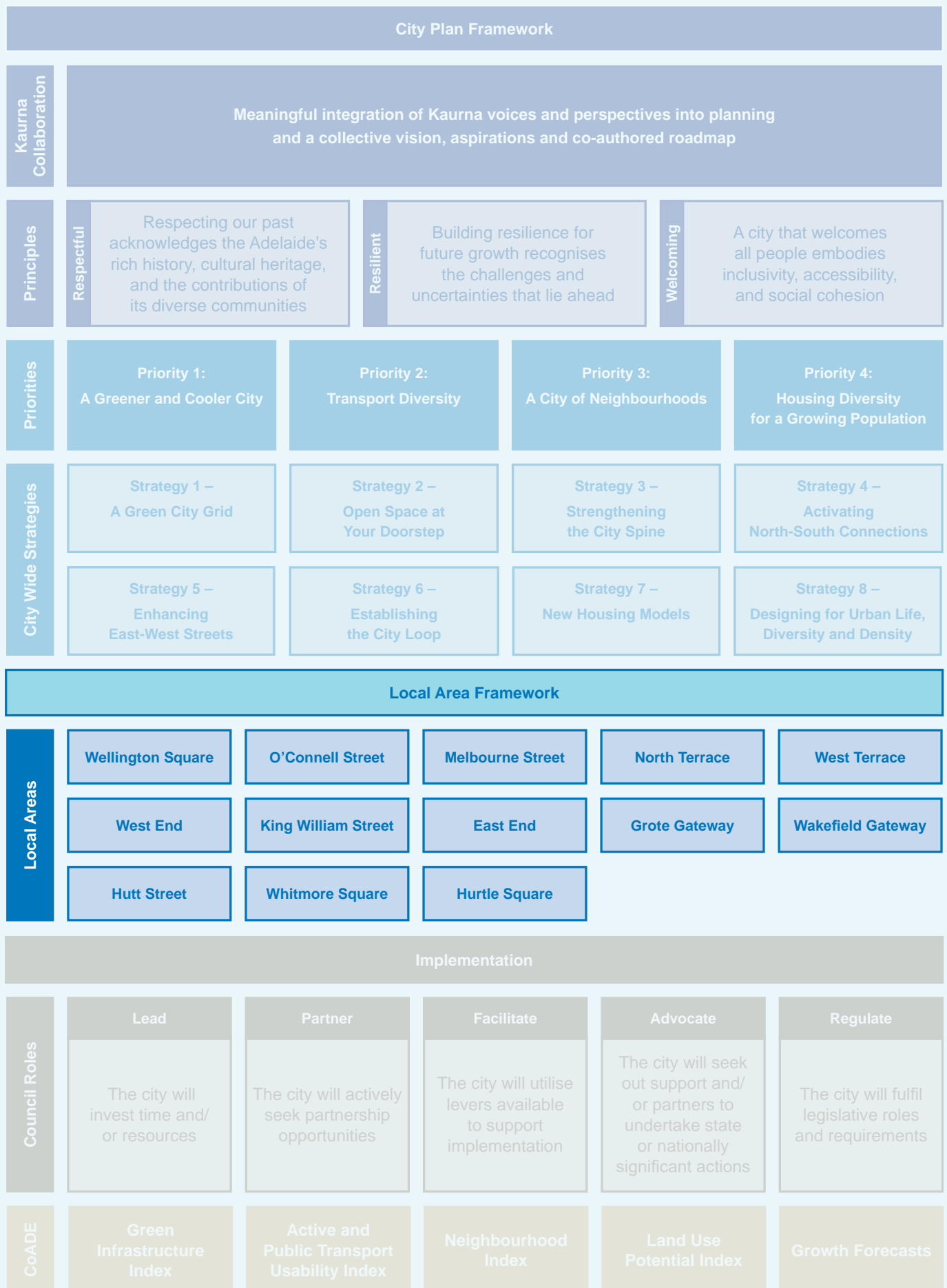


Figure 5.1 Plan on page

Local Areas Overview

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

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

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

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

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

Jane Jacobs



Figure 5.2 Local Area Zones

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

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

Local Areas Overview

The local area framework shows how a population of 50,000 residents by 2036 can be achieved with residents having access to diversity of activities, urban services and economic opportunities while enhancing the unique and diverse qualities of the city and North Adelaide.

The population density of each local area has been assessed along with its 15 year potential for growth from 2021 population figures (growth by 2036), with areas identified as having low, medium, or high growth potential (see Figure 5.3 and Table below).

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

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

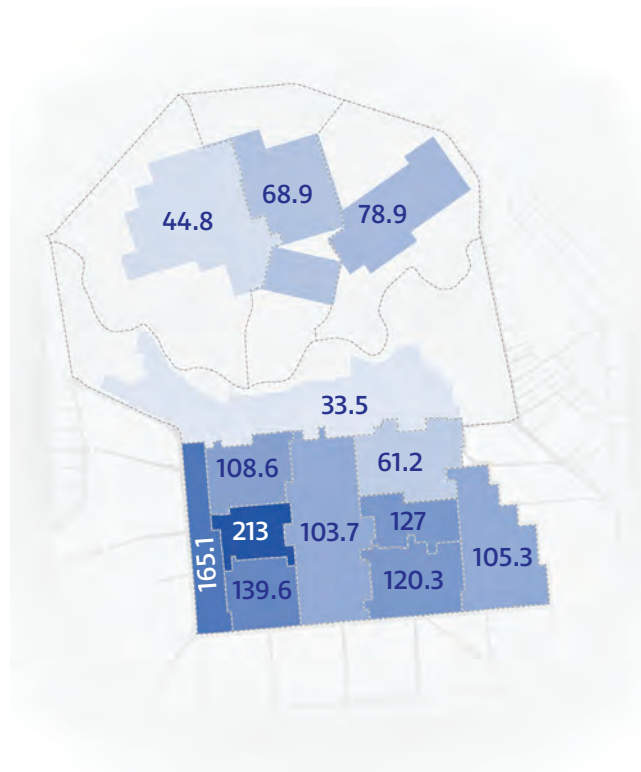


Figure 5.3 Potential population density (people per ha) by 2036

	2021 Pop.	15 year Horizon High Growth Potential (Pop. 2036)	Potential Population Density (People per Ha)	Growth Breakdown By Local Area (% increase)
Wellington Square	2,557	2,550 – 2,600	44.8	0.2%
O’Connell Street	2,307	3,250 – 3,950	68.9	5.0%
Melbourne Street	2,012	2,700 – 3,300	78.9	3.5%
North Terrace	1,511	2,950 – 3,600	33.5	6.5%
West Terrace	1,259	3,550 – 4,350	165.1	10.0%
West End	2,298	3,950 – 4,850	108.6	8.0%
King William Street	3,105	7,200 – 8,850	103.7	18.5%
East End	1,883	3,250 – 4,000	61.2	6.5%
Grote Gateway	853	3,950 – 4,850	212.6	13.3%
Wakefield Gateway	569	2,150 – 2,650	127.2	7.0%
Hutt Street	2,406	4,400 – 5,400	105.3	9.5%
Whitmore Square	1,783	3,000 – 3,650	139.6	5.5%
Hurtle Square	2,547	3,850 – 4,700	120.3	6.5%
Total / Average	25,090	~50,000	87.4	100%



Figure 5.4 City of Adelaide Local Area Framework Plan

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

Local Area 1: Wellington Square



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

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

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

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

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



Adelaide Park Lands walking and cycling trails



Montefiore Hill Lookout

Kurna Context

The Kurna historical context for this local area is:

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



North Adelaide Golf Course

Local Area 1: Wellington Square

Key Spatial Analysis

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

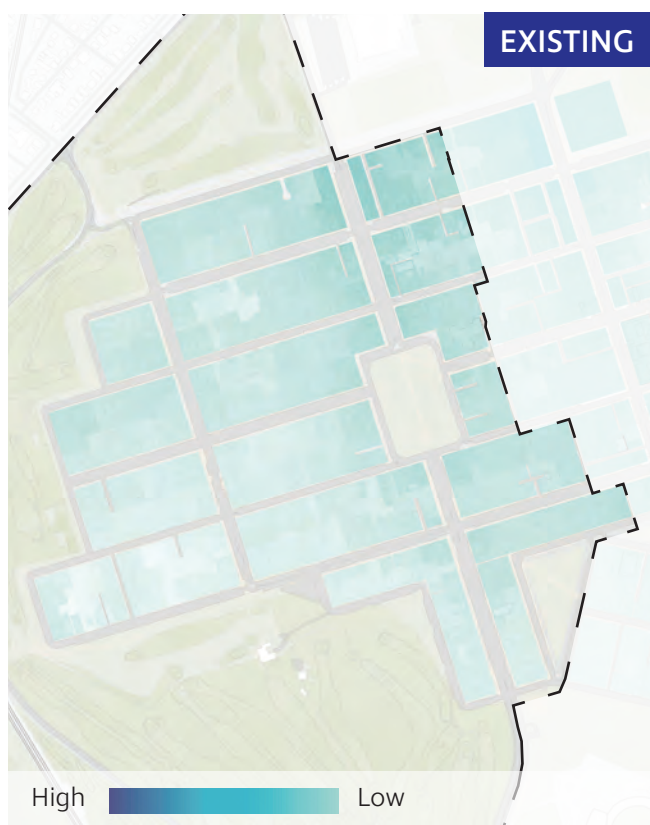


Figure 5.5 Active and Public Transport Useability Index (Existing)

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

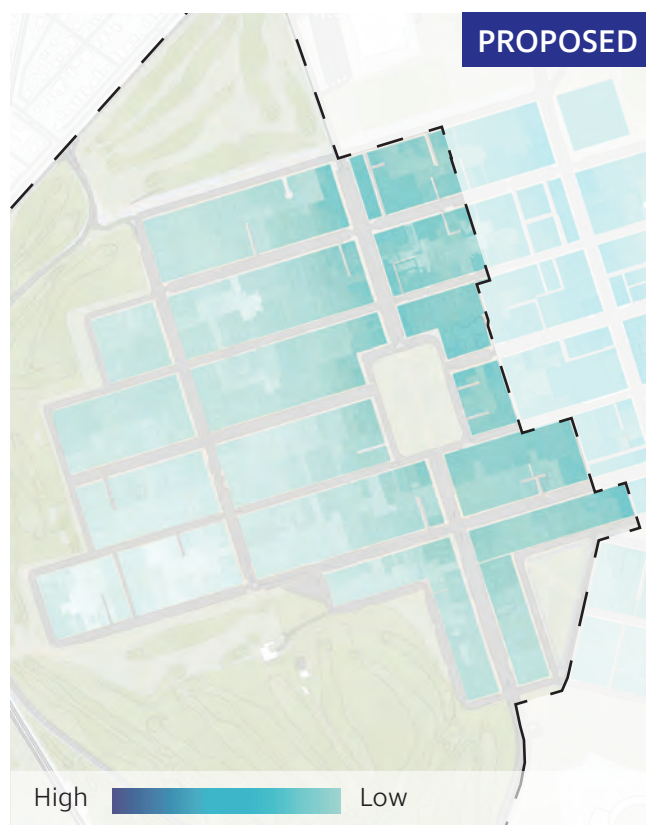


Figure 5.6 Active and Public Transport Useability Index (Potential)

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

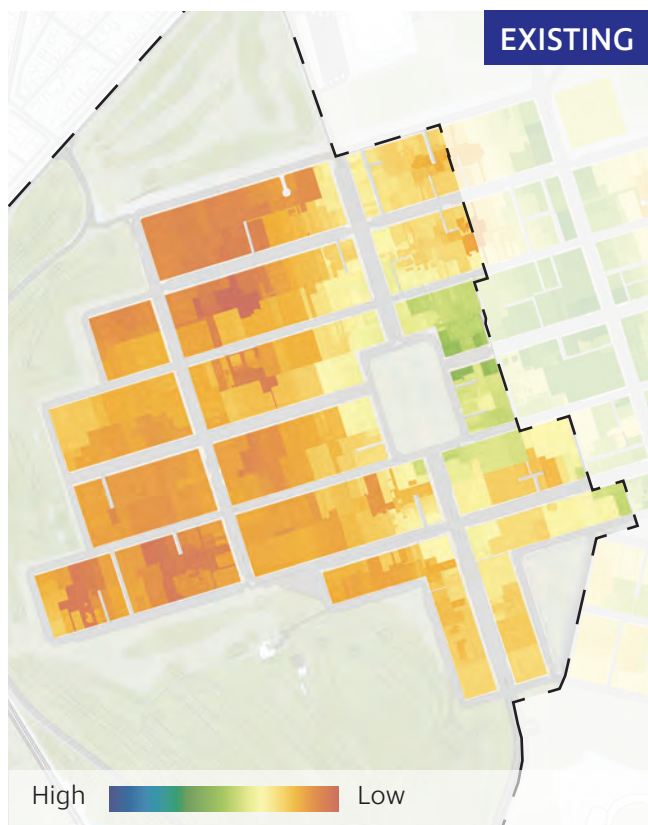


Figure 5.7 Overall Proximity to Amenity Index (Existing)

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

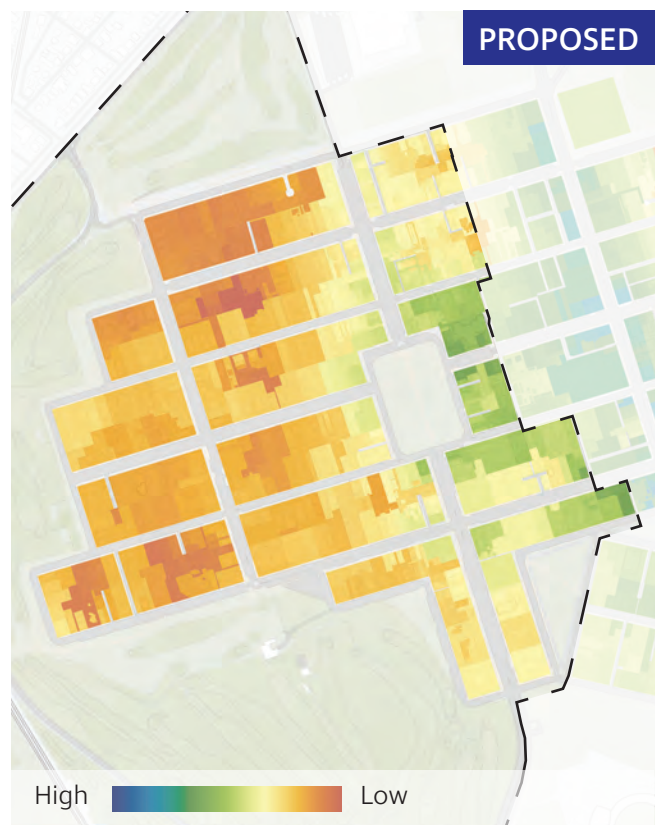


Figure 5.8 Overall Proximity to Amenity Index (Potential)

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

Local Area 1: Wellington Square

Place Principles

The place principles for the local area are:

- Retain the predominantly low rise, low density historic residential character of the local area, whilst supporting opportunities to improve access to amenities and services.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form address interface issues, and respect the surrounding historic residential areas, including architectural and landscape features.
- Diversity housing supply through innovative adaptive reuse that preserves the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Capitalise on the area's proximity to the CBD by supporting active and sustainable transport, such as walking, wheeling, cycling and public transport (including City Connector bus service), through improvements to footpaths, cycle paths and signage. In particular:
 - Improve east-west active transport links to improve connection to O'Connell Street, and north-south on the Jeffcott-Montefiore-Morphett corridor.
 - Improve pedestrian connectivity to Wellington Square, including review of vehicular movements around the Square and safe pedestrian crossings
 - Strengthen pedestrian and cycling connections across the Adelaide Park Lands to North Adelaide Station, Thebarton and Bowden.
- Investigate recreational open space uses and other activations, including for families, appropriate for the historically intact character of Wellington Square and the diversification of the Golf Course for other open space uses consistent with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.

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

Future investment opportunities include:
















- Improve public and active transport safety and priority with a focus on Jeffcott Street, Montefiore Road and connections to O'Connell Street, the Adelaide Park Lands and the inner suburbs.
- Improve east-west active transport connectivity to O'Connell Street, and north-south on the Jeffcott-Montefiore- Morphett corridor.
- Improve pedestrian connectivity to Wellington Square, including review of vehicular movements around the Square and safe pedestrian crossings.
- Strengthen pedestrian and cycling connections across the Adelaide Park Lands to North Adelaide Station, Thebarton and Bowden.



Maintain residential character



Figure 5.9 Place Principles

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

Local Area 2: O'Connell Street



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



Adelaide Oval

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

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

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

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

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

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

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

Kaurna Context

The Kaurna historical context for this local area is:

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



North Adelaide Village



Residential lane way



St Peter's Cathedral

Local Area 2: O'Connell Street

Key Spatial Analysis

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

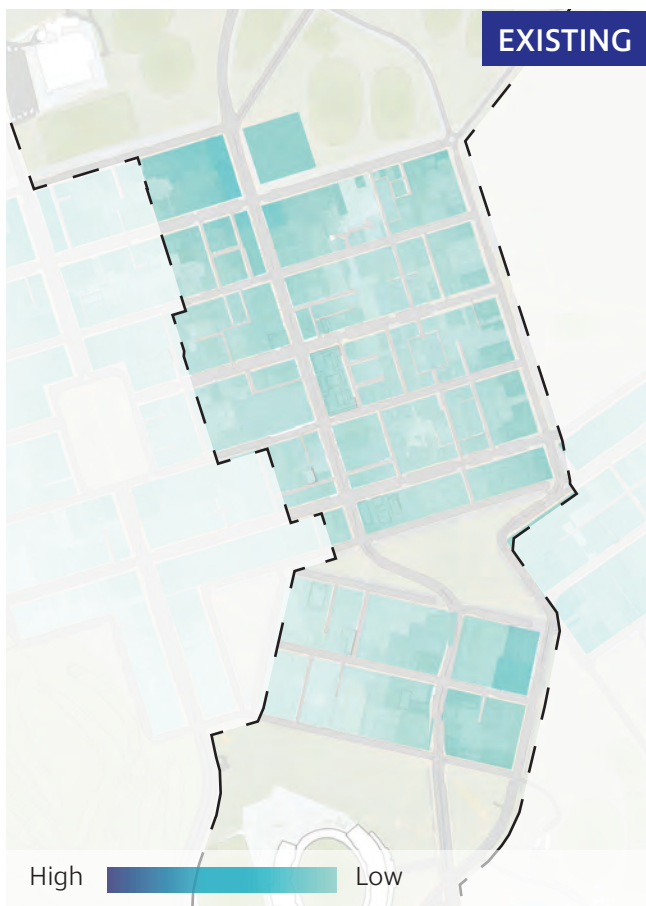


Figure 5.10 Active and Public Transport Useability Index (Existing)

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

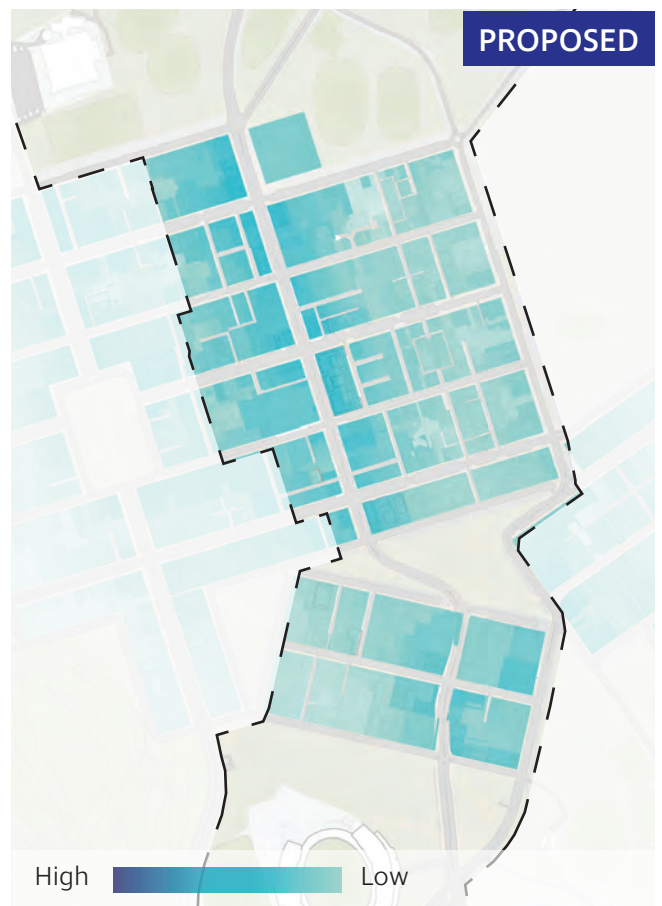


Figure 5.11 Active and Public Transport Useability Index (Potential)

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



Figure 5.12 Overall Proximity to Amenity Index (Existing)

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



Figure 5.13 Overall Proximity to Amenity Index (Potential)

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

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

Local Area 2: O'Connell Street

Place Principles

The place principles for the local area are:

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



Support vibrancy and economic activity

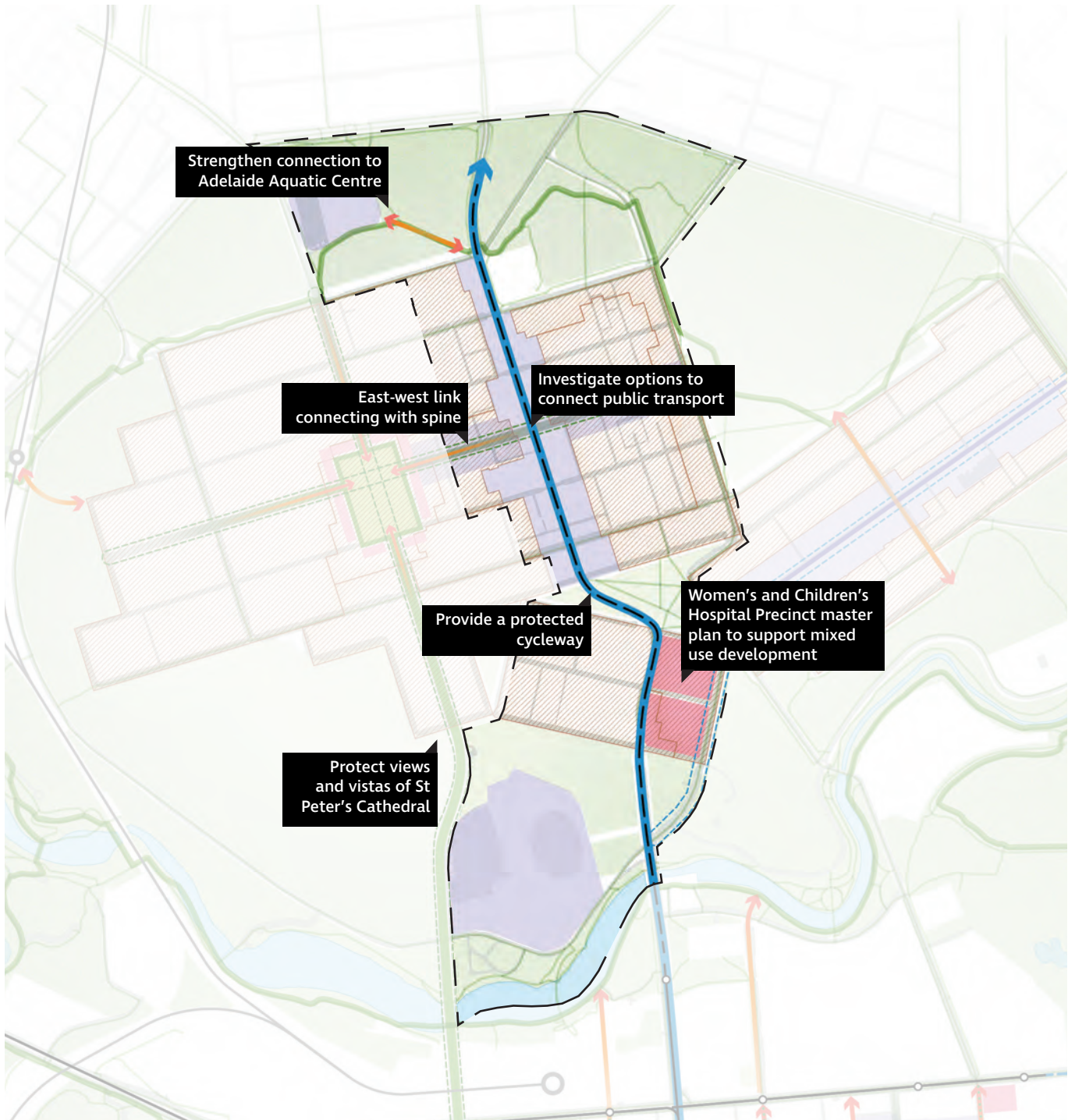


Figure 5.14 Place Principles

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

Local Area 2: O'Connell Street

Future investment opportunities

Future investment opportunities include:

- Redevelop the Women's and Children's Hospital site into mixed use residential, including affordable and social housing, and commercial uses respecting the surrounding Historic Areas, Heritage Places and the Adelaide Park Lands.
- Advocate for new social infrastructure within any redevelopment of the Women's and Children's Hospital such as:
 - Arts and culture (performance, rehearsal and storage space)
 - Indoor sports centre
 - Indoor youth facilities.
- Provide additional young people/youth play provision, including nature play for young adults and spontaneous 'pick-up' sports facilities.
- Investigate potential for at least two 'play' streets within the Wellington Square or Melbourne Street Local Area.
- Leverage the development of 88 O'Connell Street to support additional vibrancy in the main street including business and tenancy mix, extended trading hours, and adaptive reuse of existing buildings for shop-top housing.
- Connect North Adelaide and the inner suburbs to the city through a light rail loop extension improving the connection between O'Connell Street and Adelaide Oval and supporting transport mode shift for O'Connell Street.
- Improve the paving and street furniture along O'Connell Street to provide a sense of identity and amenity, and supporting growth in small business and residential living.



