GREATER ADELAIDE REGIONAL PLAN

Version GA2025.2
27 March 2025

Government of South Australia

Acknowledgment of Country

The Kaurna, Peramangk, Ngadjuri, Ngarrindjeri and First Peoples of the River Murray Mallee First Nations are the traditional owners of the Greater Adelaide Region, connected to its lands and waters via ancient storylines and ancestral occupation.

The State Planning Commission and the Department for Housing and Urban Development acknowledges the deep, ongoing spiritual connection that Kaurna, Peramangk, Ngadjuri, Ngarrindjeri and First Peoples of the River Murray Mallee hold to the Greater Adelaide Region and commit to working together to protect and preserve the cultural values of the Greater Adelaide Region for current and future generations.

Contents

The biggest priorities for Greater Adelaide

Adelaide is internationally recognised as one of the most liveable cities in the world and is fortunate to have some of the country's premier beaches, agricultural and wine regions right on its doorstep. The natural environment surrounding the metropolitan area and its townships are major tourist attractions, resulting in a significant source of economic activity. Greater Adelaide is also a great sporting and festival state, and the home to some of Australia's most popular cultural events.

The Greater Adelaide Regional Plan (the Plan) maps the Government of South Australia's planning vision for the region to 2051 and beyond. It provides governments, businesses, industry and not-for-profit organisations with the data and direction to better align, plan for and respond to growth and change in our community and urban environment, while achieving our conservation goals.

Source: Renewal SA

The Greater Adelaide Regional Plan supports future communities by planning:

Where houses and employment land will go

How housing and population will be serviced

Which areas need conservation and protection

What major infrastructure is needed and how it will be provided

Learn more about the Greater Adelaide region

The region is home to more than 1.5 million people (2023). It covers almost 11,000 square kilometres, from Cape Jervis in the south, to Murray Bridge in the east and the Barossa Valley in the north. The region comprises the lands and waters of five First Nations peoples: Kaurna, Peramangk, Ngadjuri, Ngarrindjeri and First Peoples of the River Murray Mallee.

Quality of life is one of the region's key advantages and is a core factor for individuals and families when choosing where to live. Projections show that up to 670,000 additional people could call Greater Adelaide home in 30 years' time - a 46% increase on today's population.

Targeted population growth can help build the depth of skills necessary to support the government's economic ambitions. Protecting and enhancing Greater Adelaide's liveability for both current and future residents can help to attract and retain our best and brightest.

Over the next 30 years, the Plan is plan ning for:

Population growth of up to **670k** people

The construction of up to **316k** additional homes

The creation of up to **254k** additional jobs

Our bigges t prio rities

Australia is facing a natio nal housing c risis, and its impacts are being felt across the state. Ensuring an app ropriate and timely supply of housing is o ne of the greatest priorities f or the Greater Adelaide region, given the rising d emand, constrained development-ready land supply and escalating p rices.

Integrated planning plays a central role in identifying land and long-term infrastructure needs to support sustainable growth within the region. It highlights how these changes can be accommodated over a 30-year period with a focus on urban consolidation, logical expansion and renewal.

As we grow, different housing types are required to meet the diverse and evolving needs of South Australians. We need more choices for families, multi-generational households, older people living independently for longer and the increasing number of single households.

This planning for new growth areas has been done within the context of a climate emergency, and the government's commitment to transforming the economy to net-zero emissions by 2050.

The global pandemic, political uncertainty, social inequality, biodiversity loss and the rise of automation and artificial intelligence all signal the need for a broader, more coordinated approach to how land is used as we enter a new era of planning for transition.

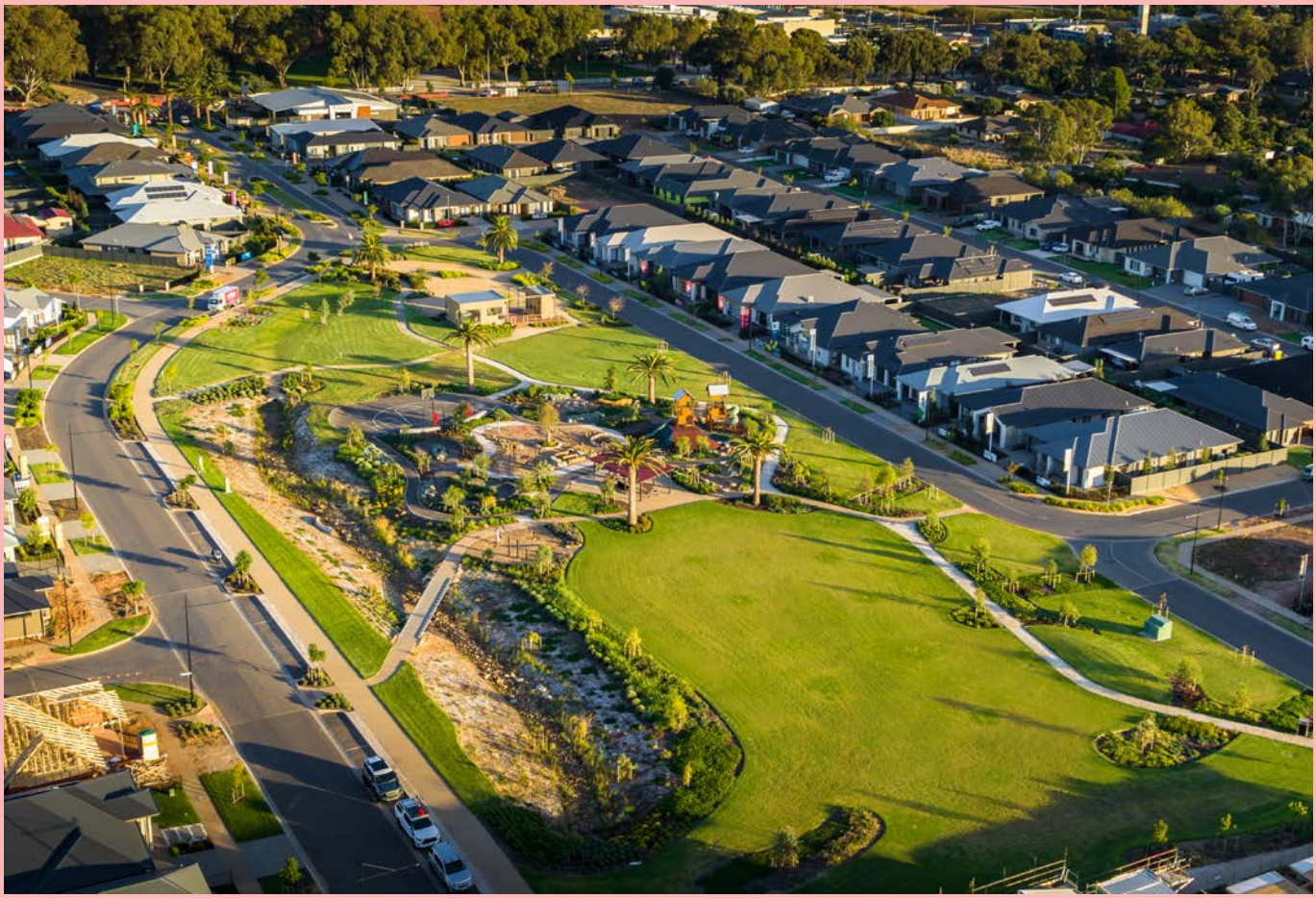
Our biggest priorities:

Increasing diverse housing types

Growth areas planning for climate change and global trends

Integrated planning approach

Ensuring land supply



Source: Miravale Development - Lanser

A planning vision for Greater Adelaide

A liveable, connected region, with world-leading industries, thriving communities and a cherished natural environment.