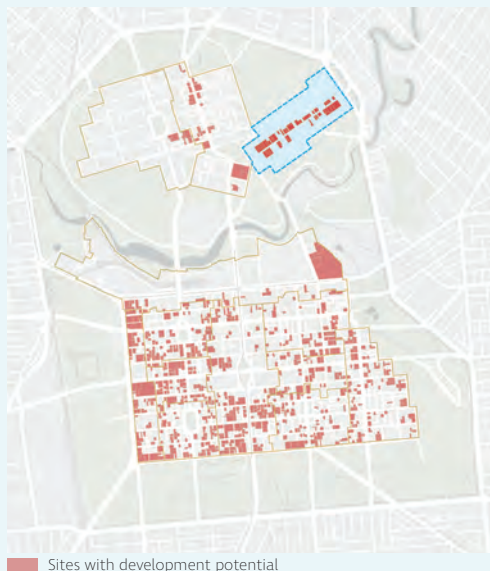
Protected cycleway



Public transport Connections to CBD



Local Area 3: Melbourne Street



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

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

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

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

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



The Lion Hotel heritage building

Kurna Context

The Kurna historical context for this local area is:

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



Historic buildings and modern urban living



Character shop frontages along Melbourne Street



Leafy tree lined residential streets

Local Area 3: Melbourne Street

Key Spatial Analysis

Melbourne Street demonstrates growth potential similar to O’Connell Street, with low to medium existing liveability metrics and low potential for growth. The area has poor cycling network and public transport and connectivity accessibility, ranking in 12th and 13th place. While overall proximity to amenity is moderate, there is opportunity for additional retail amenity and night-time economy accessibility. Future investments should prioritise improving public transport connectivity accessibility to bolster the area’s growth potential. Enhancements to the cycling network could also contribute to improving accessibility connectivity and fostering development along Melbourne Street.



Figure 5.15 Green Infrastructure Index (Existing)

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



Figure 5.16 Green Infrastructure Index (Potential)

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

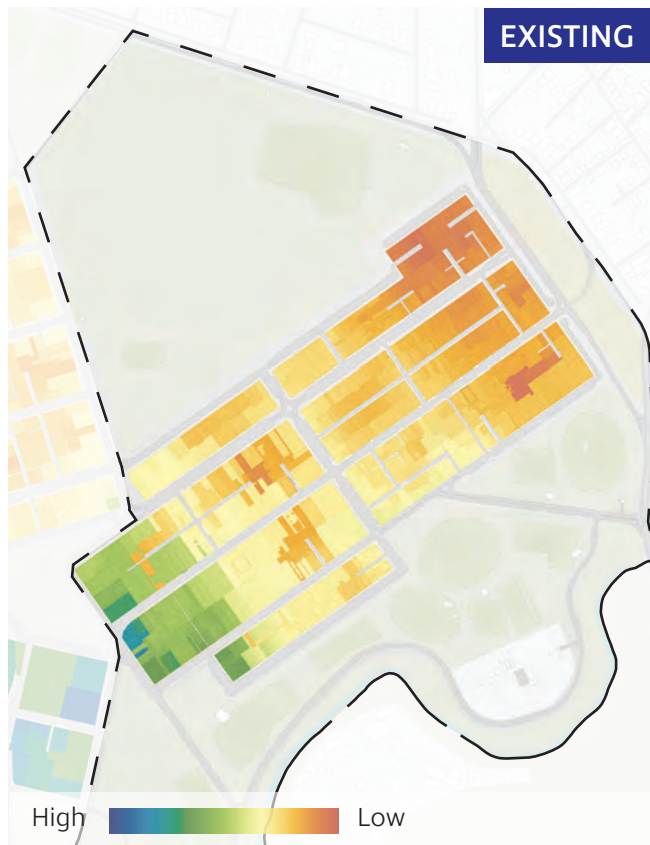


Figure 5.17 Overall Proximity to Amenity Index (Existing)

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

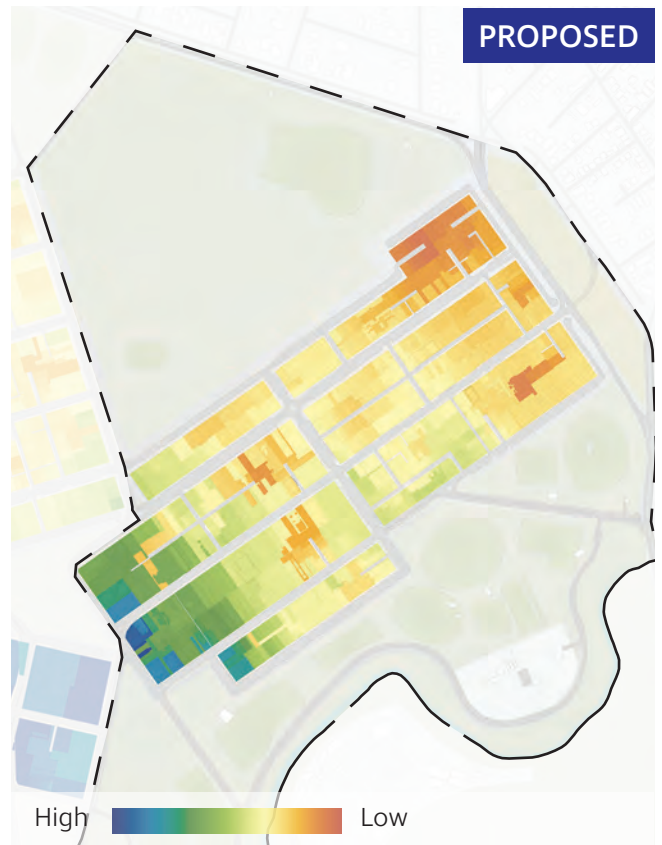


Figure 5.18 Overall Proximity to Amenity Index (Potential)

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

Local Area 3: Melbourne Street

Place Principles

The place principles for the local area are:

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

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

Future investment opportunities include:

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



Explore options for shop top housing



Figure 5.19 Place Principles

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

Local Area 4: North Terrace



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



River Torrens / Karrawirra Pari

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

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

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

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

The local area is well serviced with public transport along the entire length of North Terrace. Public transport also serves to bring people to or through the local area, particularly the Adelaide Railway Station. A wide pedestrian boulevard on the northern side of North Terrace connects the train station to the Adelaide Botanic Garden.

Growth in this local area will continue to be higher density residential development on the southern side of North Terrace, including short-term accommodation, student housing, and apartments that will build on the existing student and worker populations that live in this area. Towards the King William Street intersection, a vibrant nightlife and retail scene further enriches the dynamic character of the local area.

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

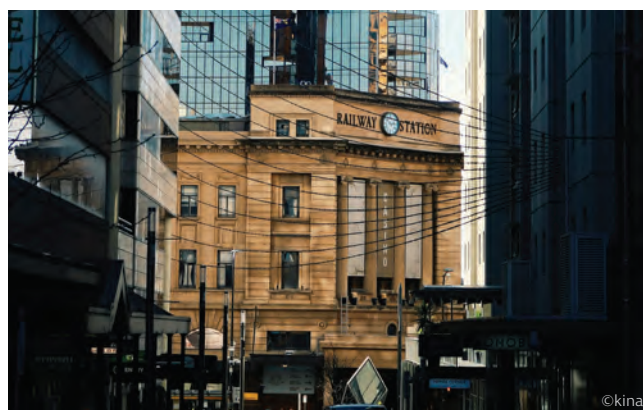
Kaurna Context

The Kaurna historical context for this local area is:

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



Biomedical and Education Precinct



Adelaide Railway Station



North Terrace Cultural Boulevard

Local Area 4: North Terrace

Key Spatial Analysis

The spatial analysis of North Terrace shows a low population and density, but with a significant projected increase and high potential for growth. This area excels in overall proximity to amenities across all subcategories, particularly in public transport connectivity, ranking 1st, and a strong cycling network, ranking 2nd out of the 13 local areas. In comparison to other local areas, North Terrace’s infrastructure and amenities position it above the city average, providing a strong basis for sustainable and well serviced commercial and residential growth.

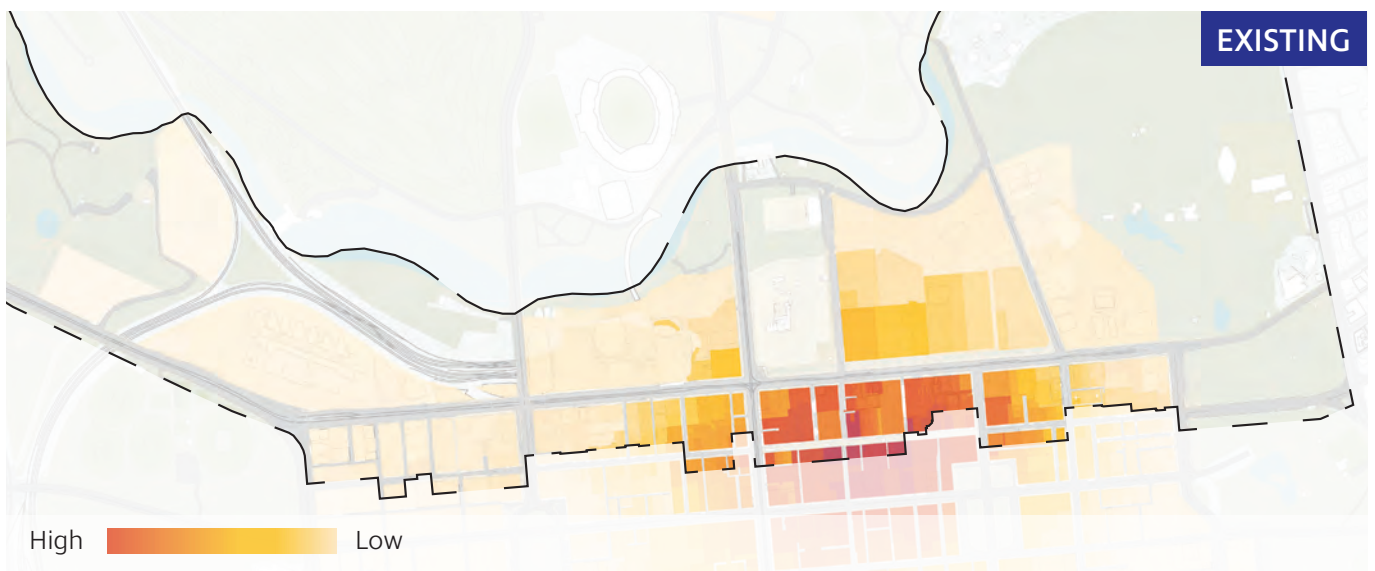


Figure 5.20 Neighbourhood Proximity Index (Existing)

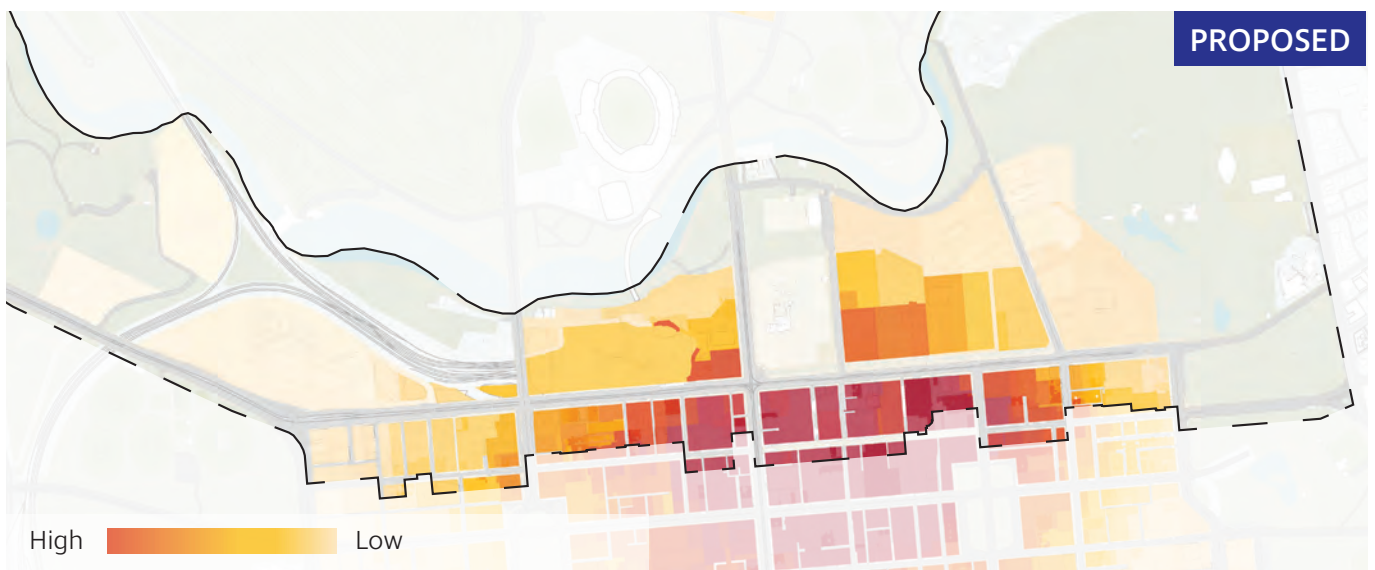


Figure 5.21 Neighbourhood Proximity Index (Potential)

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



Figure 5.22 Overall Proximity to Amenity Index (Existing)



Figure 5.23 Overall Proximity to Amenity Index (Potential)

Local Area 4: North Terrace

















Place Principles

The place principles for the local area are:

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



Figure 5.24 Place Principles

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

Local Area 4: North Terrace

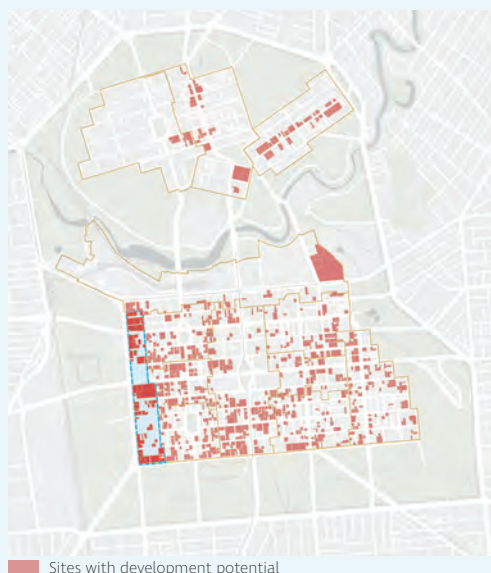
Future investment opportunities include:

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





Local Area 5: West Terrace



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



Kingston Gardens, West Terrace

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

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

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

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

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

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

Kurna Context

The Kurna historical context for this local area is:

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



Adelaide Park Lands



City Skate in the western Park Lands



West Terrace Cemetery

Local Area 5: West Terrace

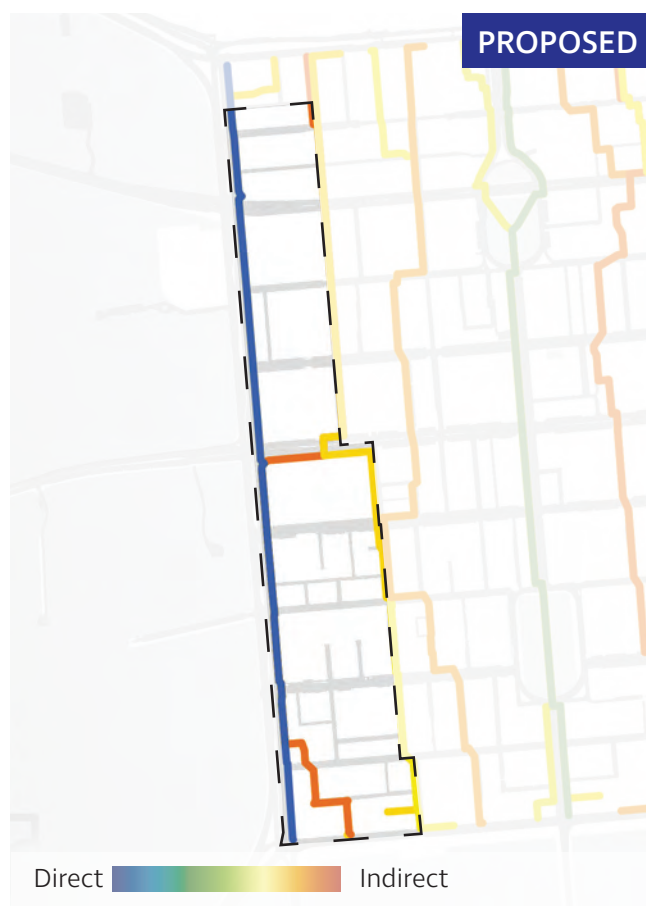
Key Spatial Analysis

West Terrace presents low to medium existing liveability metrics but with substantial projected growth, indicating high potential for change. The area faces challenges in open space connectivity, ranking 10th out of the 13 local areas, public transport connectivity, ranking 9th and cycling network, ranking 8th of the the 13 local areas. However, West Terrace benefits from relatively good access to local services, ranking 8th of the 13 local areas. Despite challenges, there are a number of opportunities for providing local services and social infrastructure to support population growth, as well as better connections to and utilisation of the Adelaide Park Lands and improved walkability in the local area.