Greater Adelaide is synonymous with a great way of life. Integrated urban planning and transport solutions support the aspiration of Living Locally, with equitable access to thriving natural environments and to the amenities people need for a healthy, prosperous life.

Safe and secure housing is considered a fundamental right, and a diversity of affordable and sustainable housing options exist across the region, catering to various needs and lifestyles. This includes individual households, shared living arrangements, families and intergenerational living.

Aboriginal culture is respected and celebrated. Planning with Country models have been developed in collaboration with Aboriginal Elders and cultural leaders to enable the delivery of a regenerative approach to planning and development.

Greater Adelaide's urban environment is increasingly integrated with local ecosystems valued as critical to health and wellbeing. The region's commitment to sustainable agriculture practices has resulted in the creation of thriving and innovative food bowls and productive landscapes, powered by green energy and water sources.

The workforce is skilfully trained to foster Greater Adelaide's capacity to innovate in a smarter, more inclusive economy. Rapid advancements and innovations in digitisation, automation and regenerative practices continue to expand South Australia's industrial capabilities and offer new products, services, and knowledge to the world.

While many young people leave the state to travel and seek adventure, Greater Adelaide provides ample opportunities to pursue passions and develop skills and fulfilling careers. Access to life-long learning further enhances opportunities for personal and professional growth.

Greater Adelaide's future is a testament to the power of regenerative practices, technological advancements, and collaborative efforts. This thriving region serves as an example to the world, demonstrating how a commitment to equitable prosperity, circular economies and environmental stewardship can create a future filled with promise and hope for all.

Learn about pathways toward a regenerative future

Interconnected environmental and social sustainability challenges, such as the impacts of climate change, are driving the need for Greater Adelaide to accelerate its transition to a regenerative future.

Moving beyond sustainability

A regenerative city is one that restores the environment, develops the local economy and benefits the social and cultural life of its inhabitants, human and non-human.

While sustainability goals have driven significant momentum over the past few decades and continue to do so, regeneration goes further. Where sustainability aims to do less harm – or at best, no harm – regeneration aims to do good, to have an enduring, restorative impact on people and places.

This requires a shift in thinking from human-centric perspectives to all-of-life perspectives and includes complexity, non-linearity and adaptation. It requires long-term holistic systems-thinking to tackle the increasingly interconnected challenges across the region.

As an evolving concept, embedding regenerative thinking into land use planning can be viewed as abstract, without a practical framework and the tools that can be used in spatial planning.

Supporting the transition to regenerative thinking in planning, the Plan promotes the concepts of:

Intergenerational equity	Taking a long-term view while balancing current issues and striving for inter-generational equity.
Planning with Country	Learning from First Nations' custodianship of land and waters and working towards integrating Planning with Country principles.
Circularity	Enhancing the circular economy, promoting adaptive reuse and renewal of neighbourhoods.
Integrated planning and management	Living Locally, integrated planning of land use and infrastructure, and integrated water management systems.
Adaptive processes	The digital Plan enables better ongoing monitoring and the ability to respond more nimbly to changes in conditions and new information.
Strategic foresight	A structured and systematic approach of exploring plausible futures better prepares for change, used in addition to traditional spatial planning methods.

Further work to develop a regenerative planning framework and toolkit will enable broader understanding and application of a regenerative lens to other state and local strategic spatial plans.

The Plan aims for the following outcomes:

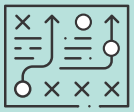
Outcome 1:
More housing in the right places

Outcome 2:
Liveable, accessible and inclusive communities

Outcome 3:
A strong economy built on a smarter, cleaner future

Outcome 4:
A greener, wilder and more climate resilient environment

Outcome 5:
An integrated and connected region



Outcome 6:
Coordinated delivery of land use and infrastructure planning

Learn more about the urban form to deliver the vision

The outcomes can be realised by designing new communities and retrofitting existing low-density residential areas into Living Locally neighbourhoods; an urban form that comprises the elements of what makes a liveable community.[1]

This means Greater Adelaide's suburbs and townships will aspire to evolve as mixed-use, connected neighbourhoods where people can access most of their daily needs within a comfortable walk, cycle or public transport journey from where they live.

Living Locally neighbourhoods aim to offer residents a choice on how they travel to the amenities and services they need. These neighbourhoods are linked to heathier and stronger communities, more viable local businesses, and produce lower emissions.[2]

Residents who want to travel longer distances for any reason, by car or other means, are free to do so. Living Locally aims to gives back the time lost travelling to reach basic services such as the supermarket, schools, recreation and healthcare facilities.

Living Locally neighbourhoods also make walking, riding and public transport easier and more accessible for more people. A diverse range of housing, jobs and services located closer together around activity centres or transport nodes will help achieve the aspiration of Living Locally.

Different regional contexts

Living Locally is an adaptable concept that can be tailored to a neighbourhood's context and specific local needs. As Greater Adelaide grows across a variety of locations, including urban, rural and coastal areas, each will necessitate different variations of Living Locally, offering choice and flexibility.

Often, established inner suburbs and areas surround town centres already enjoy proximity to everyday needs within a short walk, cycle or public transport journey from home. These areas will need to focus on ensuring equal access for all segments of the community. New communities will be master planned to achieve living local attributes, and will logically evolve over time as development grows and population thresholds are met. By recognising these various contexts, Living Locally neighbourhoods can respond to the qualities and characteristics of each community, ensuring appropriate levels of infrastructure, services and quality of life.

Strategies for Living Locally are discussed throughout the Plan. A short-term action of the Plan is to establish targets and measures to support the Living Locally concept, including consideration of proximity to open space, public transport, activity centres and walkability in differing contexts.

Living Locally

Walkability and active travel

Affordable living

Open space and recreation

Housing choices at all stages of life

Everyday shopping and services

Public transport options

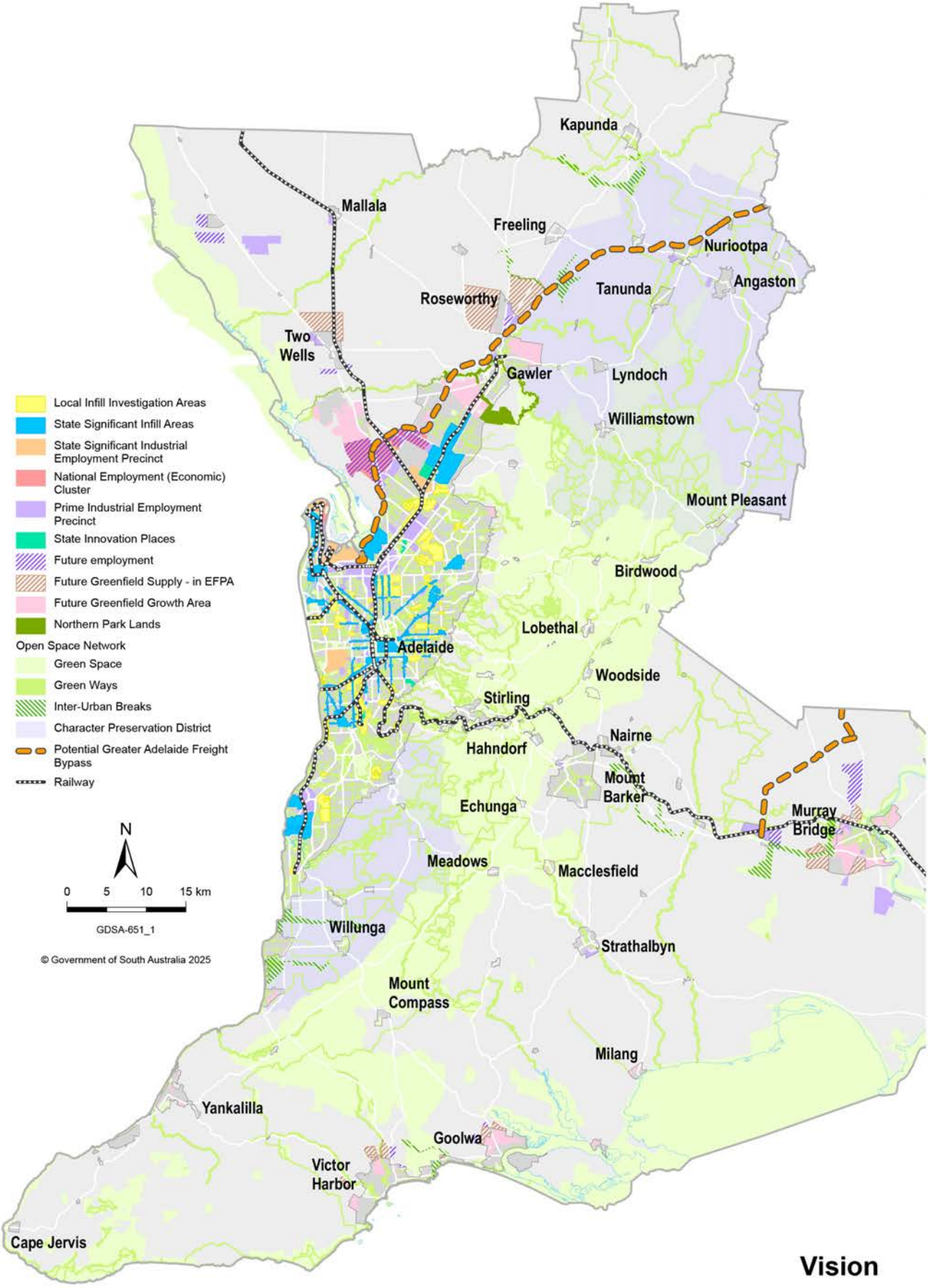
Local learning opportunities

Sense of community

Arts, culture and experiences

Safer streets and spaces

Local job options


Kapunda
Mallala
Freeling
Nuriootpa
Angaston
Tanunda
Roseworthy
Two Wells
Gawler
Lyndoch
Williamstown
Mount Pleasant
Birdwood
Lobethal
Adelaide
Woodside
Stirling
Nairne
Hahndorf
Mount Barker
Echunga
Murray Bridge
Meadows
Macclesfield
Willunga
Strathalbyn
Mount Compass
Milang
Yankalilla
Goolwa
Victor Harbor
Cape Jervis
Local Infill Investigation Areas
State Significant Infill Areas
State Significant Industrial Employment Precinct
National Employment (Economic) Cluster
Prime Industrial Employment Precinct
State Innovation Places
Future employment
Future Greenfield Supply - in EFPA
Future Greenfield Growth Area
Northern Park Lands
Open Space Network
Green Space
Green Ways
Inter-Urban Breaks
Character Preservation District
Potential Greater Adelaide Freight Bypass
Railway
N
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Vision

Learn more about the Vision

A brief history of regional planning in South Australia

South Australia has a proud history of strategic planning.

Colonel William Light and his plan for Adelaide took advantage of the natural elements and made a feature of significant parklands. Early suburbs were developed near the city and were more densely populated near high streets, tram stops and train stations. High streets provided goods and services to local communities.

Rapid post-war population growth and its subsequent demand for housing, and the emergence of widespread car ownership, significantly influenced the urban form we have today.

The 30-Year Plan for Greater Adelaide (30-Year Plan), released in 2010 under the repealed Development Act 1993, recognised the need to transition to an urban environment centred on walkable neighbourhoods and access to public transport.[3]

The 30-Year Plan introduced a target for 70% of new development to occur as infill development and 30% as greenfield development. This approach to urban renewal and consolidation was reinforced in 2017 with the commencement of the Planning, Development and Infrastructure Act 2016 (PDI Act). The PDI Act introduced the Environment and Food Production Areas (EFPAs) to safeguard areas of rural, landscape, environmental or food production significance.

The 2017 update to the 30-Year Plan went even further, aspiring a highly ambitious target of 85% of all new development occurring in established suburbs (infill).

The PDI Act also saw the introduction of State Planning Policies (SPPs) in 2019, which established the government's overarching strategic directions for land use planning. State Planning Policy 1: Integrated Planning is particularly important for regional planning. It seeks land development that integrates the delivery of infrastructure and services to create liveable and sustainable places that contribute to our prosperity.

One of the key measures of this is to ensure an adequate supply of well serviced land is available to accommodate projected housing and employment growth, which applies to both infill and greenfield land supply types.[4] Long-term decisions around the prioritisation of land for housing and employment growth will be based on the principles of urban renewal, consolidation and logical expansion; leveraging existing and planned infrastructure to its full potential, while minimising costs and environmental impact.

New Regional Plans

The Plan adopts a more defined role than the previous 30-Year Plan. Whilst the 30-Year Plan contained both high-level strategic directions and regionally specific policies and maps in the one static document, the PDI Act separates these across two planning instruments – the SPPs and the regional plans.

The Plan provides a long-term spatial vision for future growth and change in the region with a strong focus on the integration of land use, transport, infrastructure and the public realm. Applying the SPPs at the regional level requires the holistic consideration of regional context, population projections and the strategic management of land.

Digital innovation

South Australia is the first state to have a fully digitised planning system, and this innovation now includes another Australian first – a fully digitised Regional Planning Portal (Portal).

This gives unprecedented access to the government's long-term vision for sustainable growth and change across the region, and plays a critical role in identifying appropriate land for future housing, employment, open space, jobs and the necessary supporting infrastructure.

The Portal dramatically improves the coordination of land use and infrastructure and can be regularly updated with current data and information. This transforms how we plan for long-term growth, providing an adaptive approach to applying the overarching SPPs at the regional, subregional and more local level. The Portal also provides for the monitoring of the Plan's targets and actions, including their implementation status.

In addition to the Portal, the Land Supply Dashboard (Dashboard) is an important tool in providing up to date information on land supply and development activity in the state. The Dashboard makes urban land supply and development activity data more timely, accessible, transparent and interactive through an online platform. The interactive tool will be updated to display information on the current location and future planning of infrastructure.

The Portal and Dashboard form part of a broader suite of monitoring tools, including the Code Amendment Tracking System and the annual Performance Indicators Scheme (for development assessment) to provide system-wide transparency to industry and the broader community.