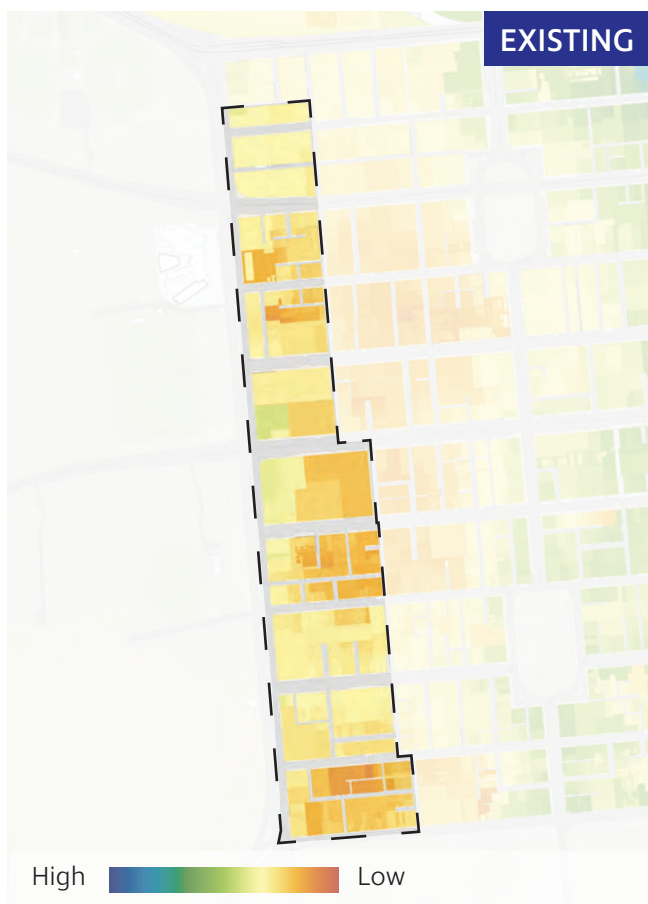
Walkability Network Analysis (Existing)

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



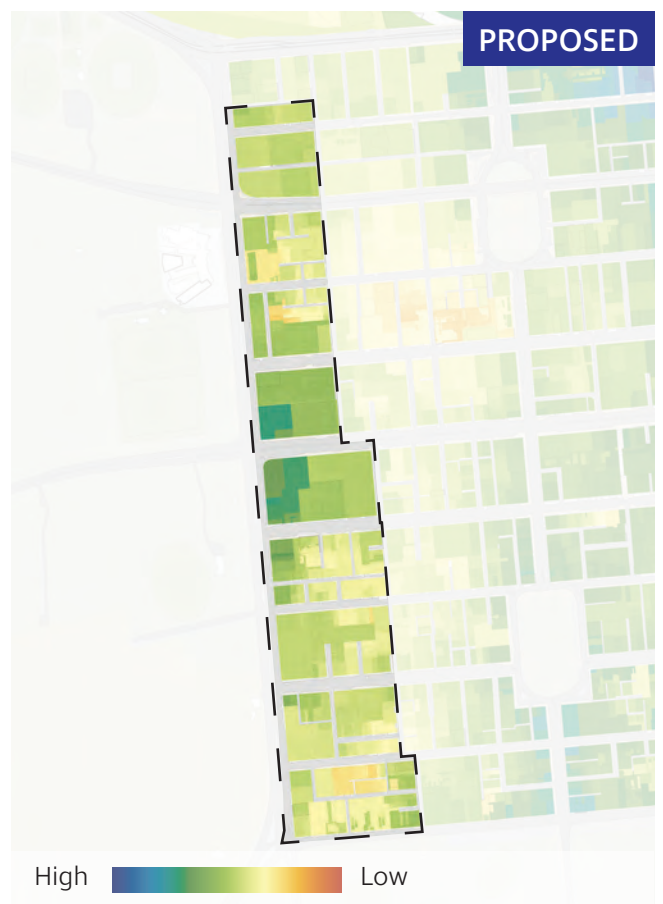
Walkability Network Analysis (Potential)

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



Overall Proximity to Amenity Index (Existing)

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



Overall Proximity to Amenity Index (Potential)

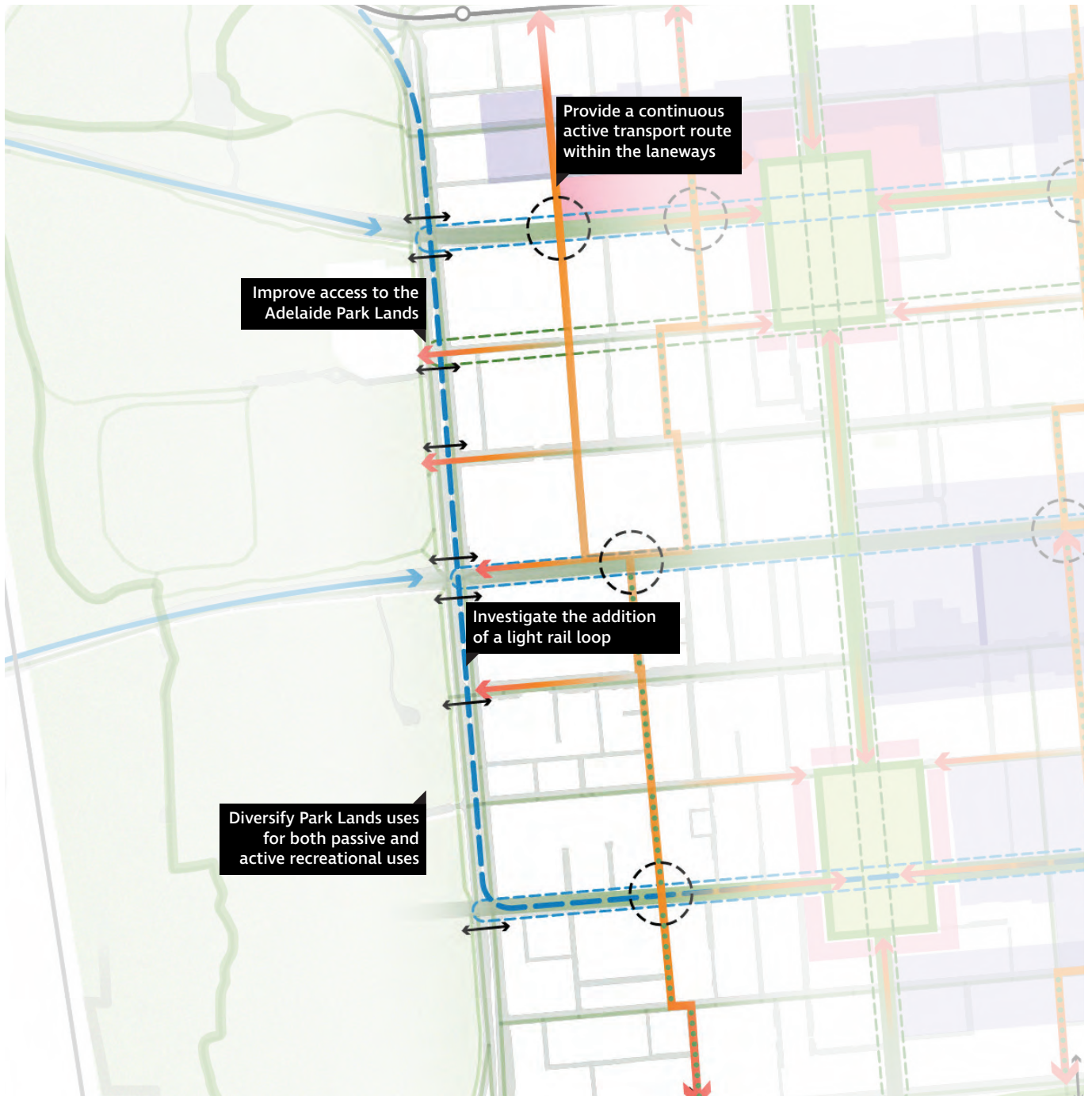
The potential Overall Proximity to Amenity Index demonstrates that significant improvement in people’s proximity to amenities is possible through improvements to pedestrian connectivity, reprogramming surrounding open space for community uses and providing a new community facility within the local area.

Local Area 5: West Terrace

Place Principles

The place principles for the local area are:

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



Place Principles

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

Local Area 5: West Terrace

Future investment opportunities include:

- Address the form and function of West Terrace with a view to narrowing the roadway, reducing vehicle volumes and speed, incorporating active and public transport infrastructure, increasing greening and improving safe pedestrian crossings to the Adelaide Park Lands.
- Encourage master planning of large and under-utilised sites to deliver mixed used development, social infrastructure and improve pedestrian permeability, amenity and activation.
- Improve streetscapes of small intersecting lanes and streets, including widening footpaths, prioritising pedestrians, and improved signage.
- Create fine grain connectivity, greening and pedestrian activation through connecting small streets and laneways, that enable people to wind from the southern residential areas centrally through the local area to North Terrace and the Biomedical Precinct including the new Women’s and Children’s Hospital.
- Improve access to the Adelaide Park Lands, open space, community facilities and public transport for existing residents and to unlock future growth potential.
- Identify opportunities for at least one additional children’s play space to serve the needs of the West Terrace and West End Local Areas.
- Identify opportunities to provide additional young people/youth play provision (this may include expansion of the West Terrace skate park) to serve the needs of residents, located in the North Terrace, West Terrace or West End Local Areas.
- Identify opportunities for a pocket or micro park to serve the needs of residents, located in the West Terrace or West End Local Areas.
- Identify opportunities to provide a local level (at least 250-300 sqm) community centre to serve the needs of the south and south west of the city, located in one of the local areas of West Terrace, King William Street, Grote Gateway or Whitmore Square.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway or Whitmore Square.



Reduce vehicle dominance



Address the form and function of West Terrace

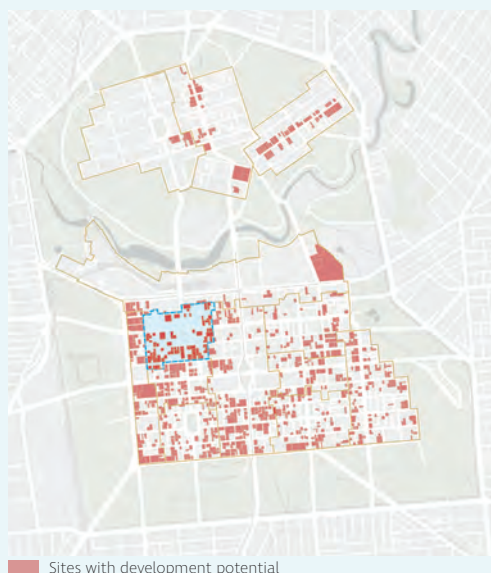


Develop West Terrace as a boulevard



Enhance connections to the Adelaide Park Lands

Local Area 6: West End



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

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

The West End Local Area is being shaped by the expanded university presence and development of the Biomedical Precinct including the Royal Adelaide Hospital and new Women’s and Children’s Hospital to the north of the local area.

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



University of South Australia City West Campus

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

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

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

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

Kaurna Context

The Kaurna historical context for this local area is:

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



Hindley Street



Lion Arts Centre



Tafe Arts Centre

Local Area 6: West End

Key Spatial Analysis

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



Figure 5.25 Cycling Proximity Index (Existing)

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

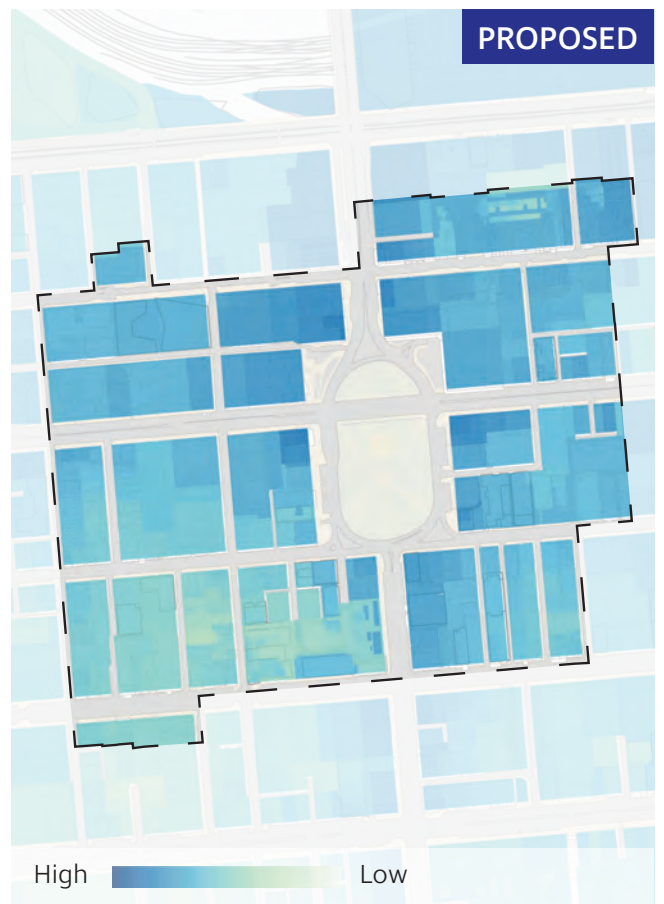


Figure 5.26 Cycling Proximity Index (Potential)

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

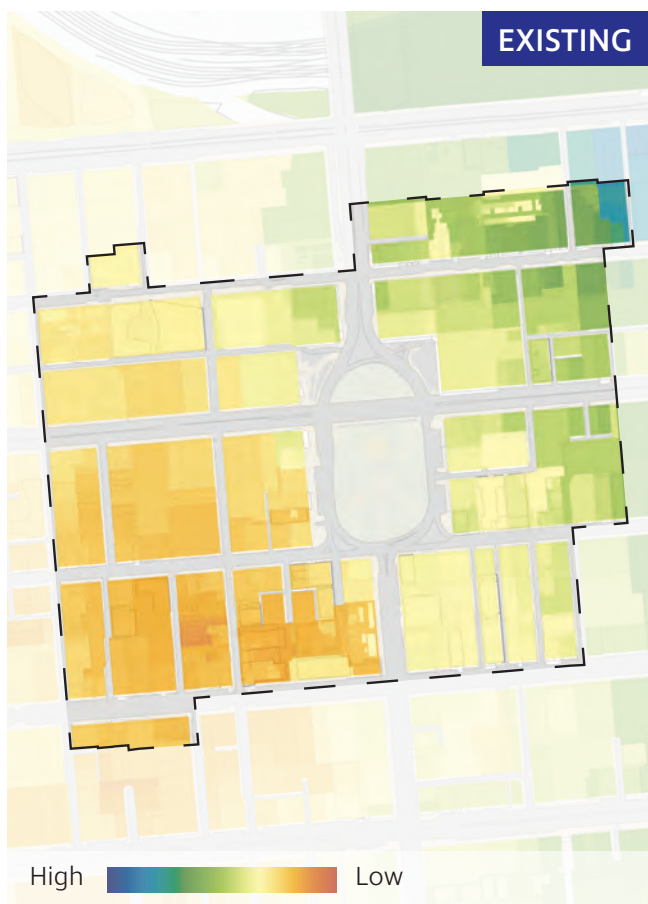


Figure 5.27 Overall Proximity to Amenity Index (Existing)

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

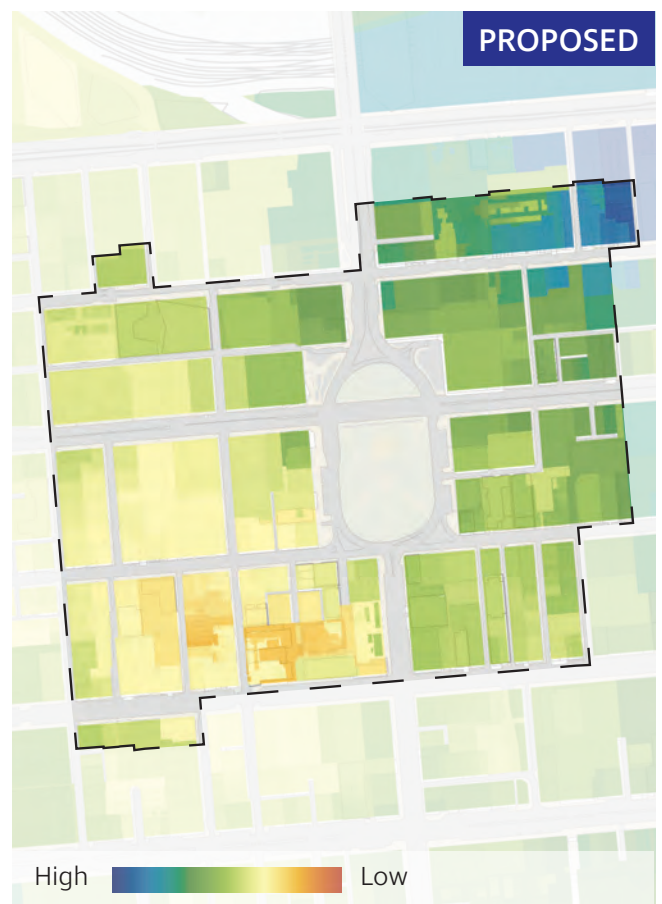


Figure 5.28 Overall Proximity to Amenity Index (Potential)

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

Local Area 6: West End

Place Principles

The place principles for the local area are:

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



Prioritise pedestrian movements



Strengthen connections to Light Square / Wauwi



Prioritise student accommodation and services

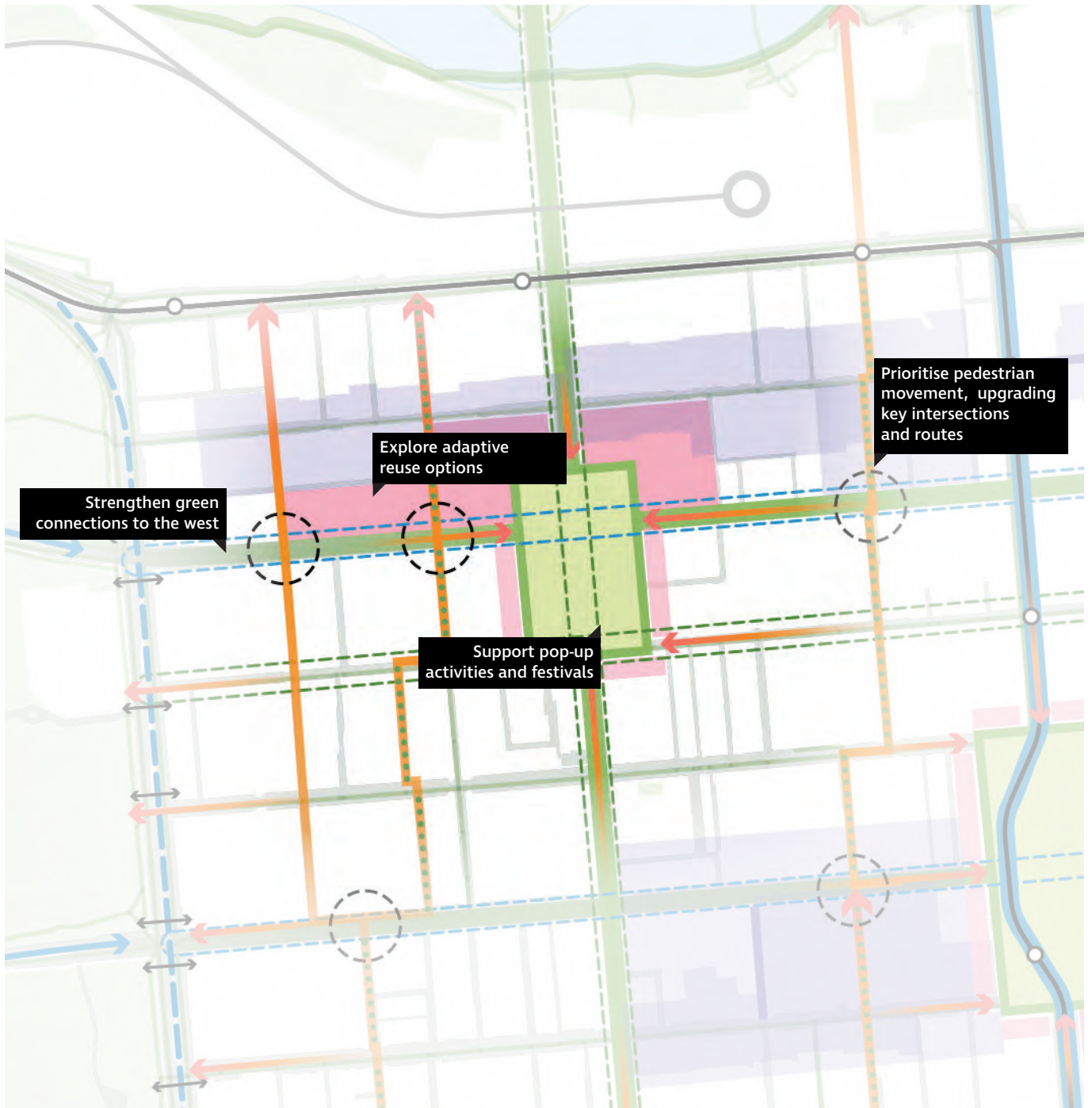


















Figure 5.29 Place Principles

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

Local Area 6: West End

Future investment opportunities include:

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

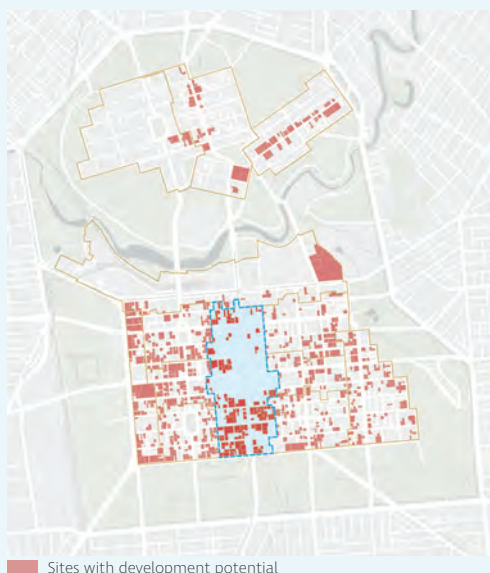


Investigate linking Light Square/Wauwi to its western edge





Local Area 7: King William Street



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



King William Street tram connection

King William Street Local Area with its central boulevard between South Terrace and North Terrace with Victoria Square/Tarntanyangga at its heart, will leverage its existing high amenity and proximity to public transport and local services for increased growth.

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

At the heart of the local area and the CBD, is the significant cultural meeting place, Victoria Square/Tarntanyangga, which has both historical and existing Kaurna importance as well as being a popular event location that provides valuable public open space and passive recreational opportunities for the enjoyment of South Australians. Victoria Square/Tarntanyangga is included within the National Heritage Listing of the Adelaide Park Lands and City Layout.

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

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

This local area has the potential to support moderate to high growth within the city to further support the cultural, commercial and retail offerings in the area and add vitality to the city.

Kurna Context

The Kurna historical context for this local area is:

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



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



Victoria Square / Tarntanyangga



Adelaide Town Hall

Local Area 7: King William Street

Key Spatial Analysis

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

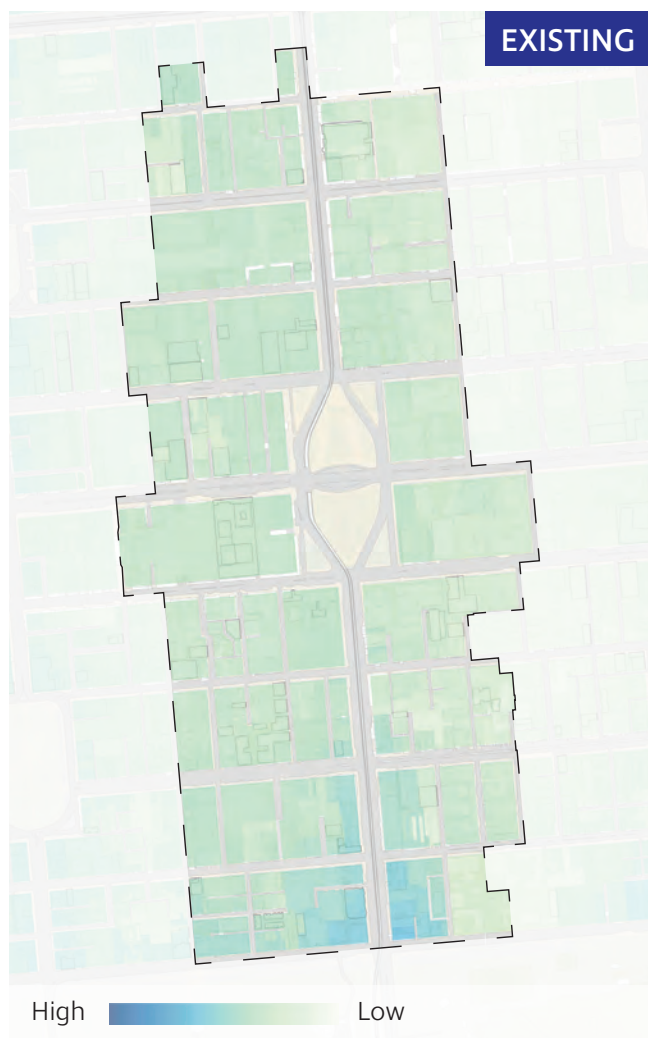


Figure 5.30 Cycling Connectivity Index (Existing)
 A significant challenge for the King William Street Local Area is east-west cycling connectivity. Currently the city spine divides the city east west, with limited crossings for pedestrians and cyclists.

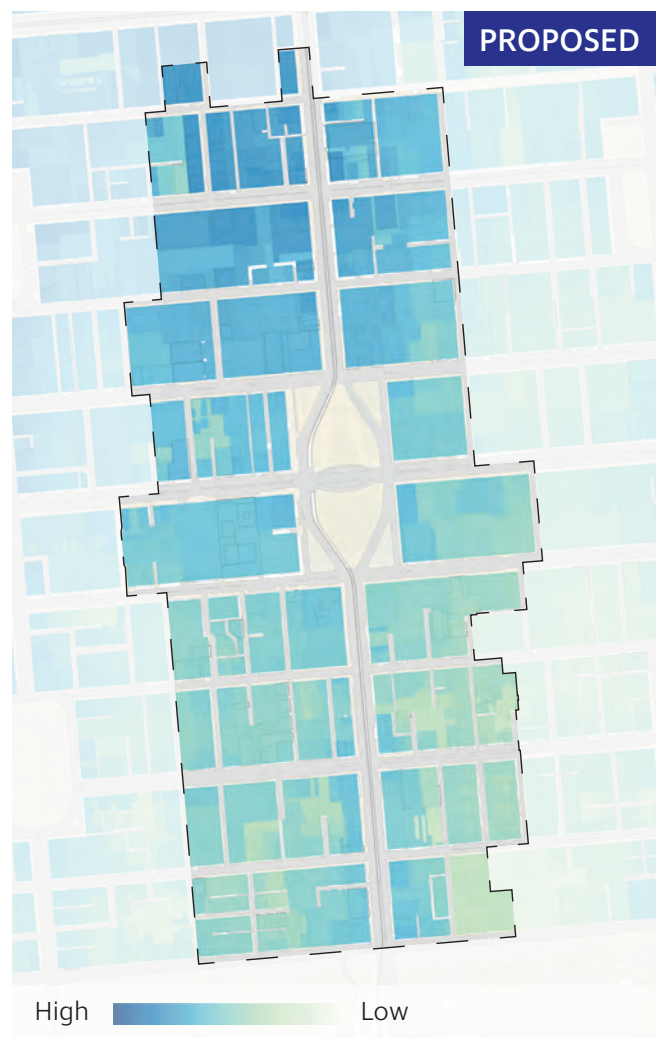


Figure 5.31 Cycling Connectivity Index (Potential)
 Expanding the cycling network to connect with and across King William Street would improve local resident access to key services and amenity.

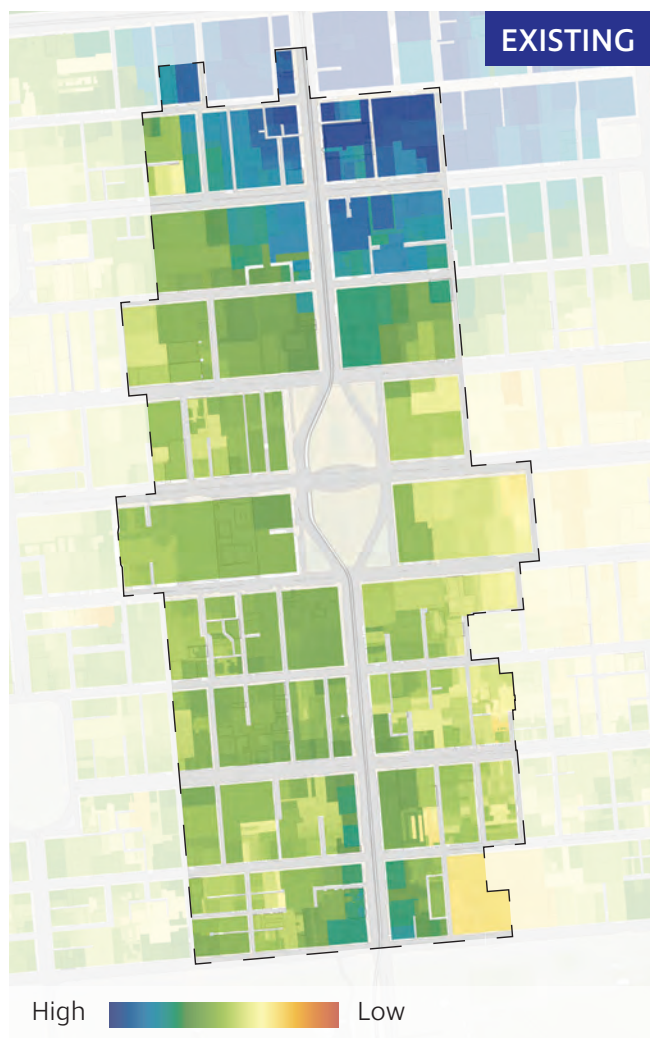


Figure 5.32 Overall Proximity to Amenity Index (Existing)

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

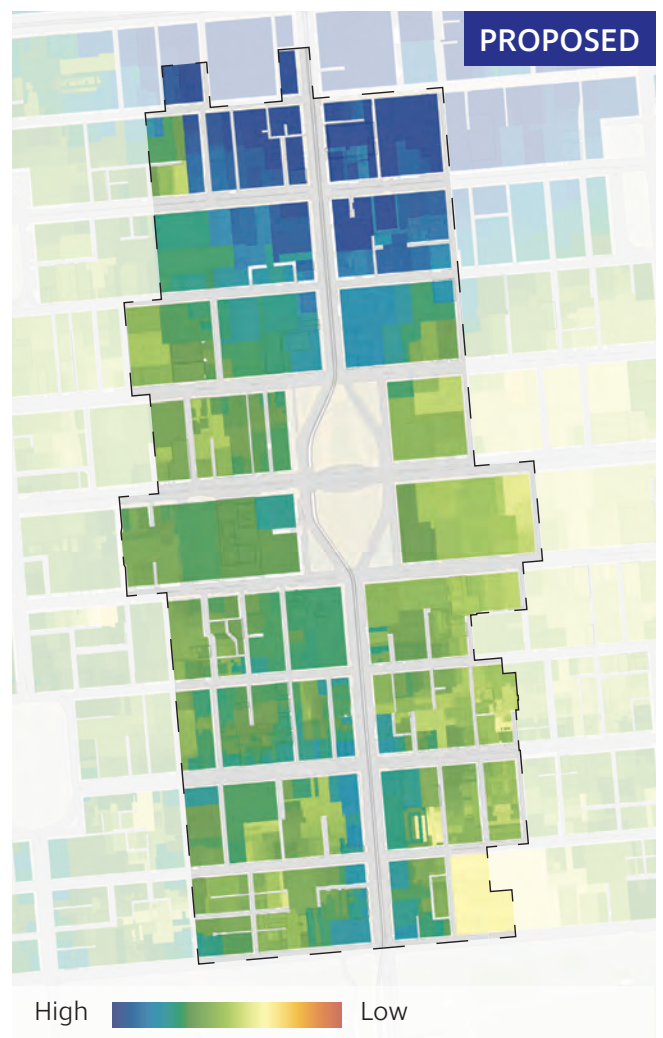


Figure 5.33 Overall Proximity to Amenity Index (Potential)

The potential Overall Proximity to Amenity Index analyses the impact of implementing new public transport connections, expanding cycling network, and enhancing the recreational useability of Victoria Square/Tarndanyangga demonstrating an increased liveability score within the local area.

Local Area 7: King William Street

Place Principles

The place principles for the local area are:

- Continue to support activities and events within the local area, particularly at Tarntanyangga / Victoria Square, balancing the need for public amenity and improving experience of the open space while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Improve the relationship between Tarntanyangga / Victoria Square and its western edge, providing better access to the Adelaide Central Market precinct.
- Investigate pop-up or permanent food and beverage offering within the Tarntanyangga / Victoria Square, that is also adaptable for events that are held there throughout the year while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Support vibrancy and activation of the local area through:
 - extended business trading hours and diversified tenancy mix.
 - development and activations of underutilised sites and buildings.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on vacant office buildings.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.

- Retain the views and vistas of important civic landmark buildings including the Adelaide Town Hall, the General Post Office and St Francis Xavier’s Catholic Cathedral.
- Support the main street function of King William Street by investing in cycle routes, public realm and street greening of connecting east-west streets.
- Optimise tram operations in the local area by providing signal priority and improved pedestrian connection and permeability to tram stops.



Optimise tram operations and permeability to stops



Diversify housing supply

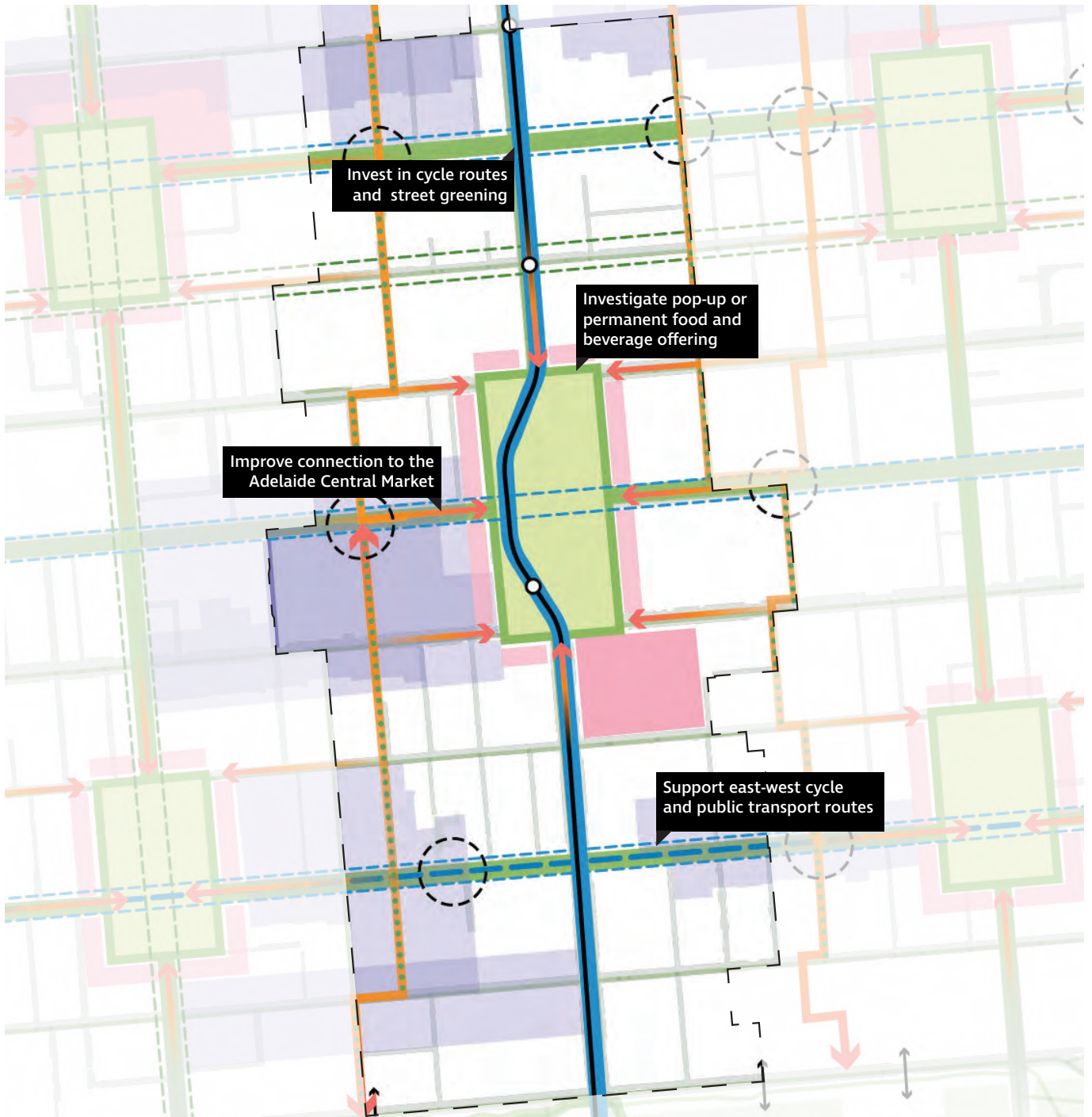


Figure 5.34 Place Principles

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

Local Area 7: King William Street

Future investment opportunities include:

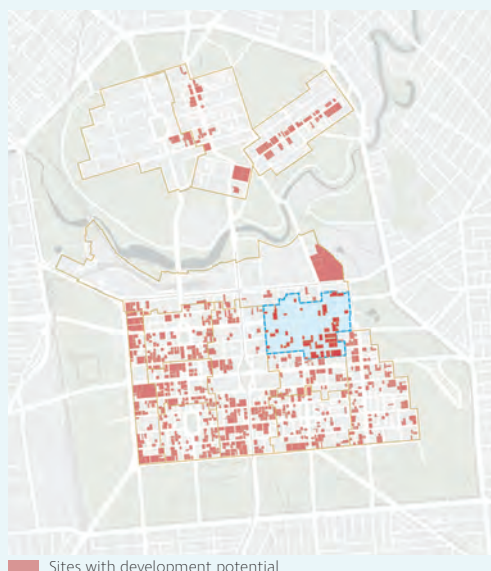
- Address the road, cycling and pedestrian function of King William Street with a view to reducing vehicle volumes and speed, increasing greening and prioritising pedestrian crossings, with a focus on active transport connections at the southern end.
- Encourage master planning of large and under-utilised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



Support vibrancy and activation



Local Area 8: East End



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



Hindmarsh Square / Mukata

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

The East End Local Area is characterised by the commercial development of the CBD towards the west, Rundle Mall to the north, and a transition towards the east to mixed use development with medium density housing and supporting retail, restaurants and open space that contribute to a vibrant day, evening and night time economy.

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

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

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

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

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

Kaurna Context

The Kaurna historical context for this local area is:

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



Rundle Street shopping precinct



East End Unleashed Event in Hindmarsh Square / Mukata



Character tree shaded laneways

Local Area 8: Hindmarsh Square

Key Spatial Analysis

East End presents high existing liveability metrics and moderate projected growth. The area excels in open space proximity, ranking 3rd out of the 13 local areas, and boasts a robust cycling network, ranking 1st. Additionally, East End demonstrates high overall availability of all amenities, scoring well above the city average across all subcategories. In comparison to other local areas, East End's infrastructure and amenities position it as a prime location for development and expansion opportunities, further investigation is required to identify sites which would be suitable for redevelopment, to leverage its existing amenity.

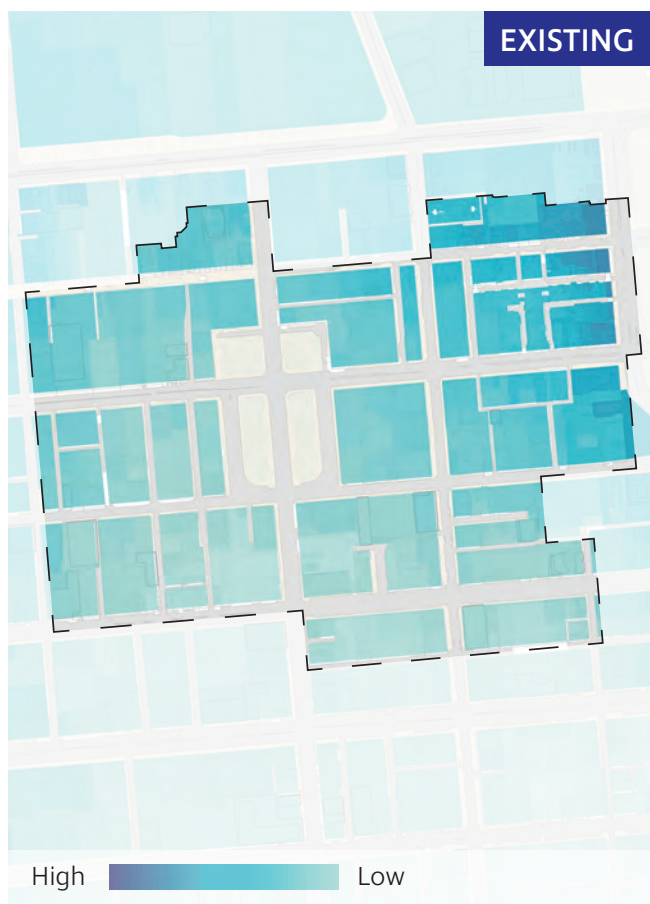


Figure 5.35 Active and Public Transport Useability Index (Existing)

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



Figure 5.36 Active and Public Transport Useability Index (Potential)

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

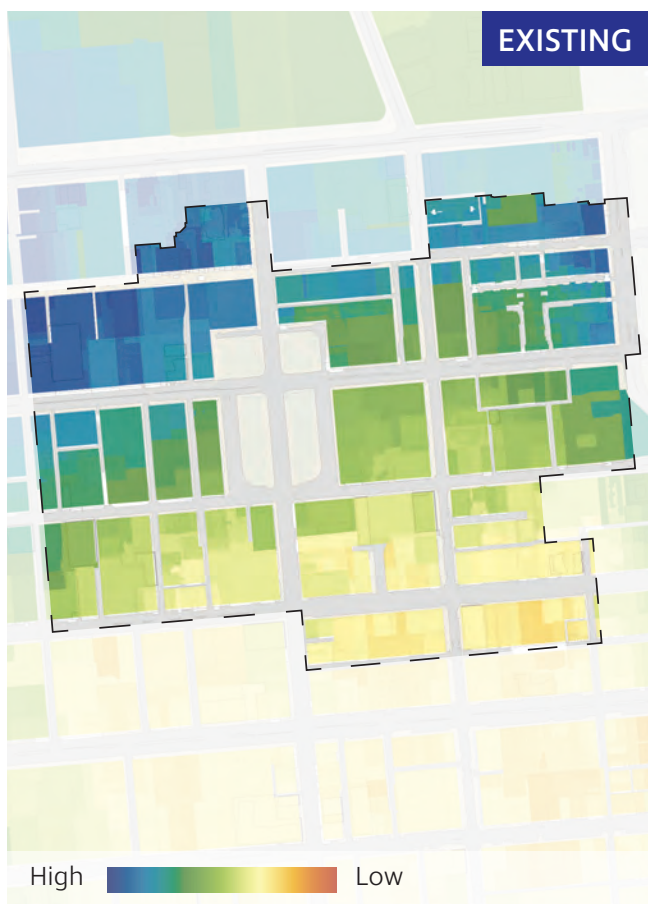


Figure 5.37 Overall Proximity to Amenity Index (Existing)

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

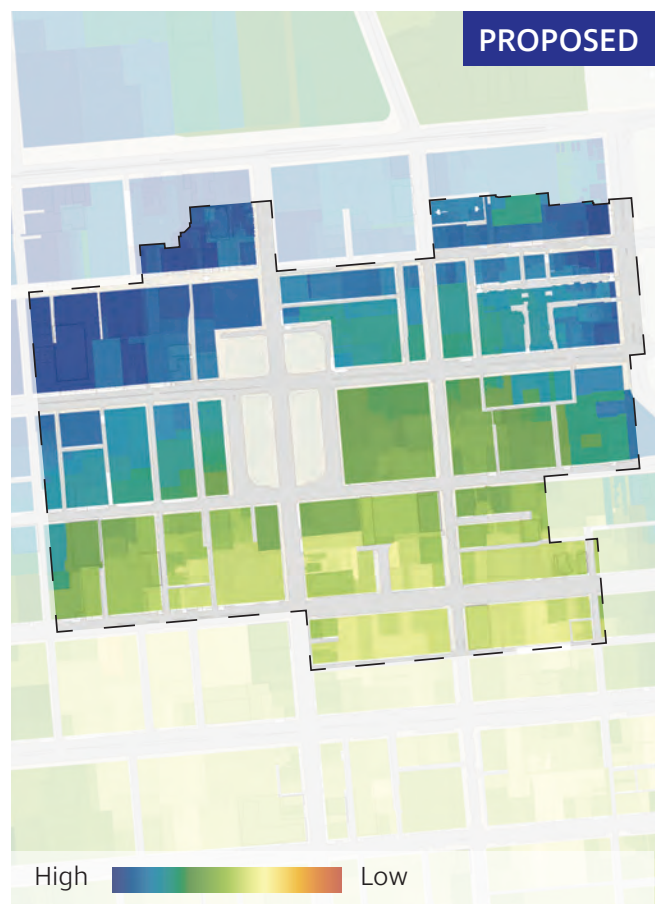


Figure 5.38 Overall Proximity to Amenity Index (Potential)

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

Local Area 8: East End

Place Principles

The place principles for the local area are:

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



Activated laneways



Cycling and public transport corridor



Support festivals and events throughout the year

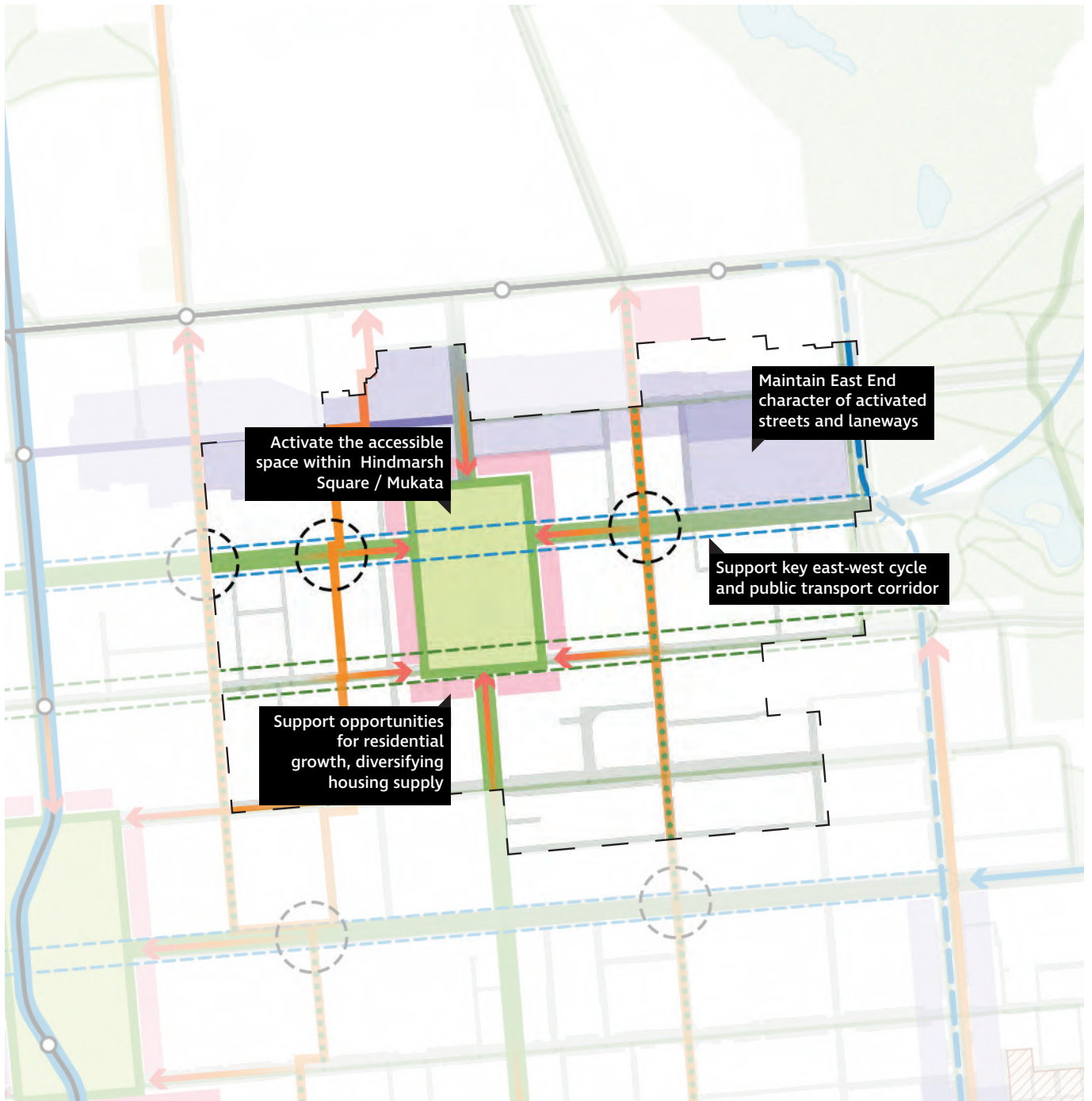


Figure 5.39 Place Principles

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

Local Area 8: East End

Future investment opportunities

- Improve the pedestrian and cyclist experience on Grenfell Street by reducing vehicle through traffic while maintaining its role as a key public transport link.
- Invest in local streets and greening to improve connections to the high-quality green spaces within the eastern Adelaide Park Lands.
- Provide at least one additional children's play space in the East End or Wakefield Gateway Local Areas.
- Identify an existing public space in the East End or Wakefield Gateway Local Areas to provide a 'neighbourhood' park function. East Terrace, Glover Playground or Hindmarsh Square are initial starting points for review.
- Review and identify opportunities for at least three pocket or micro parks in the East End or Wakefield Gateway Local Areas.