Context

Populatio n

Recent populatio n change

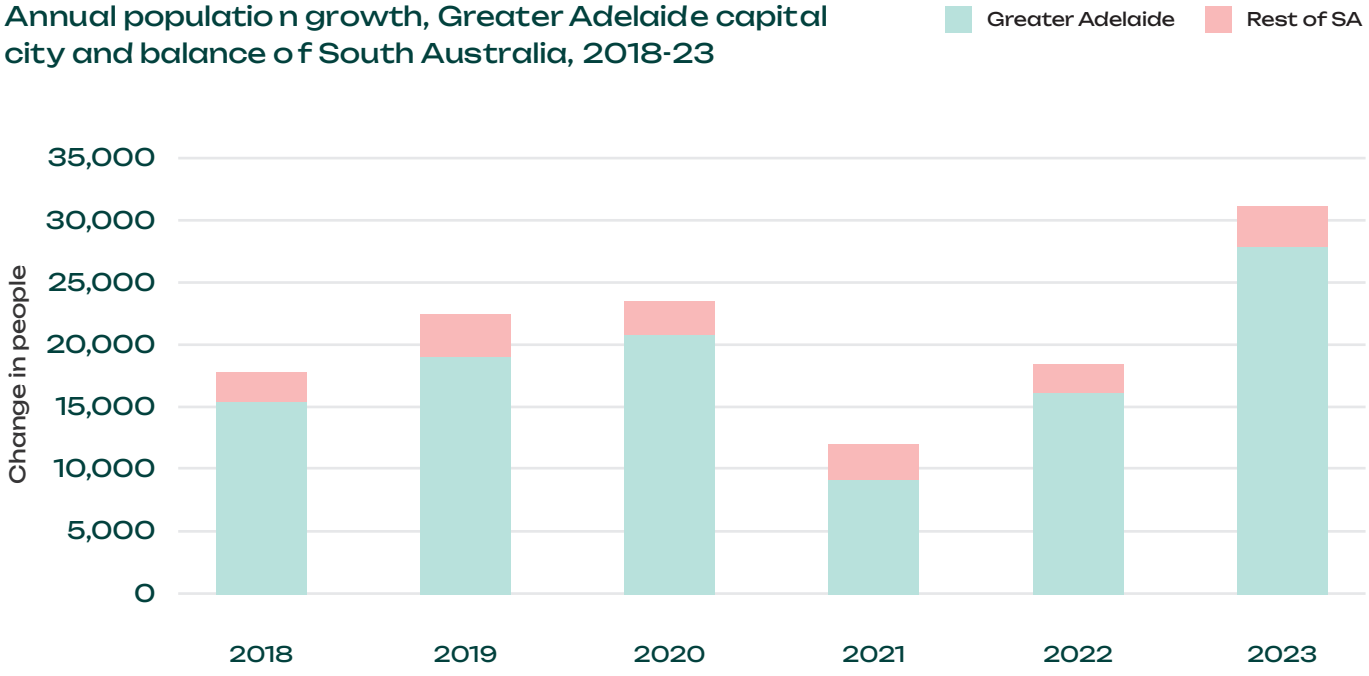
Greater Adelaide is home to 1.56 millio n people, about 84% of the state's total populatio n.[5] Between 2018 and 2023:

- The Greater Adelaide region grew by 92,718 people from 1.35 million to 1.56 million at an average of 18,544 or 1.4% per year.
- 87.4% of South Australia's total population growth occurred in the Greater Adelaide Capital City region (the metropolitan area).
- Population growth in South Australia recovered strongly following the re-opening of international borders post-COVID-19 and the subsequent return of overseas migration.

Since June 2018, annual population growth for Greater Adelaide Capital City and regional South Australia has varied due to the COVID-19 pandemic (Figure 1). Despite this, the average annual growth rate has been around 1.4%, which has been mostly driven by strong overseas migration.

Figur e 1 - Annual populatio n growth

Annual populatio n growth, Greater Adelaide capital city and balance o f South Australia, 2018-23



Learn more about projected population to 2051

Population projections provide a picture of the likely population growth and demographic change anticipated in the future.

Understanding Greater Adelaide's potential future population is vital in planning for the housing, jobs, infrastructure and services needed to support these future communities.

The Plan is based on the state's adopted high-growth projections derived from the 2021 Census.[6]

Planning for high growth is necessary in land use planning strategies given the time needed to bring serviced urban land to market and is particularly effective when accompanied with a land supply monitoring program, such as the Land Supply Dashboard. This enables the Plan to be adjusted upon future review based on actual population numbers tracked by the Australian Bureau of Statistics (ABS).

The high-growth projections suggest Greater Adelaide could grow by up to **670,000** people over the next 30 years. Steady growth is projected in the working age cohorts (25-64) and the number of people aged 75+ years is projected to more than double.

The anticipated population growth will help supply the skills necessary to meet current and future workforce needs, particularly in supporting an ageing demographic, and will attract entrepreneurs and job creators to transform South Australia's economy.

For more information on population change and projections, see Population | PlanSA.

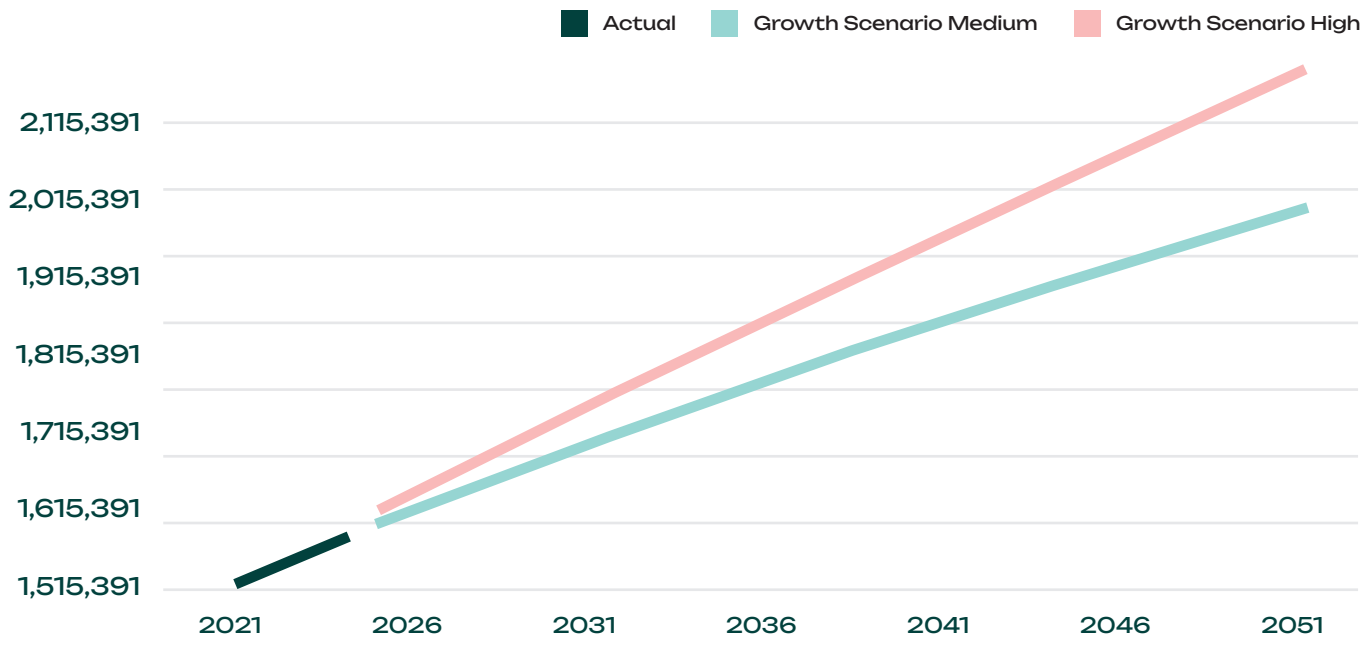
Populatio n sum mary

Populatio n gr owth sce nario (2021- 2051)

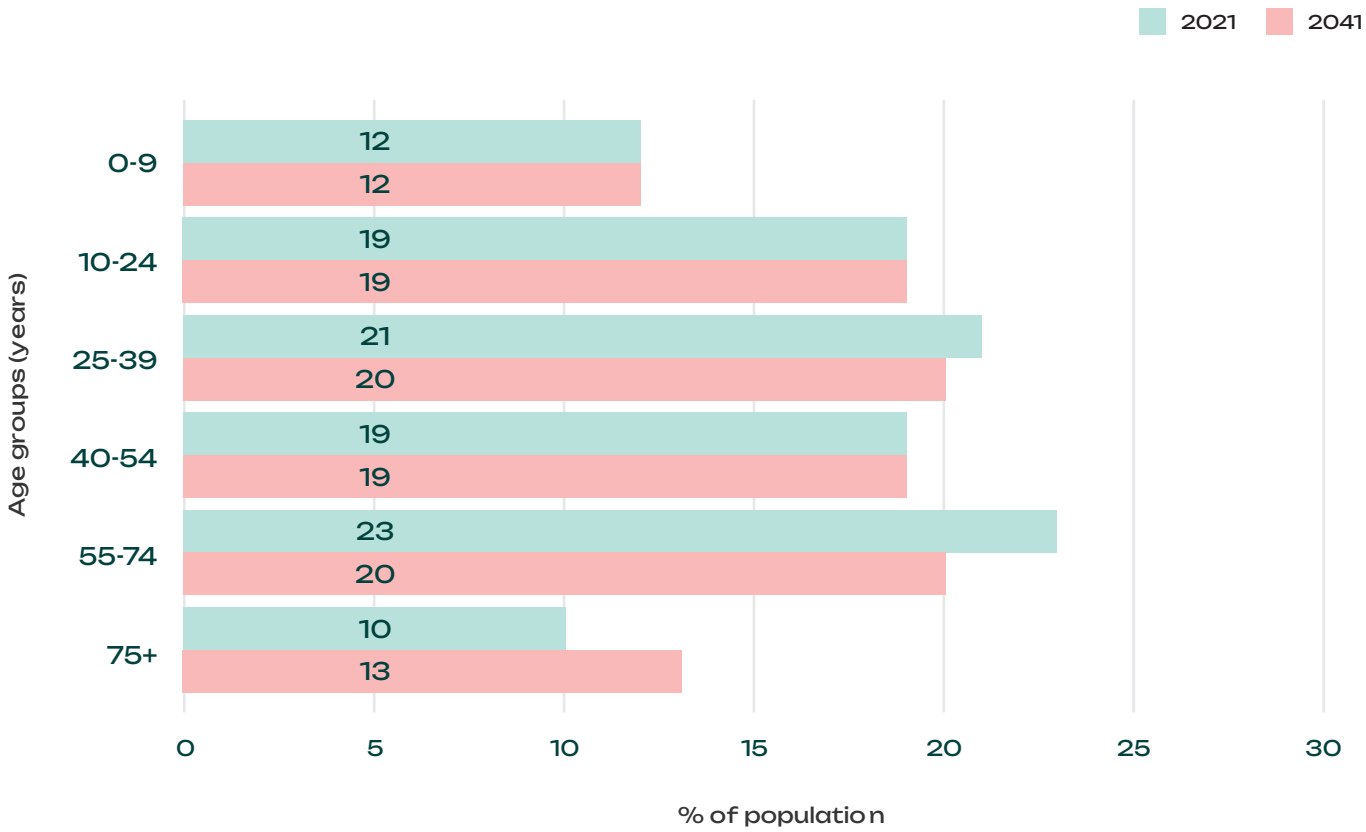
Estimate	Medium	High
Total populatio n		
2021	1,515,491	1,515,491
2051	2,005,404	2,187,891
2021 - 2051 (Total change)	489,913	672,400
Average an nu al change		
2021 - 2051	16,331 (1.08%)	22,414 (1.48%)

Projec ted populatio n

Actual and projected populatio n (2021 - 205 1)



Projected population by age group



Housing trends and land supply

The planning system helps meet future housing demand by facilitating sufficient supply of serviced land, flexibility in zoning and policies to allow for housing diversity.

Land supply monitoring provides a point-in-time analysis of residential land development trends, projected demand, and land supply in Greater Adelaide. This information is used to determine the capacity of the planning system to provide the land supply needed to meet market demand.

A 15-year supply of appropriately zoned land across a range of land supply types is critical to ensure that housing supply, choice and affordability is maintained.

Historically, Greater Adelaide has been dominated by detached housing on large blocks of land and, at the other end of the spectrum, by multi-level apartment buildings. In the last decade, new housing products have emerged onto the market, including construction of a new generation of apartments in urban corridor zones and larger urban infill sites.

Detached dwellings are the predominant form of housing across Greater Adelaide, making up 64% of the total housing stock within inner Adelaide, 74% in the middle ring and 89% in the outer suburbs.[7]

Projections also indicate households will continue to become smaller, yet there is little diversity in dwelling sizes across Greater Adelaide. Three-bedroom dwellings are prominent across all land supply regions (LSRs) and the proportion of two-bedroom dwellings drastically reduces as we move further away from the centre of Adelaide, with only 19% of dwellings in middle Adelaide and 11% of dwellings in outer Adelaide offering two-bedroom options.

Housing s napsho t

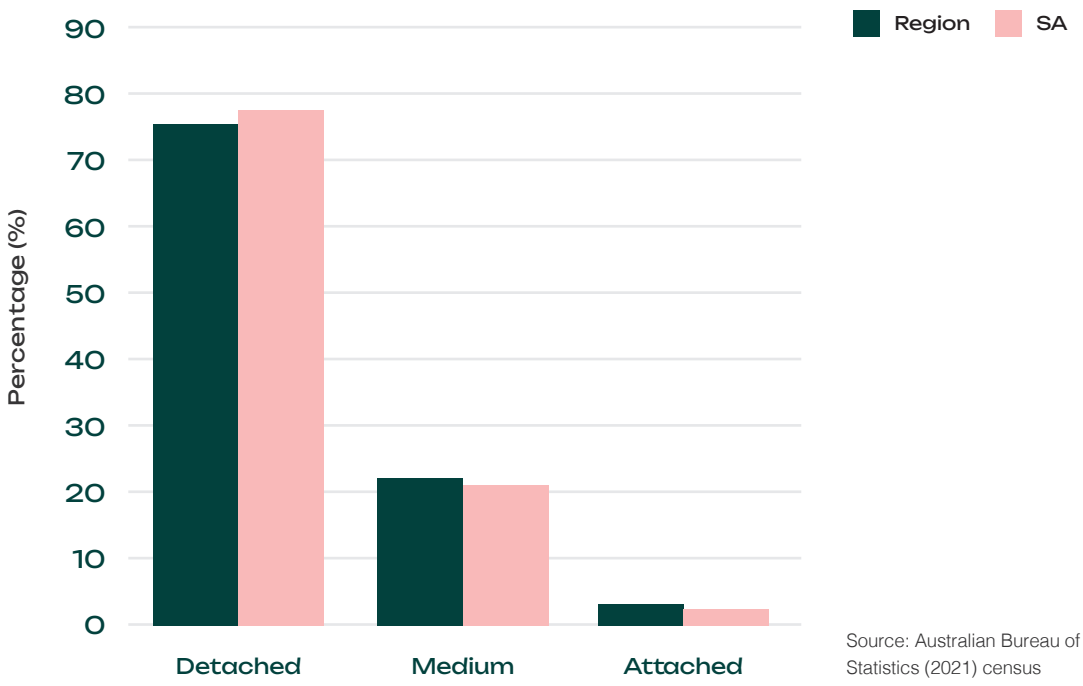
706,455
Total dw ellings

643,330 (92%)
Occupied dw ellings

2.4
Average numbe r of people pe r household

9,237
Average dwellings built every year

Dwelling types



Source: Australian Bureau of Statistics (2021) census

Projected housing demand and land supply

Projected housing demand (Dwellings)