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



Local Area 9: Grote Gateway



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



Adelaide Central Market

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

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

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

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

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

Kurna Context

The Kurna historical context for this local area is:

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



Adelaide Central Market



Grote Street wide boulevard



Adelaide Central Market

Local Area 9: Grote Gateway

Key Spatial Analysis

Grote Gateway presents low existing liveability metrics but with substantial projected growth, indicating high growth potential. The area faces challenges in proximity to open space, ranking 11th out of the 13 local areas, and ranks 5th for public transport connectivity. The local services and retail availability is above the city average, with amenities scoring well across all subcategories. Additionally, Grote Gateway benefits from a relatively good cycling network, ranking 6th out of the 13 local areas. In comparison to other local areas, Grote Gateway’s infrastructure and amenities offer opportunities for improvement to further enhance its development potential.



Figure 5.40 Tree Canopy Coverage (Existing)

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



Figure 5.41 Tree Canopy Coverage (Potential)

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

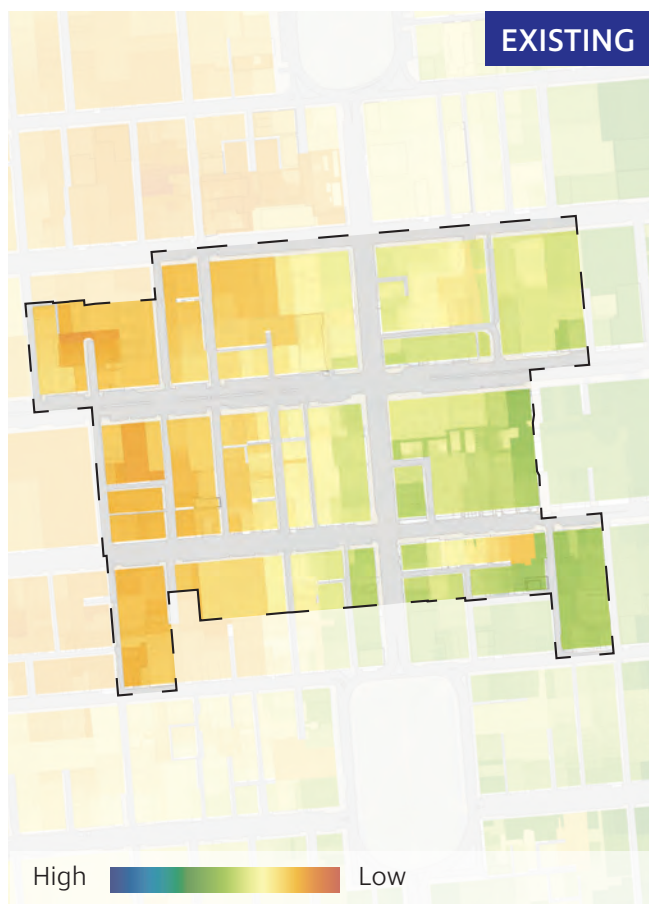


Figure 5.42 Overall Proximity to Amenity Index (Existing)

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

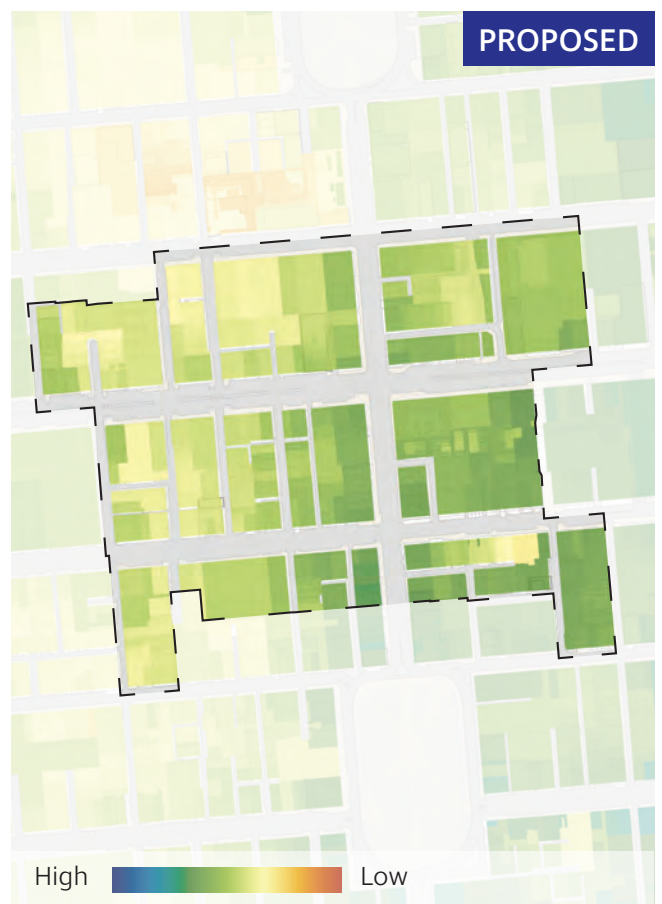


Figure 5.43 Overall Proximity to Amenity Index (Potential)

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

Local Area 9: Grote Gateway

Place Principles

The place principles for the local area are:

- Provide an urban design outcome for Grote Street that creates a cohesive brand as the gateway to the city.
- Enable activation and attract visitors by improving the western end of Grote Gateway Local Area to the same level of pedestrian experience as the eastern end with a comfortable walking environment and places to stop and dwell.
- Connect laneways in the local area to support the function of Gouger Street as a main street and provide interest and diversity within the laneways to contribute to the experience of place.
- Prioritise greening on main streets and laneways to function as a network of activated and shaded places (Strategy 1 - A Green City Grid).
- Support mixed use development to bring a diversity of economic benefits to the area and promote the main street function of Grote Street, through increased services to better connected urban streets supported by active shopfronts and businesses.
- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Improve public transport access as well as north-south and east-west connectivity within the local area to support transport modal shift.

- Plan for the local area to accommodate a main public transport route from the Adelaide Airport to the main commercial centre in the CBD.
- Investigate over the longer term, a light rail loop new public transport infrastructure along West Terrace adding to the appeal of Grote Street as a focus for economic development (Strategy 6 – Establishing the City Loop).



Prioritise greening



Support mixed use development



Figure 5.44 Place Principles

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

Local Area 9: Grote Gateway

Future investment opportunities include:

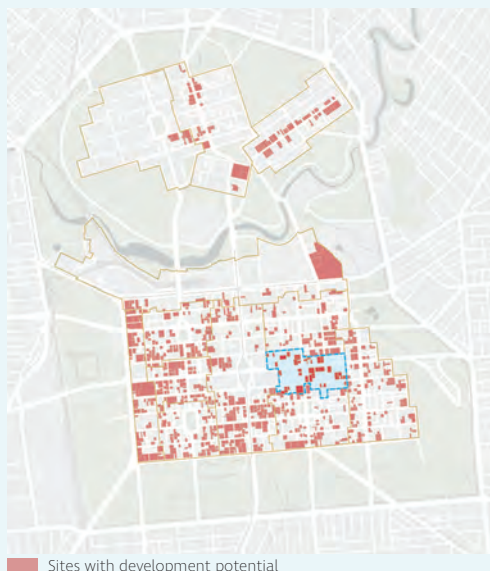
- Continue to enhance the arrival experience to the CBD such that the Grote Gateway Local Area is a recognisable and attractive 'gateway' into the city for visitors arriving from the Adelaide Airport.
- Invest in local infrastructure and services to encourage pedestrian and active transport connections along Grote Street with a focus on increased pedestrian movement to the west of Morphett Street.
- Leverage investment in stimulus projects to encourage further mixed used and residential development in the local area.
- Create meaningful north-south connections through the local area to support people walking, wheeling and cycling throughout the area with a focus on extending the Riverbank to Adelaide Central Market pedestrian link to South Terrace (Strategy 4 – Activating North-south Laneways).
- Ensure sunlight access on the southern side of streets to provide a comfortable pedestrian environment.
- Identify opportunities to provide a local level (at least 250-300 sq m) community centre to serve the needs of the south and south west of the city, located in one of the local areas of West Terrace, King William Street, Grote Gateway or Whitmore Square.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.



Connect laneways



Local Area 10: Wakefield Gateway



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

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

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

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

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

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

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



Wakefield Street

Future investment opportunities include:

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

Kurna Context

The Kurna historical context for this local area is:

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



Wakefield Street



Wakefield Street



Wakefield Street

Local Area 10: Wakefield Gateway

Key Spatial Analysis

Wakefield Gateway low existing liveability metrics but with significant projected growth potential. The area requires significant improvement in both open space, cycling and public transport connectivity, ranking 13th, 10th and 7th out of the 13 local areas, respectively. Despite these challenges, the neighbourhood score is above the city average, with availability of community facilities, local services and retail amenities scoring highly. In comparison to other local areas, Wakefield Gateway’s infrastructure and amenities present opportunities for enhancement to fully support its growth potential.

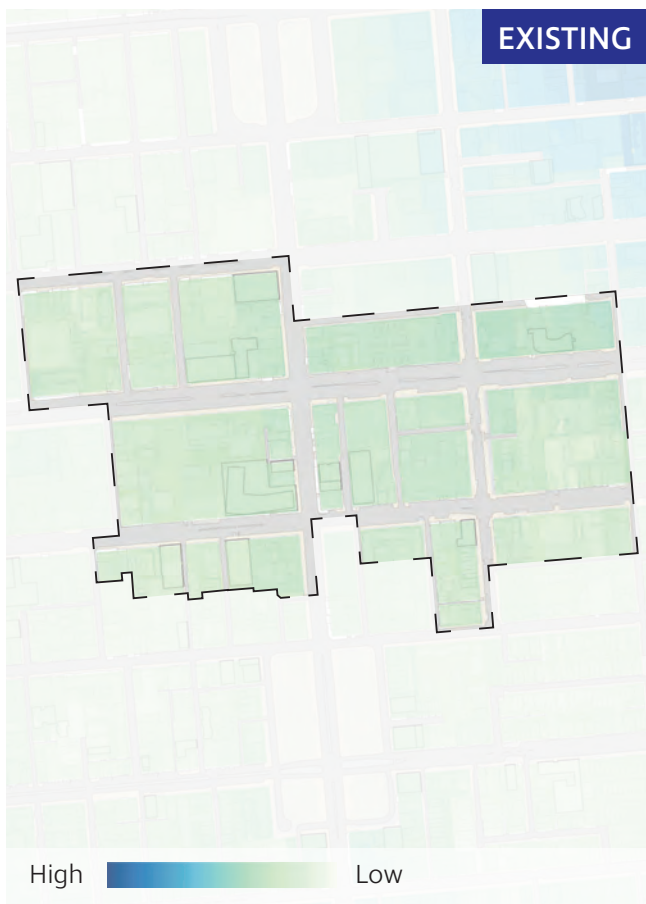


Figure 5.45 Cycling Proximity Index (Existing)

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

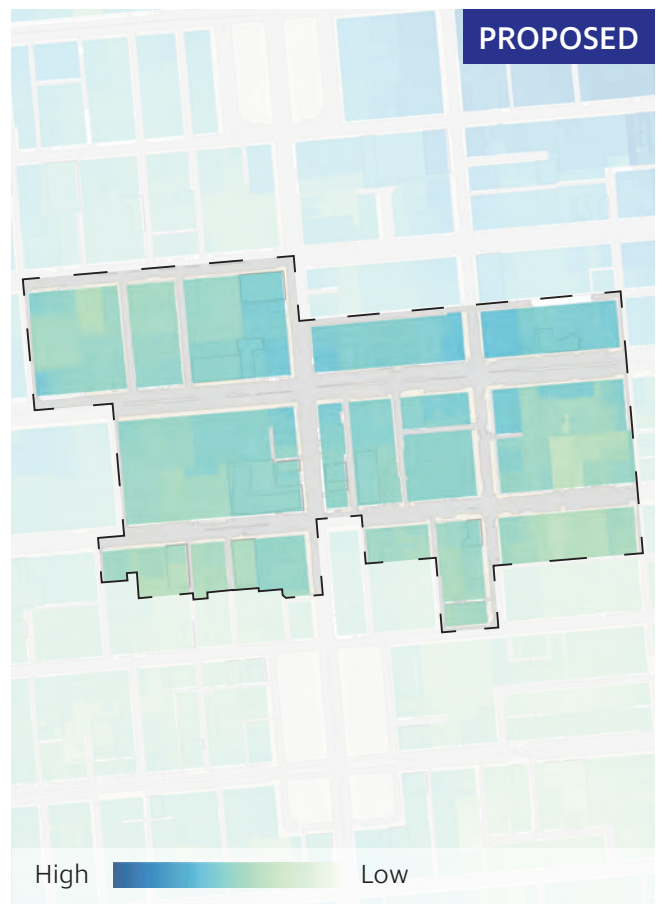


Figure 5.46 Cycling Proximity Index (Potential)

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

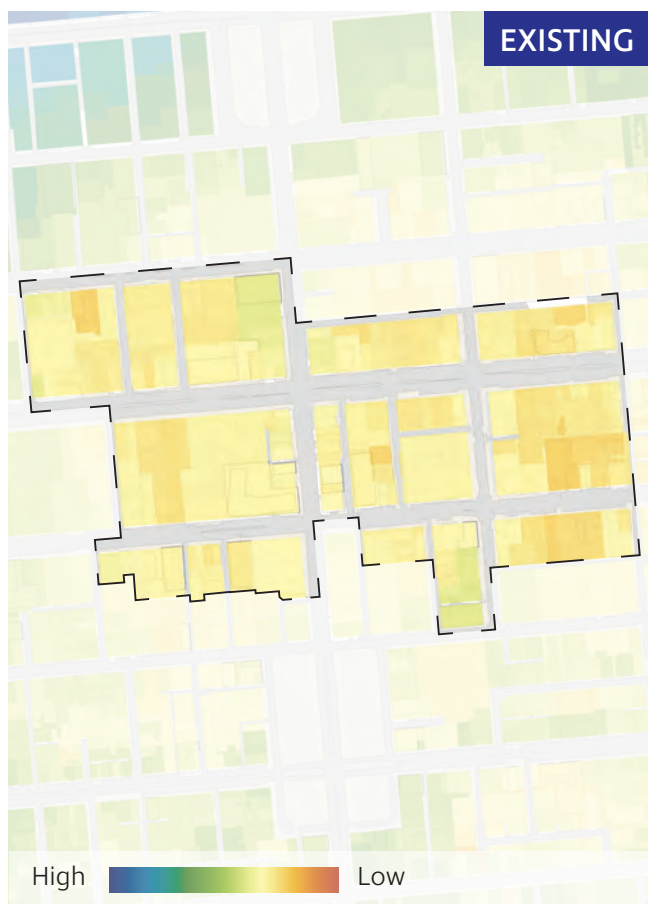


Figure 5.47 Overall Proximity to Amenity Index (Existing)

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

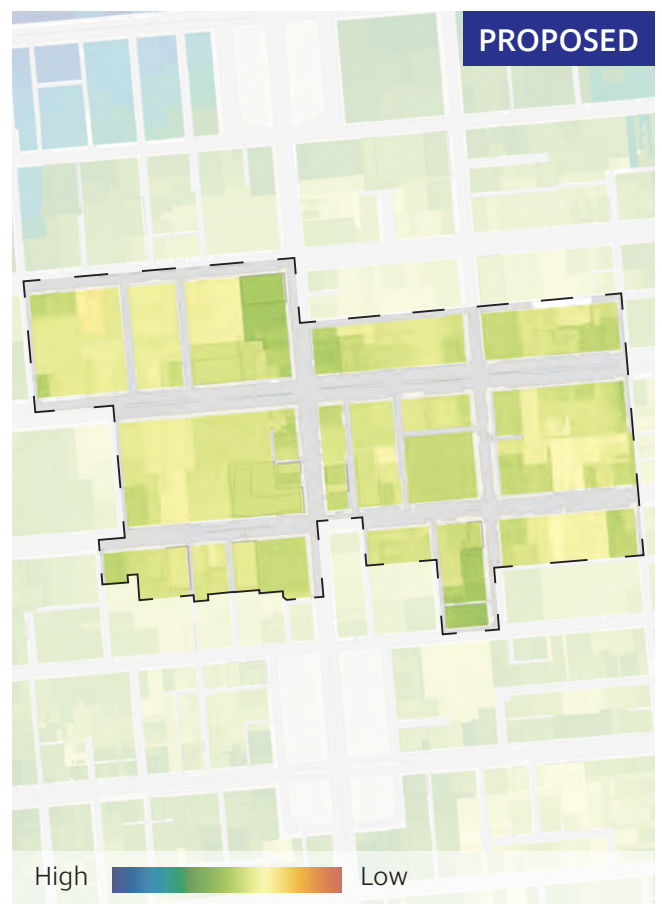


Figure 5.48 Overall Proximity to Amenity Index (Potential)

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

Local Area 10: Wakefield Gateway

Place Principles

The place principles for the local area are:

- Diversify housing supply by converting vacant or underutilised buildings, repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse with particular focus on vacant office buildings.
- Protect small businesses by maintaining small shopfronts and limiting the large tenancy spaces within larger developments.
- Divert through traffic from Wakefield Street while maintaining local vehicle access within the city.
- Create protected cycle lanes along Wakefield Street as a key east-west route linking with major attractors such as schools and the Adelaide Central Market.
- Widen Flinders Street footpaths and increase pedestrian crossings with safe, shaded cycle facilities, supporting the densification of housing.
- Maintain the identity of Angas Street and improve laneway connections to the more diversified offerings on Wakefield Street and Hutt Street.
- Improve connections into the surrounding Adelaide Park Lands and throughout the local area by investing in public realm and local street greening.



Protected cycle lanes



Maintain laneway connections



Support small business



Figure 5.49 Place Principles

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

Local Area 10: Wakefield Gateway

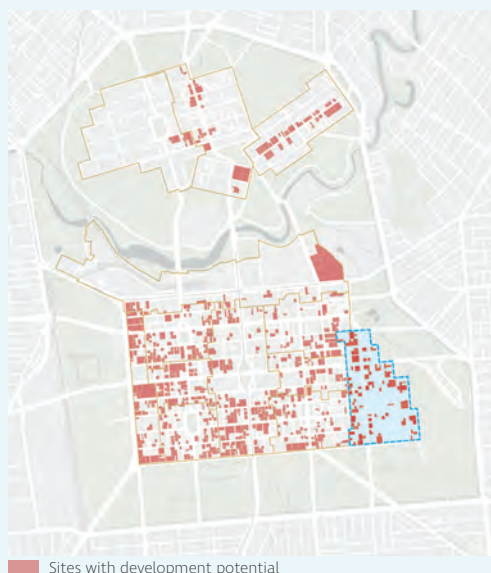
Future investment opportunities include:

- Invest in local infrastructure, particularly focused on improving public transport connectivity and access to open spaces to unlock the area's full development potential.
- Create fine grain connectivity of Wakefield Street to surrounding destinations and services with strong local and active transport corridors.
- Encourage master planning of large and under-utilised land parcels central to the local area to contribute to the local identity and improve pedestrian permeability, amenity and activation.
- Support mixed use development to bring a diversity of economic benefits to the area, from increased services to better connected urban streets supported by active shopfronts and businesses.
- Provide at least one additional children's play space in the Wakefield Gateway or East End Local Area.
- Identify an existing public space in the Wakefield Gateway or East End Local Area to provide a 'neighbourhood' park function. East Terrace Glover Playground or Hindmarsh Square are initial starting points for review
- Review and identify opportunities for at least three pocket or micro parks in the Wakefield Gateway or East End Local Area
- Investigate the replacement of the Hutt Street Library including potential co-location with a Box Factory replacement community centre in the Wakefield Gateway, Hutt Street or Hurtle Square Local Area.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway, Wakefield Gateway, Hutt Street or Whitmore Square.