Annual target	10,620
Land supply potential (allotments)	
Proposed	34,132
Zoned underdeveloped	179,831
Total zoned supply	213,963
Future growth outside EFPA	200,023
Future growth inside EFPA	61,520
Total future growth	261,543

Employment trends and land supply

A prosperous economy requires employment land that will accommodate current and future industries, is appropriately serviced and well connected to a skilled workforce.

The planning system can support employment growth by making sure there is enough land in the right places supported by the necessary infrastructure, and through flexibility in zoning and policies to allow for diverse business models.

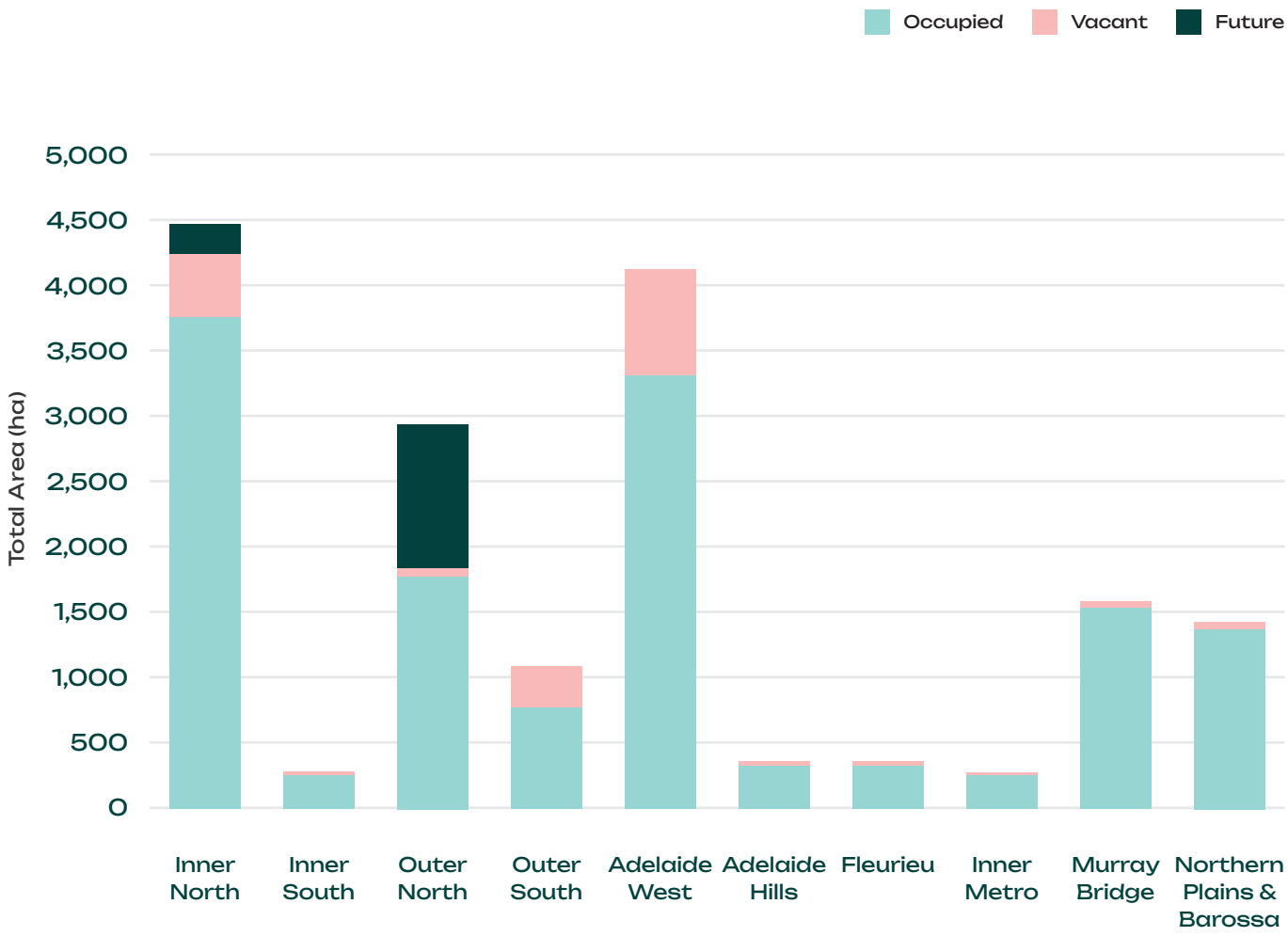
Land supply monitoring provides a point-in-time analysis of employment development trends, projected demand and land supply across Greater Adelaide. This information will be used to determine the capacity of the land use planning system to provide the land supply needed to meet market demand.

As of June 2023, there was 15,076 hectares of zoned employment land distributed across 10 subregions in Greater Adelaide (see Figure 4), with over 50% in the Inner North and Adelaide West regions. Conversely, the Inner Metro and Inner South regions combined accounted for only 3% of the total supply.

The Outer North region accounted for close to 90% of all identified future employment land, with the remaining portion of identified land located in the Inner North region. More land is required over the next 30 years. During the 2022–23 financial year, 93 hectares of zoned vacant employment land was consumed across Greater Adelaide. Most consumption occurred within the Adelaide West and Inner North regions, as illustrated in 2.

Source: Renewal SA

Figure 2 - Employment land supply by region, June 2023



Current top 3 employing industries

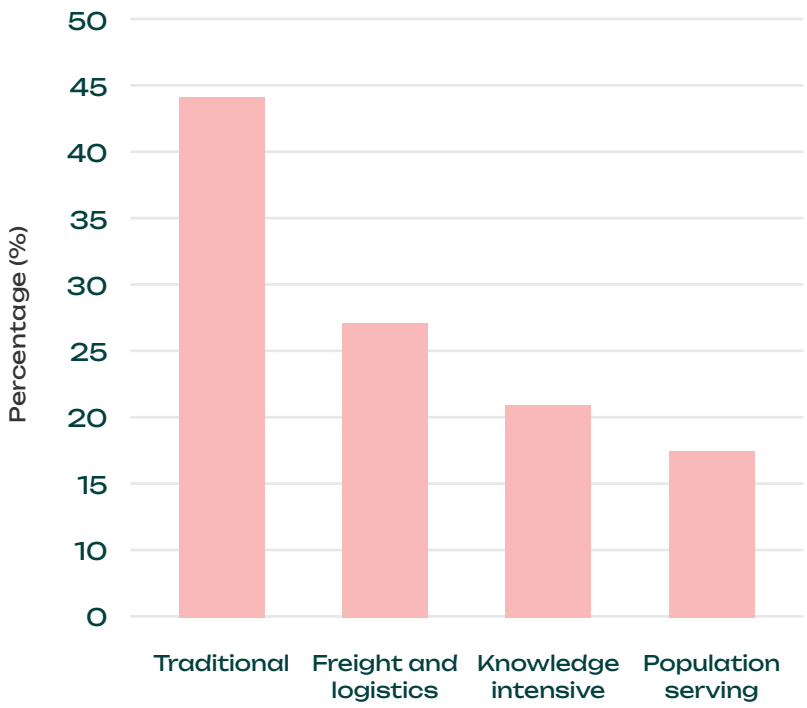
16.94%
Health care and Social assistance

9.7%
Retail trade

8.96%
Education and training

* Census 2021 data

Employment land use mix



Employment and land use

Vacant land consumption (annual)	93 ha
Estimated demand to 2051	4,925 ha
Future growth area	5,837 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

People, housing and liveability

Outcome 1: More housing in the right places

Access to safe, secure and affordable housing is one of the most fundamental human needs. Housing provides the basis for stability and security in many social, cultural and economic aspects of individual and family life.[8]

At its core, the national housing crisis has resulted from the interplay of factors increasing the demand for homes, whilst at the same time other factors have reduced the supply of new homes.

This housing demand has been driven by a range of factors, including changing economic circumstances, the rebound of inward migration following the COVID-19 pandemic, demographic changes and household composition, with smaller households becoming more common.

A range of economic and policy factors such as interest rates, taxation, investor demand and construction costs, have also contributed to the decline in housing affordability.

Regional planning plays an important role in facilitating the delivery of sufficient, well-timed land supply aligned with needed infrastructure and flexibility in zoning and policies to allow for housing diversity.

Housing affordability is supported by ensuring necessary land supply across Greater Adelaide, timely delivery of infrastructure and promoting increased mix of housing to meet community needs. The Plan further supports 'affordable living' by encouraging housing in locations with improved access to jobs, services and recreation making it easier to spend less time and money on transport.

Future housing land supply

Projections tell us we will need enough land for 316,000[9] additional homes to be built over the next 30 years. These homes should be distributed across the region where possible, offering lifestyle choices and opportunities for people to live closer to their family, friends and places of employment or education. This means there is a need for a combination of infill, greenfield and township development.

In 2024, land that is already zoned for residential development across Greater Adelaide has the capacity to accommodate approximately 200,000 homes, which is sufficient supply for at least the next 15 years.

It is recognised, however, that it's the speed of housing delivery that will best help the housing crisis, which includes the delivery of essential infrastructure to create development-ready land supply.

A key initiative of the Housing Roadmap is to ensure there is an appropriate supply of serviced land to meet current and emerging housing demand. This means there is a need to ensure there is an adequate supply of not just zoned, but development ready (serviced), residential land.[10]

Infill and greenfield growth areas with the potential for accommodating new homes to 2051 need to be in the right places, with the provision of well-timed infrastructure, to provide for the needs and preferences of current and future communities. These growth areas will need to undergo a rezoning process under the PDI Act before development can occur.

The previous 30-Year Plan introduced a target for 85% of all growth to occur through infill development. This approach to urban renewal and containment was reinforced in 2017 with introduction of the EFPA to restrict urban development in areas of rural, landscape, environmental or food production areas. Combined with legislation for Character Preservation Districts, approximately 90% of land within the Greater Adelaide region is covered by legislation that prevents new housing.

This target and accompanying policies succeeded in unlocking development in established areas of Adelaide. However, it means that new greenfield land can only be released from the EFPA, where urban consolidation opportunities have been exhausted.

As there are limited options for where the greenfield growth can occur, much of the land identified for medium to long term greenfield growth is within the current EFPA. These areas will still be subject to structure planning and the rezoning process, and more detailed investigations will be required to work through impacts of interface matters on adjoining farming land to ensure ongoing food security.

Housing targets for local government areas, reflecting local planning and infrastructure provision, will also encourage a more proactive and place-based approach for long-term housing needs and preferences.

How these targets will be delivered and the mix of land supply and housing types across greenfield, township and infill areas will vary, accounting for local context and market preferences for different communities.

Some areas can accommodate more growth and will require greater planning and infrastructure investment. Other areas will experience incremental, or lower growth, based on constraints and current policy settings, such as character and heritage areas.

All new development, no matter where it is, must be done well.

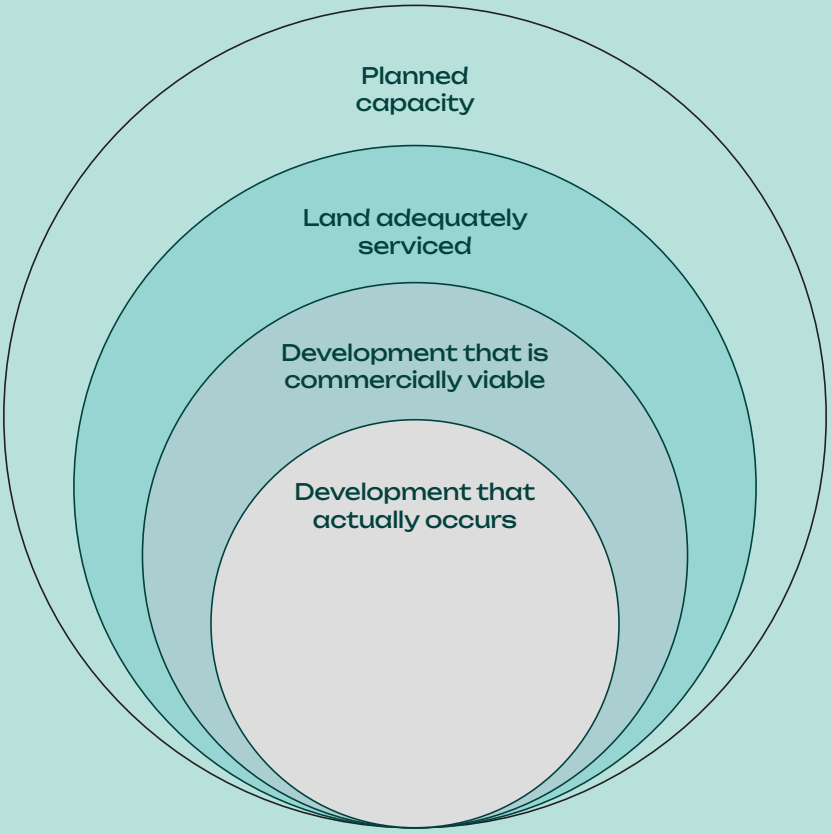
Identifying enough land for the dwellings we need

To deliver on housing targets for each local government area, enough land has been identified, once accounting for the various factors that influence bringing land and housing to market.

The development process is complex, and a range of factors beyond the planning system influence where, what type, when and how housing is delivered.

The amount of land that is developed is significantly less than identified for growth due to a range of factors, including the ability of land to be serviced by infrastructure, landowner intentions, construction costs and economic factors. An overview of housing targets for each land supply region (LSR) and local government area can be found in the Implementation and Delivery section.

Source 1 The Auckland Plan, Quantify Strategic Insights



Infill development

Infill development is a critical source of housing supply. It promotes better use of existing infrastructure and achieves the principles of Living Locally.

Volumes and dispersal of infill development in some areas have fuelled community concerns where design quality, amenity, tree loss and parking have been impacted.