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Local Area 11: Hutt Street



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

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

The Hutt Street Local Area is a high amenity, vibrant and unique neighbourhood of predominantly residential development of lower densities than the western end of the city. The local area is characterised by tree-lined streets and generous detached dwellings as well as semi-detached and row dwellings more recently interspersed with medium rise apartment buildings fronting East Terrace.

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



Character laneways connecting to the Adelaide Park Lands

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

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

Kaurna Context

The Kaurna historical context for this local area is:

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



Heritage shop frontages



Tree lined Hutt Street



Al fresco dining

Local Area 11: Hutt Street

Key Spatial Analysis

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

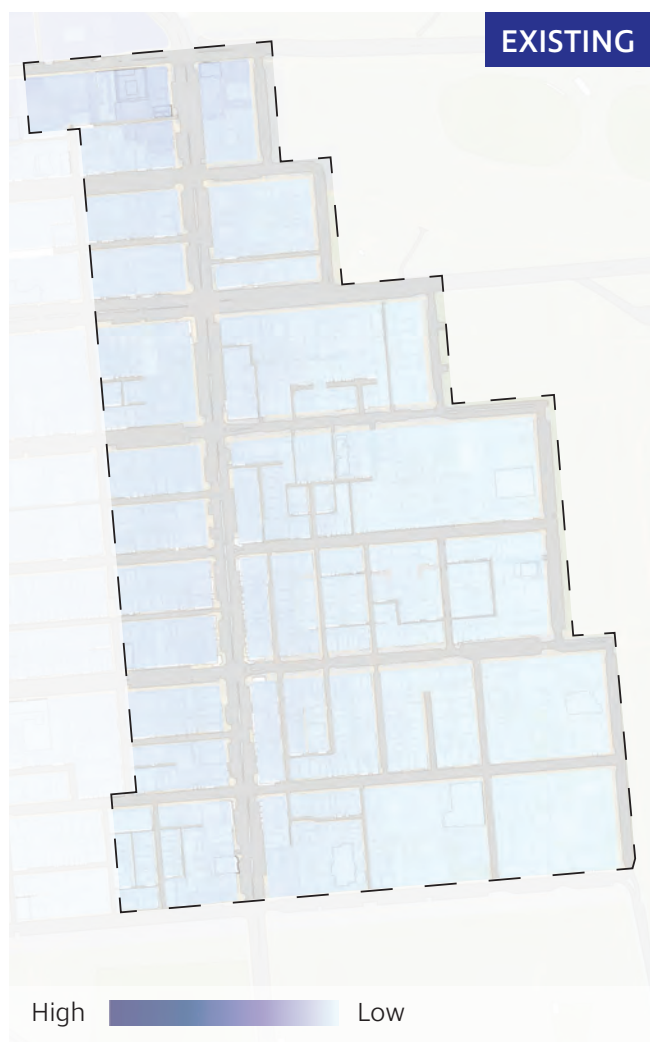


Figure 5.50 Public Transport Index (Existing)

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

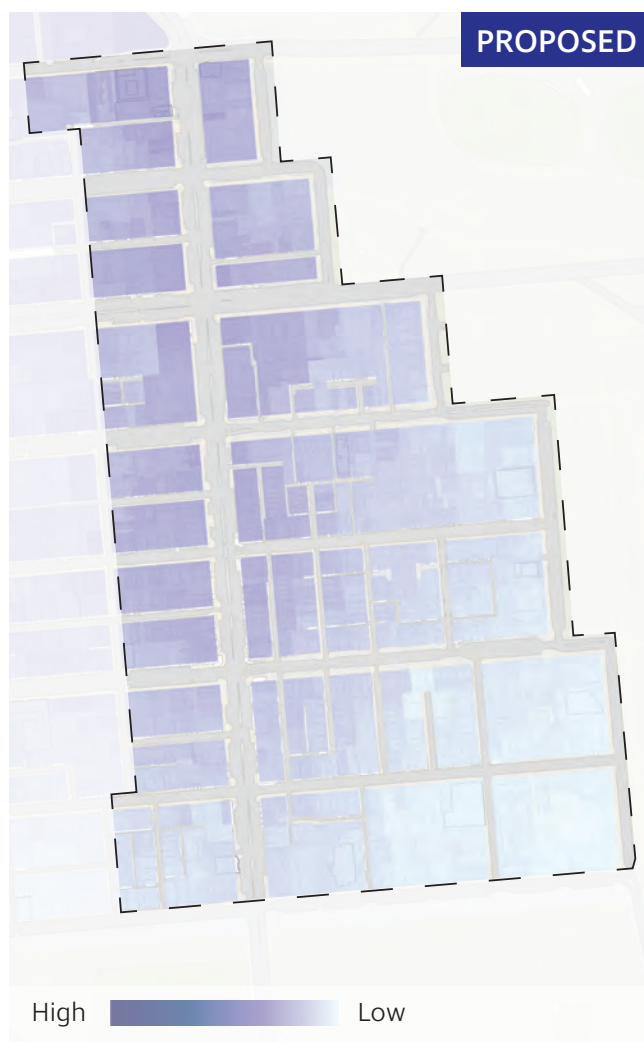


Figure 5.51 Public Transport Index (Potential)

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

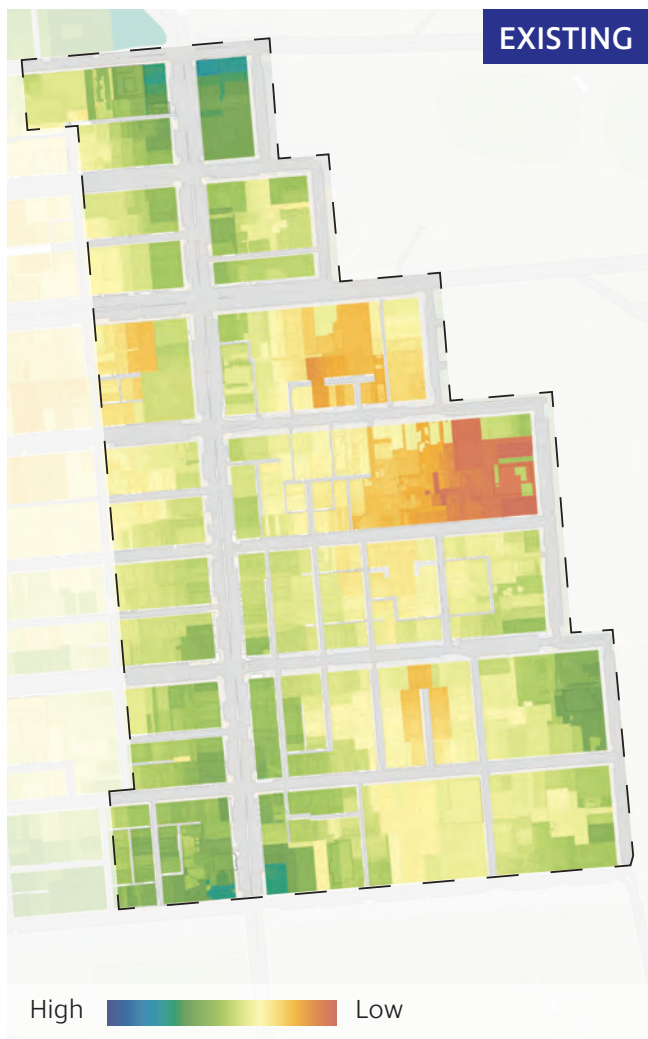


Figure 5.52 Overall Proximity to Amenity Index (Existing)

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

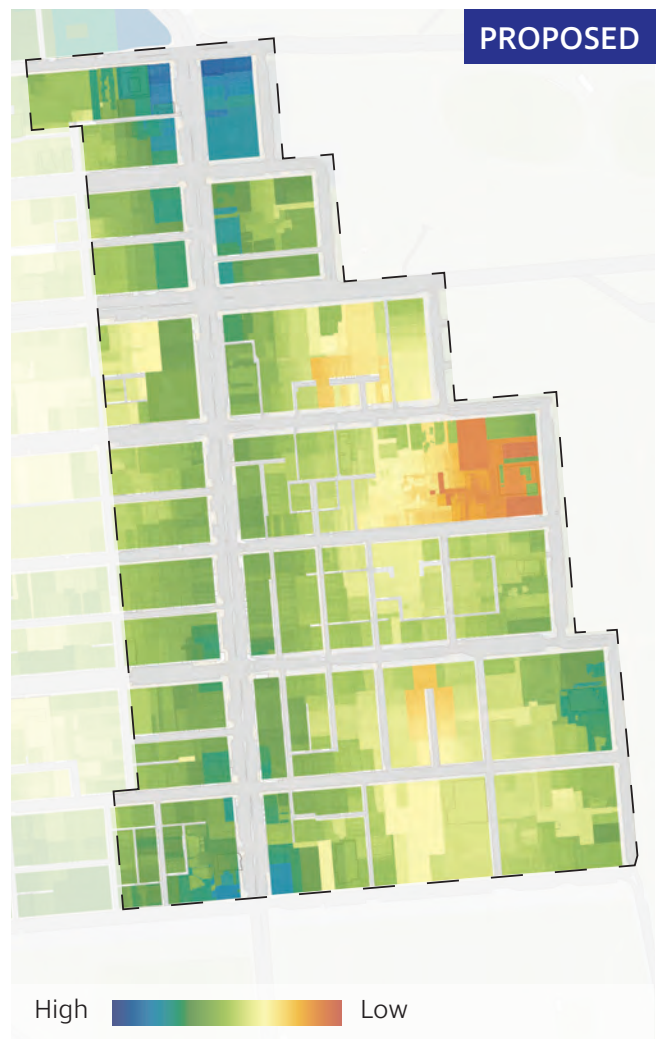


Figure 5.53 Overall Proximity to Amenity Index (Potential)

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

Local Area 11: Hutt Street

Place Principles

The place principles for the local area are:

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



Strengthen connections

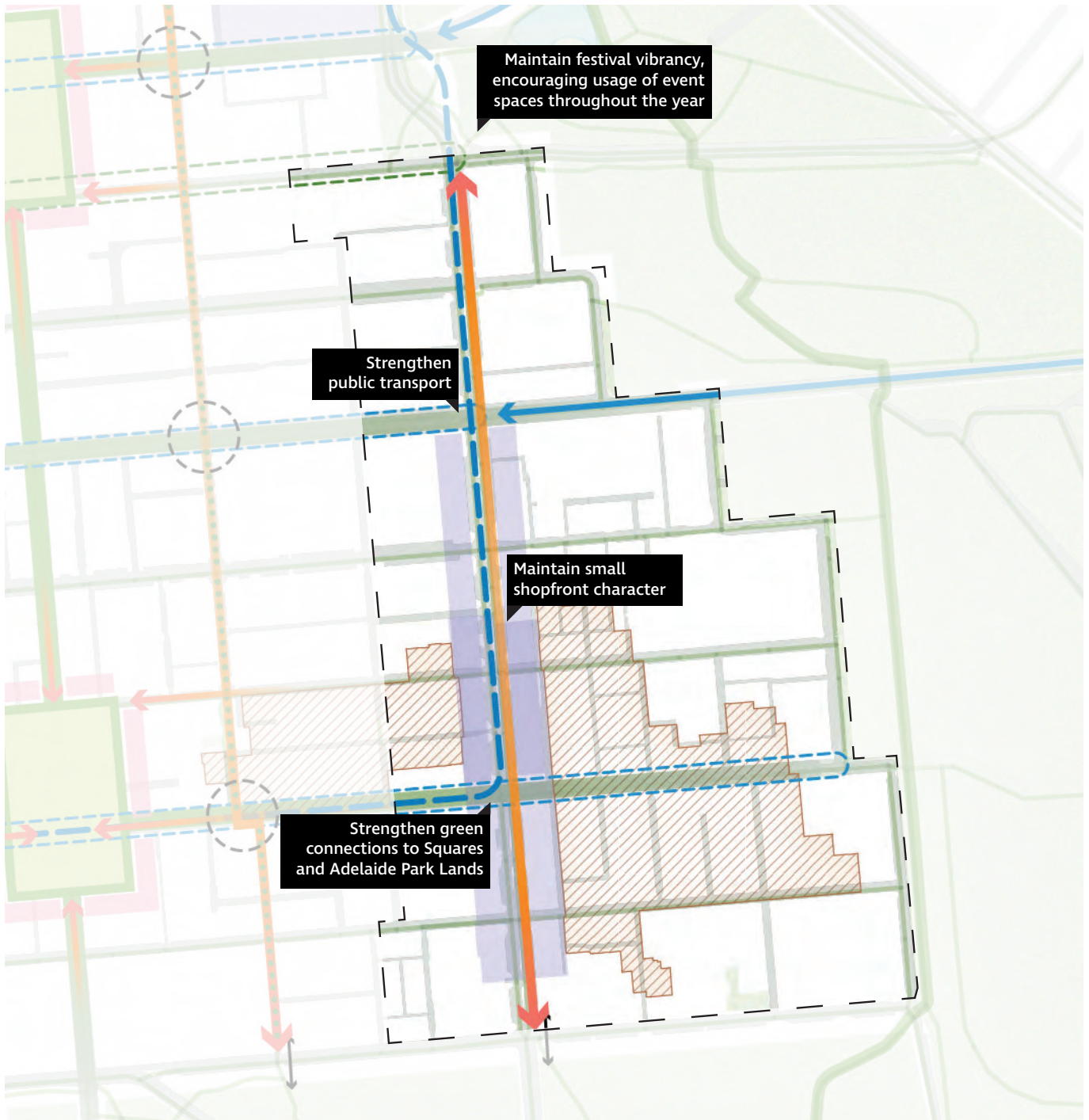


Figure 5.54 Place Principles

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

Local Area 11: Hutt Street

Future investment opportunities include:

The place principles for the local area are:

- Upgrade the Hutt Street main street including safe pedestrian crossing and conditions for walking, wheeling and cycling, review of angled parking and road function, and support for economic and business trading.
- Encourage the amalgamation of smaller sites in the local area to deliver medium to high rise residential typologies.
- Improve access to the eastern Adelaide Park Lands and Victoria Park/Pakapakanthi (Park 16) through urban wayfinding and green street connections.
- Provide additional young people/youth play provision, such as additional 'pick-up' sport facilities. This could be located within Peppermint Park/Wita Wirra (Park 18) or as part of a library/community centre in the Hutt Street or Hurtle Square Local Area
- Provide additional children's play space in the Hutt Street or Hurtle Square Local Area.
- Investigate the replacement of the Hutt Street Library including potential co-location with a Box Factory replacement community centre in the Wakefield Gateway, Hutt Street or Hurtle Square Local Area.
- Review opportunities for an indoor sports centre to meet the needs of the south and north west of the city, located in one of the local areas of West Terrace, West End, King William Street, Grote Gateway or Whitmore Square.



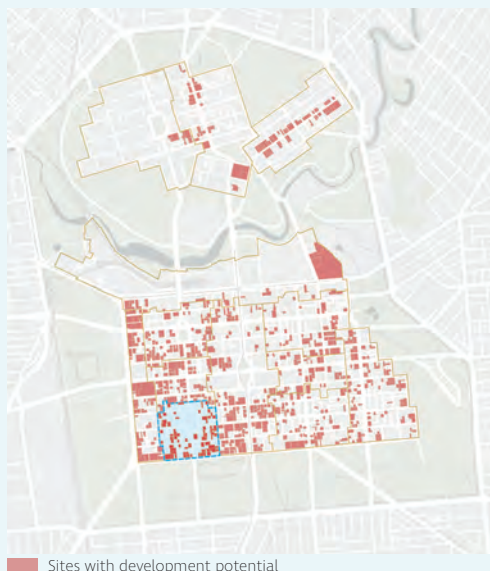
Maintain festival vibrancy



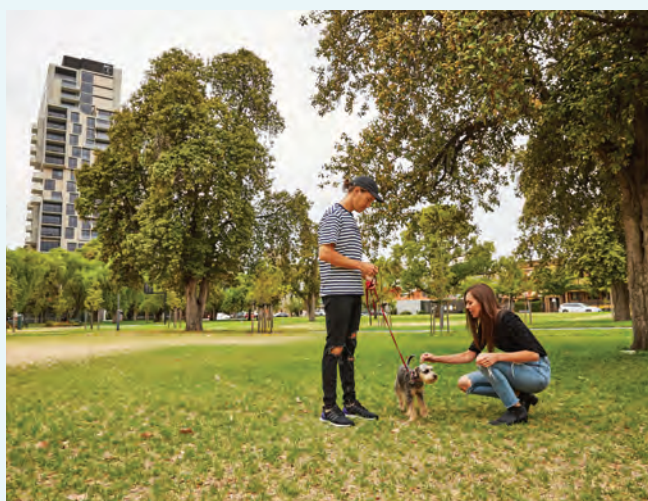
Maintain festival vibrancy



Local Area 12: Whitmore Square



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



Whitmore Square

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

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

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

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

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

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

Kurna Context

The Kurna historical context for this local area is:

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



Medium density shop top development



Pop-up activation of Whitmore Square



Enhance local economy and pedestrian experience

Local Area 12: Whitmore Square

Key Spatial Analysis

Whitmore Square has moderate existing liveability metrics with significant projected growth potential. The area benefits from moderate to high overall proximity to amenities with local services and retail scoring well above the city average. Whitmore Square boasts good open space availability, ranking 4th out of the 13 local areas, and a strong cycling network, ranking 4th. There is room for improvement in public transport availability, ranking 6th of the 13 local areas. Whitmore Square’s infrastructure and amenities present opportunities for further enhancement to fully capitalise on its growth potential.

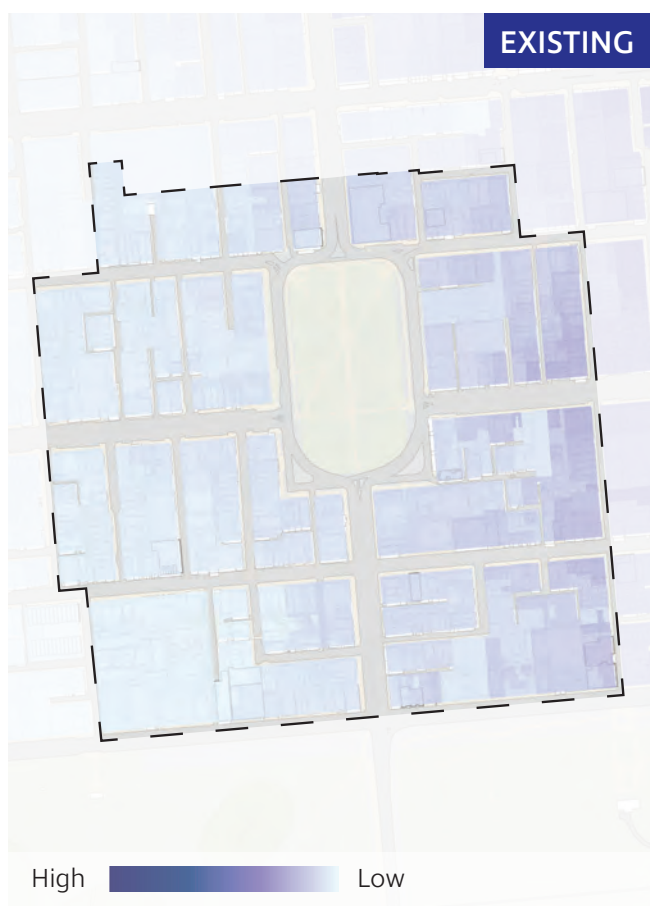


Figure 5.55 Public Transport Proximity Index (Existing)

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

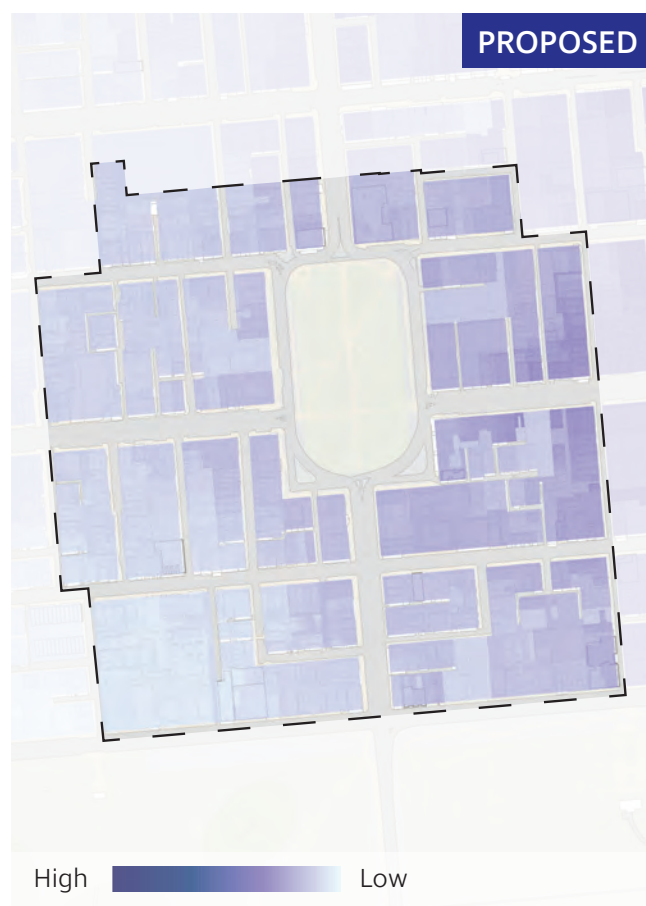


Figure 5.56 Public Transport Proximity Index (Potential)

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

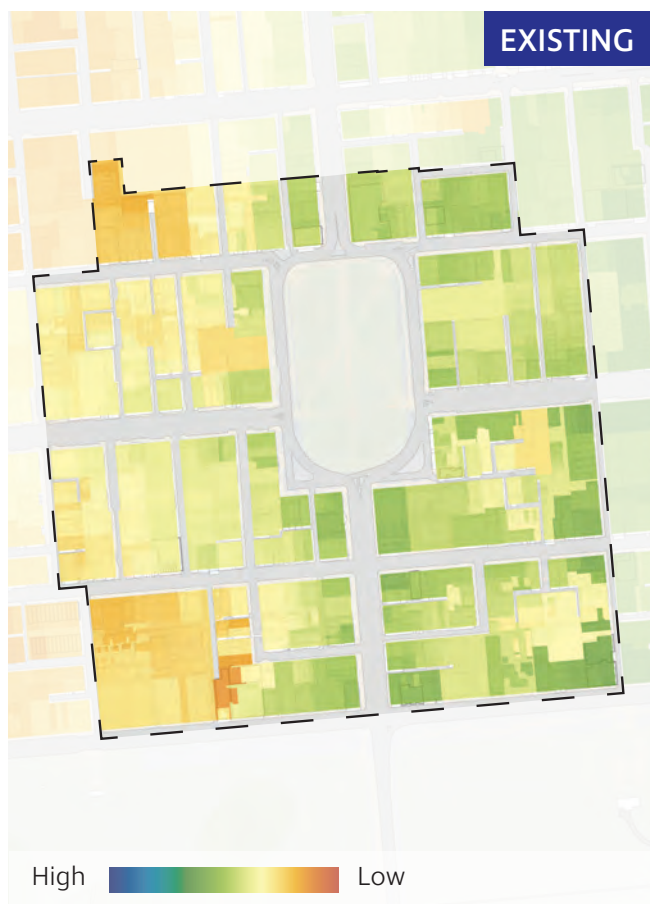


Figure 5.57 Overall Proximity to Amenity Index (Existing)

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



Figure 5.58 Overall Proximity to Amenity Index (Potential)

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

Local Area 12: Whitmore Square

Place Principles

The place principles for the local area are:

- Support the growth potential of this local area by protecting and encouraging new local services and retail amenities, particularly towards the western edge.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area. Maintain small shopfront character and limiting the large tenancy spaces within larger developments.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Support the redevelopment of the Salvation Army site on Whitmore Square into a mixed use development that meets the needs of Salvation Army clients and the broader community combining housing with social infrastructure, commercial and retail uses.
- Diversify housing supply by converting vacant or underutilised space above ground floor shops or small offices (shop top housing), repurposing existing structures, and revitalising heritage and character buildings through innovative adaptive reuse.
- Support mixed use developments incorporating medium density housing and appropriate services to encourage and support population diversity.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form addresses interface issues and respects the surrounding historic residential areas, including architectural and landscape features.
- Investigate applying the Planning and Design Code's Historic Area Overlay to key heritage sites within the local area.
- Support pop-up activities for festivals and events throughout the year.
- Improve connections into the Adelaide Park Lands, activate Whitmore Square /

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

- Strengthen the neighbourhood identity by providing more supporting cultural infrastructure.
- Increase street greening while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including use of the City Connector bus services and tram connectivity.
- Improve north-south crossings for people walking, wheeling and cycling



Greening of Whitmore Square



Enhance activation of Whitmore Square

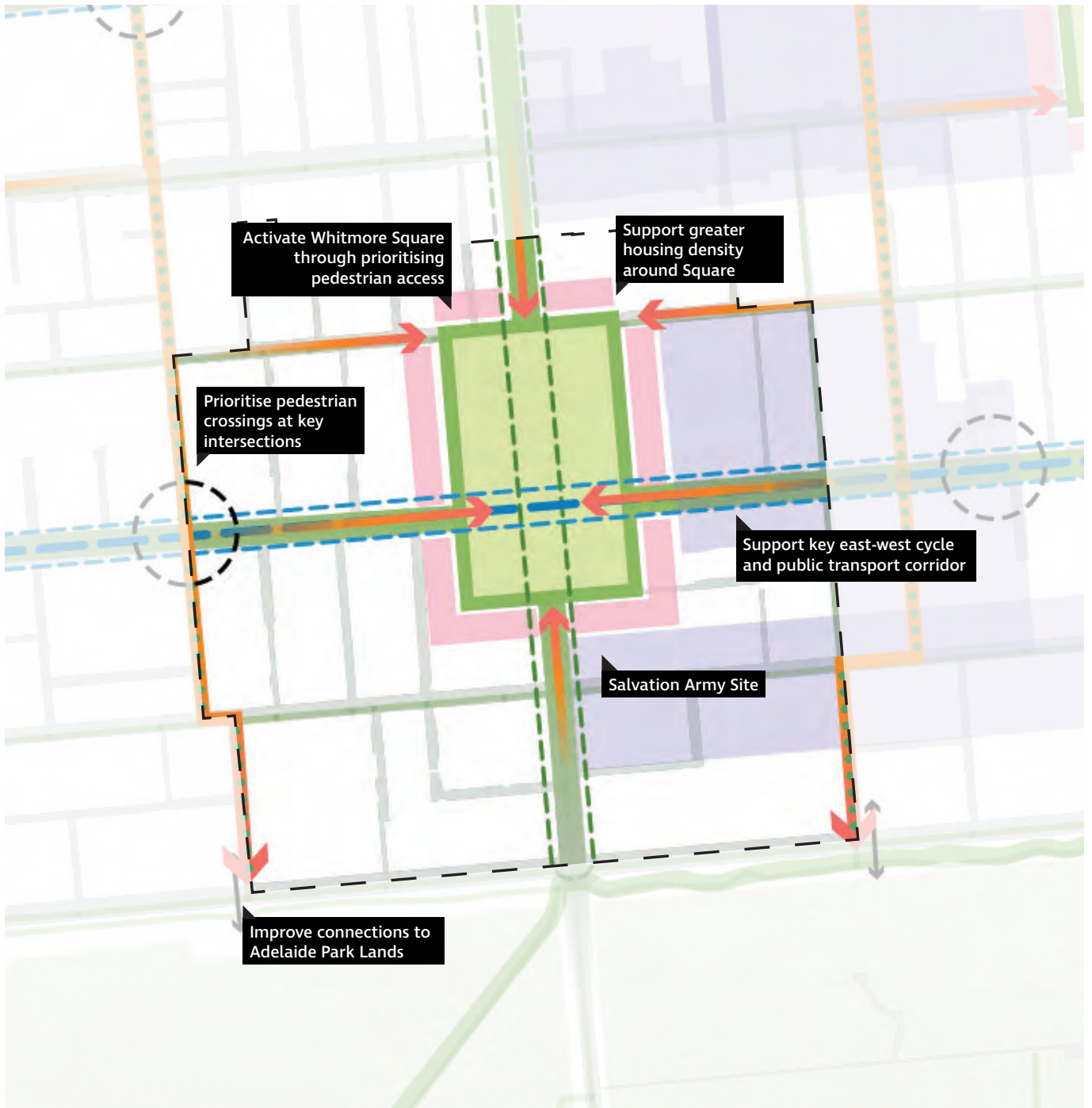


Figure 5.59 Place Principles

- City Squares
- 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 Public Transport Extensions
- Strategic Places
- Place Anchor
- Pedestrian Prioritised
- Prioritised Greening
- Prioritise Cycleway

Local Area 12: Whitmore Square

Future investment opportunities include:

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





Local Area 13: Hurtle Square



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



Former City Destructor Complex Heritage Adaption

The Hurtle Square Local Area will continue to evolve as a distinctive and vibrant neighbourhood with its fine grain residential and heritage character complemented with local businesses and cafes and improved connections to Hurtle Square/Tangkairra 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 / Tangkairra. The western portion of the local area is characterised by high rise commercial development.

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

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

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

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

Kurna Context

The Kurna historical context for this local area is:

“Another important representative of the Kurna community, Tankaira of Charlotte, from the Clare District is known as Ityamaitpinna’s wife. Many Kurna Elders acknowledge Aboriginal people from various communities from across South Australia and the Northern Territory would camp at this location right up to the 1970s.”



View over southern edge of Adelaide Park Lands



Recent development along Hurtle Square / Pulteney Street

Local Area 13: Hurtle Square

Key Spatial Analysis

Hurtle Square presents low to medium existing liveability metrics with significant projected growth potential. The area requires improvements in both public transport and open space connectivity, ranking 8th and 9th of the 13 local areas. Hurtle Square’s infrastructure and amenities offer opportunities for improvement to fully leverage its growth potential.

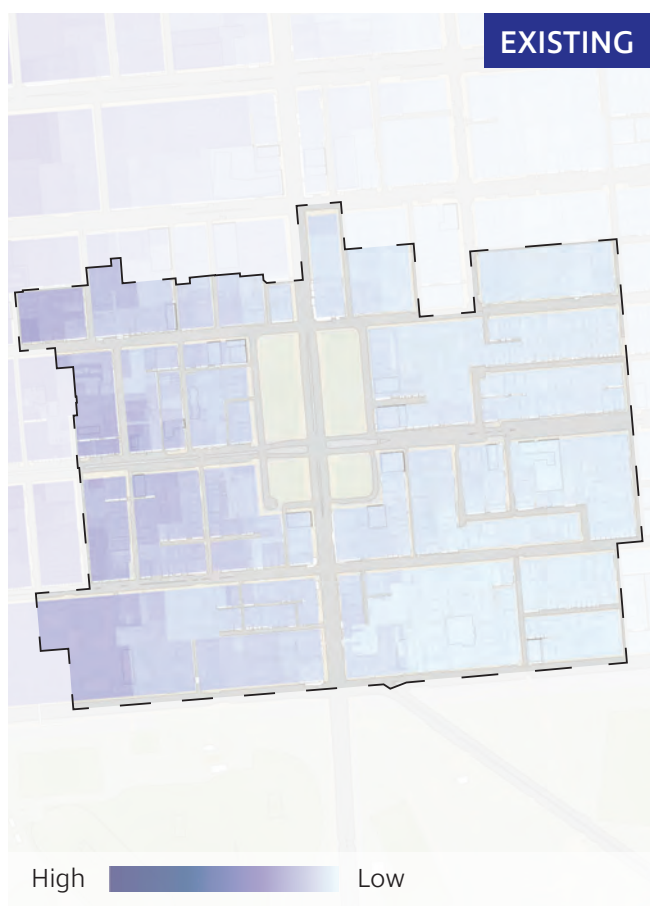


Figure 5.60 Public Transport Proximity Index (Existing)

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

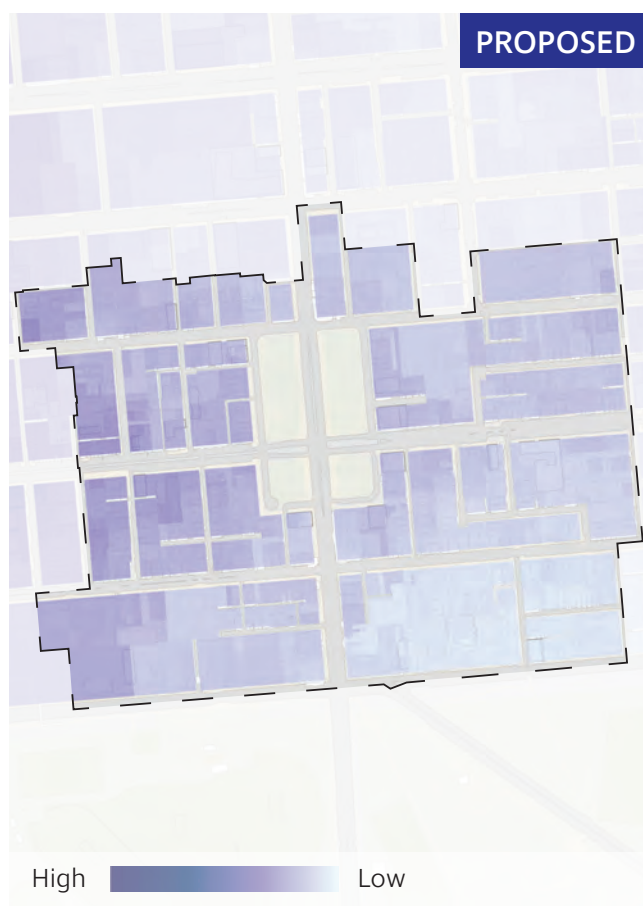


Figure 5.61 Public Transport Proximity Index (Potential)

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

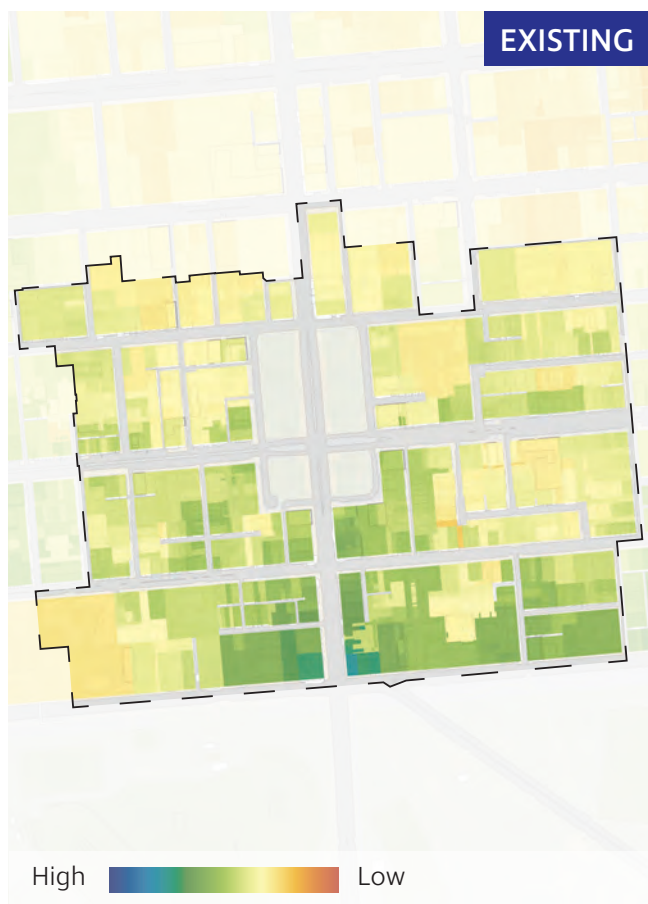


Figure 5.62 Overall Proximity to Amenity Index (Existing)

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

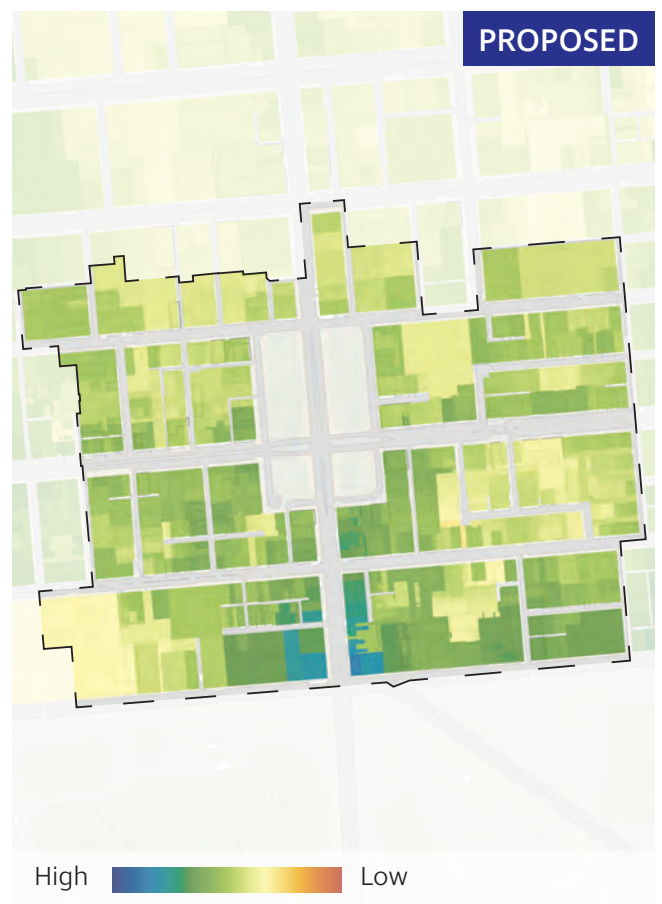


Figure 5.63 Overall Proximity to Amenity Index (Potential)

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

Local Area 13: Hurtle Square

Place Principles

The place principles for the local area are:

- Investigate options to activate Hurtle Square / Tangkaira through conversion of the service roads into shared, pedestrian priority spaces, while ensuring consistency with the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- Support pop-up activities for festivals and events throughout the year.
- Extend the Halifax Street mixed use zone further east to provide a wider range of essential services to support the surrounding streets to densify and diversify.
- Facilitate the development of strategic places using contextual analysis to ensure the siting, scale and mass of the built form addresses interface issues and respects the existing architectural and landscape character.
- Investigate applying the Planning and Design Code's Historic Area Overlay to key heritage sites within the local area.
- Support adaptive reuse of vacant and underutilised buildings to preserve the heritage character of the local area, whilst contributing to moderate increases in residential density.
- Protect small businesses by maintaining small shopfront character and limiting the large tenancy spaces within larger developments.
- Protect existing land uses that play an important role in contributing to the character and vibrancy of the area.
- Minimise land use conflicts by designing to ensure that residential uses can co-exist with supporting commercial and leisure functions.
- Increase social infrastructure provisions to better support vulnerable members of the community who access services and spend time in the local area.

- Investigate opportunities to support public transport to increase connectivity to other areas of the city, including considering the City Connector bus service and additional tram connectivity.
- Improve connections into the Adelaide Park Lands and throughout the local area by investing in public realm and local street greening.
- Strengthen north-south active travel routes in the local area, including crossings of east-west streets for people walking, wheeling and cycling.
- Improve active transport safety and priority by creating routes separated from the main north-south public transport corridor



Prioritise north-south active transport connectivity



Expand open space network

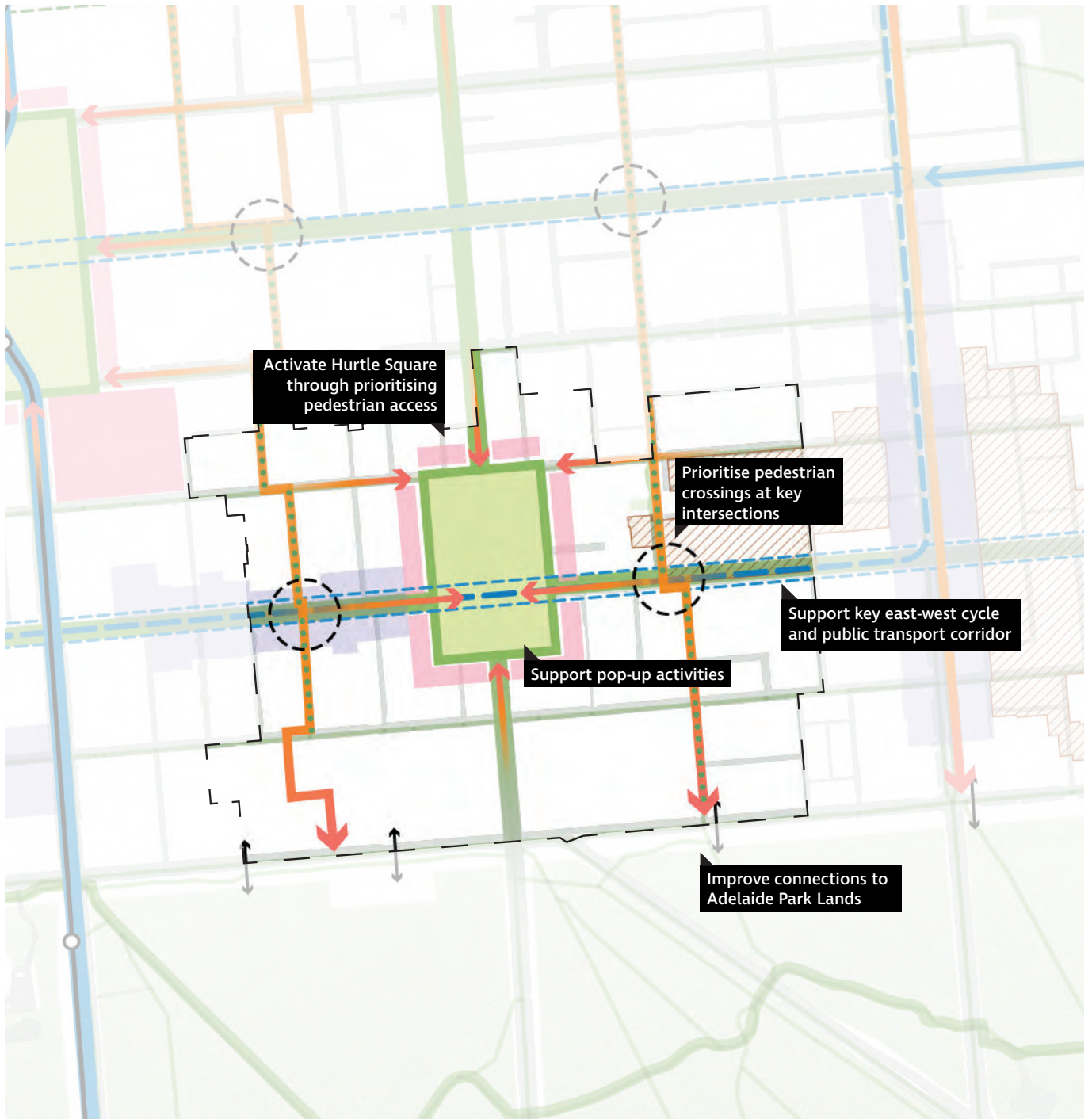
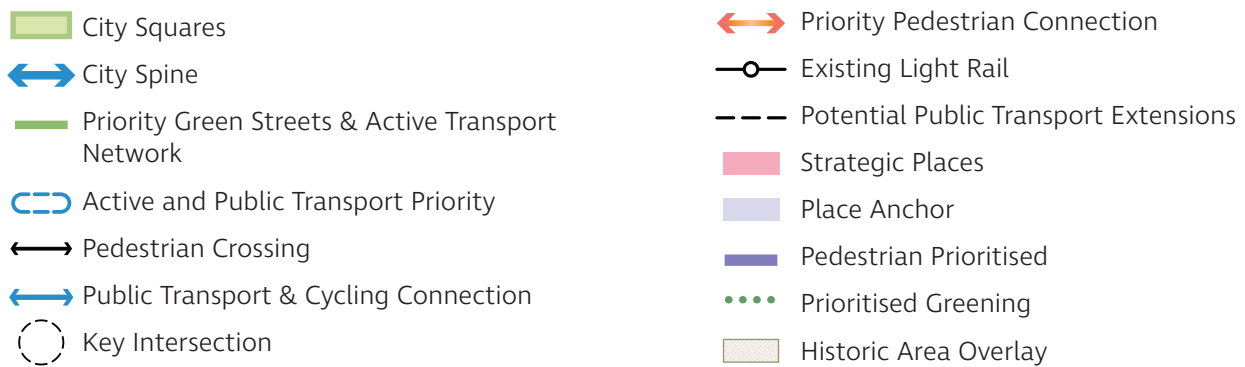


Figure 5.64 Place Principles



Local Area 13: Hurtle Square

Future investment opportunities include:

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



Extend Halifax mixed use zone further east



Implementation Plan





Implementation Plan

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

To achieve the ambitions set out in the City Plan council will:

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

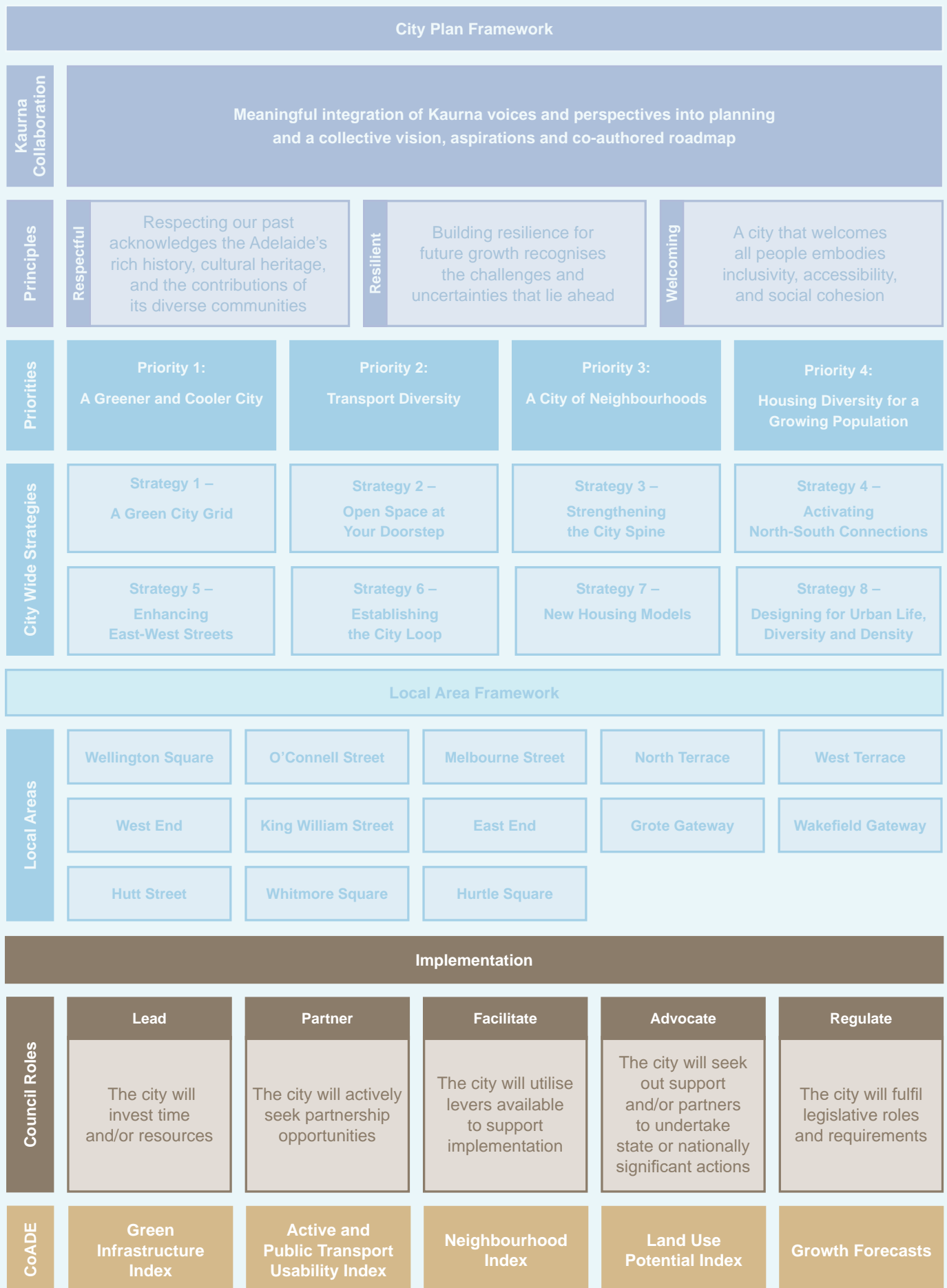


Figure 6.1 Plan on page

Implementation Plan

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

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

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

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

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

An indicative program for implementation of key strategies in the City Plan is provided in Figure 6.3.

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

Stakeholder Engagement

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

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

Partnerships

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

Code Amendment Program

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

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

City of Adelaide Digital Explorer (CoADE)

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

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

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



City of Adelaide Digital Explorer (CoADE)

Green Infrastructure Index

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

Active and Public Transport Usability Index

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

Neighbourhood Index

The Neighbourhood Index provides insights into the accessibility of social infrastructure and amenities within the city, such as community

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

Land Use Potential Index

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

Growth Forecasts

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

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

City Plan Policy Summary

	A Greener and Cooler City	Transport Diversity
Strategy 1 - A Green City Grid	<ul style="list-style-type: none"> Lead an accelerated greening program for the city streets, providing a diverse range of accessible quality green public open spaces and streetscapes (SPP2.13 & 11.10). Lead the provision of a connected network of green infrastructure systems, including water sensitive urban design across the city and Adelaide Park Lands to mitigate the impact of extreme heat events (SPP 4.4 & 15.4) Partner on the protection of the Adelaide Park Lands social, cultural, economic, environmental and National Heritage Values, including advocating for World Heritage Listing, enhancing pathways and connections to and from the Adelaide Park Lands (SPP 7.1 & 7.3). Advocate for stronger provisions in the Planning and Design Code to reduce the heat island effect within the city through landscaping and building design such as green roofs and walls, private garden, food gardens, heat reflective materials and built shade (SPP 5.3 & 5.4). 	<ul style="list-style-type: none"> Lead investigations to facilitate and extend bicycle and pedestrian networks in association with greening of city streets (SPP 11.5). Partner to improve pedestrian access across West Terrace to the Adelaide Park Lands including reviewing road design and function (SPP 11.4). Advocate for contraction of the road network and return of roadways to active transport or greening to support the development of green transport corridors (SPP 11.5).
Strategy 2 – Open Space at Your Doorstep	<ul style="list-style-type: none"> Lead improvements to canopy cover and green infrastructure in the Park Lands and city Squares to enhance climate resilience within the city, with a focus on reducing urban heat island effects (Supports the delivery of State Planning Policy (SPP) 2.14). Lead the enhancement of biodiversity across the city through native plantings and habitat restoration projects in the Adelaide Park Lands (SPP 4.3 & 4.4). 	<ul style="list-style-type: none"> Lead the provision of pedestrian priority crossings and cycling infrastructure to improve accessibility to the Adelaide Park Lands and the City Squares (SPP 11.5). Lead the analysis of options for adjustments to north-south through traffic for City Squares, to enable improved pedestrian access to the City Squares (SPP 11.1 & 11.4). Facilitate the expansion of public open space around the City Squares by removing slip lanes and side-roads, and adjusting on-street car parking (SPP 11.4).

	A City of Neighbourhoods	Housing Diversity for a Growing Population
Strategy 1 - A Green City Grid	<ul style="list-style-type: none"> • Lead public infrastructure provision and public realm upgrades designed to increase climate resilience and future liveability of city neighbourhoods. (SPP 5.2) • Lead in infrastructure projects that create comfortable pedestrian friendly streets that can be walked along safely at any time, day or night. 	<ul style="list-style-type: none"> • Lead public infrastructure provision to improve neighbourhood amenity that stimulates housing growth, with a focus on neighbourhoods with high growth potential (SPP 6.2 & 6.3).
Strategy 2 – Open Space at Your Doorstep	<ul style="list-style-type: none"> • Facilitate a better balance of play, relaxation, and recreation with efficient and safe vehicle movement around City Squares (SPP 2.10 & 11.4). • Activate the Squares through enhancing the programming and amenity of each City Square to accommodate flexible, adaptable and diverse recreational activities. • Facilitate the provision of a diverse range of local open spaces in the Adelaide Park Lands to support our growing population, including through additional public open space and re-programming of open space in the Adelaide Park Lands (SPP 2.13). 	<ul style="list-style-type: none"> • Lead public infrastructure provision to improve neighbourhood amenity and access to open space that stimulates housing growth, with a focus on neighbourhoods that have high growth potential (SPP 6.2 & 6.3). • Lead changes to the Planning and Design Code that facilitate development that positively contributes to the public realm and open space provision through the inclusion of active street frontages, plazas, green roofs and balconies (SPP 2.10).

City Plan Policy Summary (Cont.)

	A Greener and Cooler City	Transport Diversity
Strategy 3 – Strengthening the City Spine	<ul style="list-style-type: none"> Partner in the delivery of greening along the city spine and in conjunction with planning for a future light rail connection (SPP 5.1, 11.10 & 15.4). 	<ul style="list-style-type: none"> Lead the delivery of improved pedestrian amenity along the city spine including priority crossings, particularly the southern end of King William Street (SPP 11.5). Advocate for a light rail connection from North Adelaide to North Terrace (SPP 5.1 & 11.5).
Strategy 4 – Activating North South Connections	<ul style="list-style-type: none"> Partner to extend the pedestrian link between the Riverbank and Adelaide Central Market to create a cohesive, green pedestrian laneway from Karrawirra Pari to the southern Adelaide Park Lands (SPP 11.5). Partner on the establishment of a green north-south pedestrian spine through the connection of local streets and laneways in the western part of the city (SPP 15.4). 	<ul style="list-style-type: none"> Lead investment in the Hutt Street active transport corridor to connect the retail and recreation activity on Hutt Street with the commercial activity in the East End. Lead investment in the pedestrianisation of key north-south laneway links, including Western Laneways Link and Adelaide Market Laneways Link.
Strategy 5 – Enhancing East West Streets	<ul style="list-style-type: none"> Partner on the enhancement of the Grote Street Gateway as an ‘entrance to the city’ for visitors arriving from the Adelaide Airport through streetscape upgrades and recognition of Kaurua Country (SPP 2.13 & 11.1). 	<ul style="list-style-type: none"> Lead a review of the existing boundaries of the Core and Primary Pedestrian areas in the Planning and Design Code with a view to extending the pedestrian areas (SPP 11.5). Advocate for enhancements along Wakefield and Grote Streets focused on improving infrastructure and amenity to accommodate increased public transport utilisation and vibrancy of the street experience (SPP 2.10 & 11.5). Advocate changes to the Planning and Design Code to strengthen policies to ensure the flow of key pedestrian routes remain free and uninterrupted in key pedestrian areas (SPP 5.1 & 11.5).

	A City of Neighbourhoods	Housing Diversity for a Growing Population
Strategy 3 – Developing the City Spine	<ul style="list-style-type: none"> Partner in the delivery of the Adelaide Aquatic Centre, Market Square and 88 O’Connell as key destinations and attractors along the city spine (SPP 2.5). Facilitate community access to a broad range of convenient and affordable accommodation, services, employment and social opportunities with ease of access to the city spine (SPP 2.1, 9.2 & 9.10). 	<ul style="list-style-type: none"> Partner in the delivery of the Market Square and 88 O’Connell to contribute to the city’s housing supply (SPP 6.5) Advocate to the State Government to explore options for new mixed use development, including affordable and social housing, and adaptive reuse of the existing Women’s and Children’s Hospital.
Strategy 4 – Activating North South Laneways	<ul style="list-style-type: none"> Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along city streets and laneways. (SPP 2.10) Facilitate opportunities for the activation of laneways in line with neighbourhood identity (SPP 2.10). 	<ul style="list-style-type: none"> Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth (SPP 6.2 & 6.3).
Strategy 5 – Enhancing East West Streets	<ul style="list-style-type: none"> Lead public infrastructure provision to encourage development that includes an active frontage and contributes positively to the public realm along strategic east-west links. (SPP 2.10) Facilitate opportunities for activation of strategic east-west links in line with the neighbourhood identity. 	<ul style="list-style-type: none"> Lead public infrastructure provision and upgrades to the public realm to improve amenity that stimulates housing growth.

City Plan Policy Summary (Cont.)

	A Greener and Cooler City	Transport Diversity
Strategy 6 – Establishing the City Loop	<ul style="list-style-type: none"> Advocate for the longer-term planning of West Terrace, Hallifax and Sturt Streets, and Hutt Street to accommodate greening and the City Loop (SPP 5.1 & 11.5). 	<ul style="list-style-type: none"> Advocate for an investigation into mode and alignment options for the City Loop which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP 11.1) and maintains pedestrian connectivity across the city (SPP 5.1).
Strategy 7 – New Housing Models	<ul style="list-style-type: none"> Lead in the provision of well designed public places that are climate change resilient to ensure a comfortable environment for future liveability. (SPP 5.3) Lead changes to the Planning and Design Code to embed sustainable design principles into housing design, enhance energy and resource efficiency and improve affordability through life cycle and running costs (SPP 5.3 & 5.4). Advocate for the development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions. (SPP 2.3) 	<ul style="list-style-type: none"> Advocate for growth in areas connected to and integrated with, existing and proposed public transport routes, infrastructure, and services (SPP 5.1). Advocate for mixed-use development around activity centres, public transport nodes and strategic transport corridors to encourage greater use of active transport options such as walking, cycling and public transport (SPP 1.8 & 1.9).

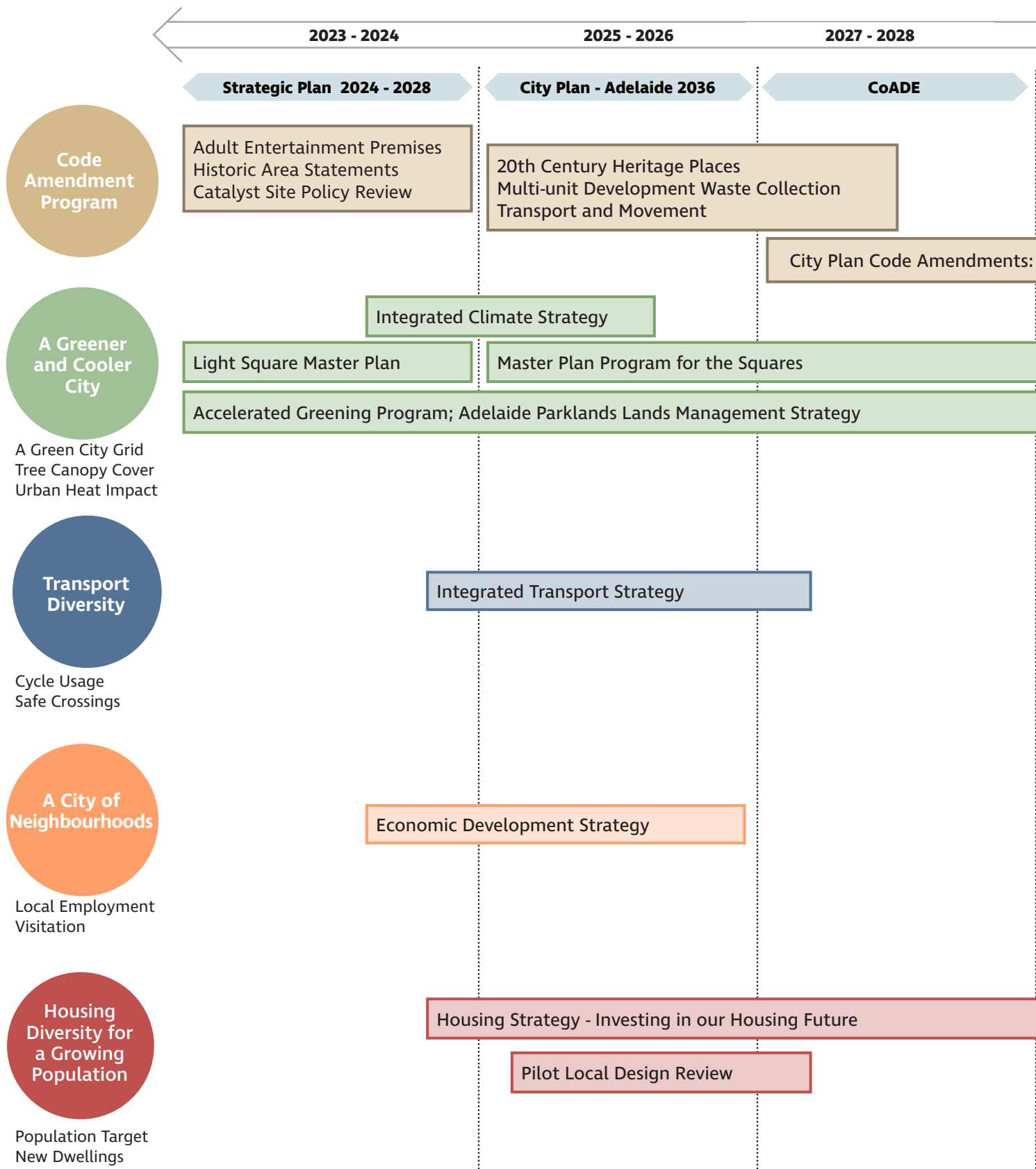
	A City of Neighbourhoods	Housing Diversity for a Growing Population
Strategy 6 – Establishing the City Loop	<ul style="list-style-type: none"> Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport (SPP 5.1 & 11.5). 	<ul style="list-style-type: none"> Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities (SPP 6.1, 6.2 & 6.5). Investigate changes to the Planning and Design Code to allow for higher density development focused around future public transport hubs.
Strategy 7 – New Housing Models	<ul style="list-style-type: none"> Lead investment in new social and community infrastructure throughout the city, particularly in the western parts of the city (SPP 6.3). Partner on changes to the Planning and Design Code to facilitate development that implements the policies of State Planning Policy 2 – Design Quality. Facilitate recognition of the unique character of areas by identifying their valued physical attributes in consultation with communities (SPP 2.8). Advocate for development of healthy neighbourhoods that include diverse housing options, enable access to local shops, community facilities and infrastructure, promote active travel and public transport use and provide quality open space, recreation and sporting facilities (SPP 6.3). 	<ul style="list-style-type: none"> Lead changes to the Planning and Design Code to facilitate development that improves the relationship between buildings and public spaces and the interface with neighbours. (SPP2.12) Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities. Partner with the State Government to pilot a Local Design Review Scheme. Partner on the adaptive re-use of existing buildings to unlock dwelling potential in underutilised buildings and provide an additional mode of housing supply across the existing housing spectrum (SPP 3.2, 3.4 & 7.4). Facilitate opportunities for innovative design and housing form in strategic locations through amendments to planning policy in the Planning and Design Code (SPP 2.7). Advocate to the State Government for a range of housing typologies and tenures at the existing Women’s and Children’s Hospital site including affordable and social housing as part of a mixed use redevelopment (SPP 2.1).

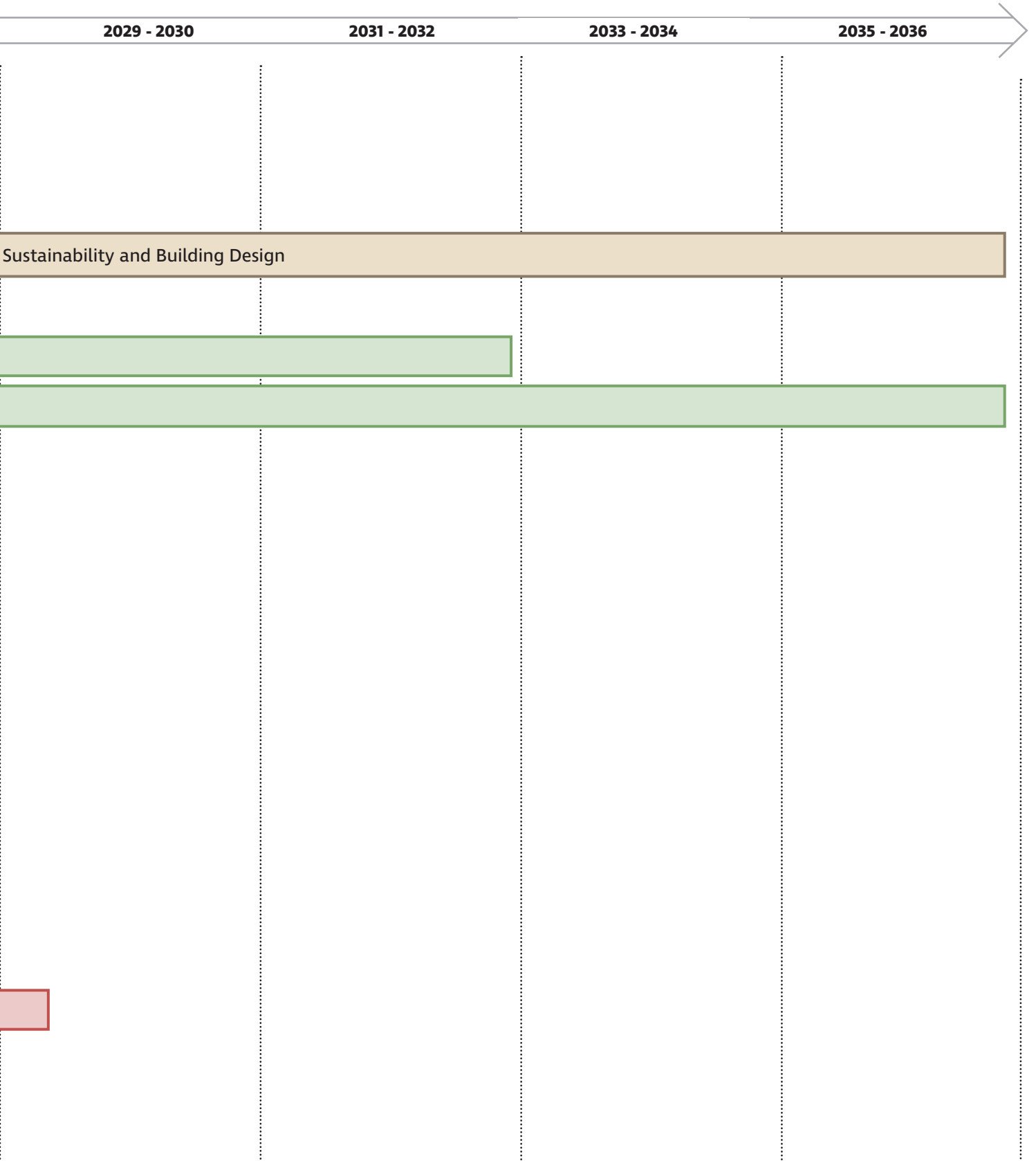
City Plan Policy Summary (Cont.)

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

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

Figure 6.3 Implementation Program





Glossary





Glossary

Active recreation

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

Active transport

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

Adaptive reuse

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

Amenity

The pleasantness or appeal of a place or area.

Amenities

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

CBD / Central Business District

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

City Grid

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

City of Adelaide

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

City Squares

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

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

Code Amendment

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

Community Infrastructure

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

Contextual analysis

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

Density

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

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

Green grid

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

Green infrastructure

Green infrastructure includes all of the natural places and elements that provide environmental, economic and social benefits including parks and nature reserves, street trees, green roofs, rain gardens, cycle and pedestrian paths.

Green spaces

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

High rise

Refers to buildings that are 7 storeys or above.

Housing Diversity

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

Isochrone

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

Low rise

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

Medium rise

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

Missing Middle

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

Neighbourhood

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

Passive recreation

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

Planning and Design Code

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

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

Public realm

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

Social Infrastructure

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

Strategic Sites

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

Strategic Places

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

Transit diversity

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

Universal Design

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size or ability.

Urban Design

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

Wayfinding

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

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