A targeted approach to infill development will be the focus for accommodating the projected growth to 2051. This means:

- No new general infill development areas are proposed. The focus is on improving design quality (and accepting diminished yields) in current general infill areas.
- Identifying more strategic infill areas where greater residential densities can be accommodated, through better planning and coordination.

As of 2024, metropolitan Adelaide has the capacity to accommodate an estimated 96,000 infill dwellings within the existing zoning framework and under the current policies. This includes significant zoned capacity in Adelaide City (18,100 dwellings) and urban corridors (6,500 dwellings), as well as the existing general infill capacity within already zoned land.

Capacity for a further 110,000 infill dwellings is identified to accommodate projected growth. This is to provide housing and locational choice and account for sites that may not be developed. The renewal of strategic infill areas is the focus to deliver these homes.

Strategic infill areas are areas identified as having the most ideal conditions for coordinated infill development, subject to further planning and investigations. They include state significant and local-scale urban renewal areas, centres, corridors, regeneration neighbourhoods and brownfield sites. More detailed local planning and infrastructure investigations will be required by state and local government and private landowners to unlock the potential of this land. See the State significant infill areas and Local infill investigation areas sections.

No new general infill development areas

No new general infill areas have been planned or identified for future growth in Greater Adelaide. Where areas already support this type of development, the focus is on monitoring and improving development outcomes.

This is achieved by both state and local government through:

- Amendments to the Planning and Design Code (Code) to support more tree canopy protection, improved design outcomes, onsite storage and garage requirements.
- Protecting areas that have character or historic value.
- Supporting the amenity of neighbourhoods that are experiencing high levels of infill growth through improved streets, tree planting, open space and management of on-street traffic and car parking.

The move to a more targeted and coordinated approach to urban development will primarily be shaped by new strategic infill areas, including activity centres and urban corridors development.

Greenfield and township development

Greenfield and township development is the urban development of broad hectare land. This often occurs on farming land on the edge of suburbia like Angle Vale and Two Wells and regional satellite cities like Murray Bridge and Victor Harbor.

The development of new suburbs on the metropolitan fringe or around townships will continue to form an important part of housing supply. Master planning these areas will contribute towards Living Locally, and while recognising that a car journey to access employment or education opportunities will still be likely, it is important to strategically locate new suburbs to reduce everyday commutes and to encourage the viability of improved public transport.

In 2024, Greater Adelaide has capacity for an estimated 127,400 greenfield dwellings within the existing zoning framework and under the current policies. This includes significant future zoned capacity in places like Concordia, Dry Creek, Sellicks Beach and Onkaparinga Heights.

Land for a further 99,000 greenfield dwellings is identified to accommodate projected future growth in the medium- to long-term.

Not all greenfield areas were well-planned in the past, and some growth areas are playing catch up in terms of trunk infrastructure delivery. As such, the focus is on servicing existing zoned land and identifying areas for longer term greenfield growth as current areas are progressively delivered.

This is discussed further in the Greenfield and township development section.

Housing diversity and affordability

Housing diversity needs to be considered in all infill, greenfield or township contexts.

A lack of housing choice is a barrier to many people achieving their housing preferences and aspirations. Policies need to allow for a wider variety of housing types across a range of locations, providing diverse and adaptable housing that caters for households across lifecycles. Factors that primarily drive housing preferences include affordability, proximity to amenities, safety and security, and dwelling design and features. This makes a range of housing choices across all locations essential.

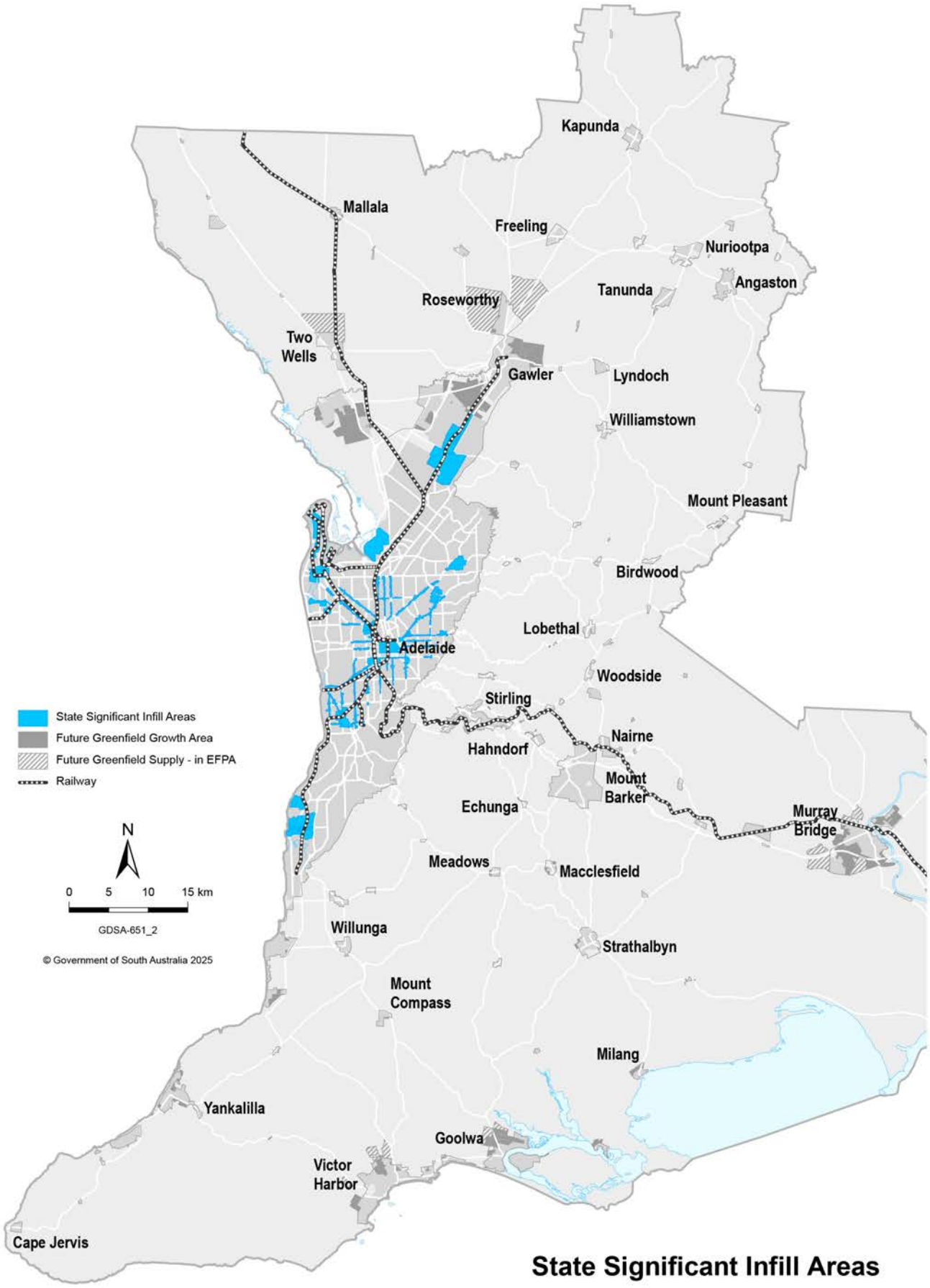
This is expanded on in Housing diversity and affordability.

Source: Andre Gascoigne

State significant infill areas

Long-term strategic objectives:

1. State government leadership to improve planning, coordination and delivery of state significant urban renewal and infill areas.
2. Urban renewal that creates walkable, connected neighbourhoods, reduces the need for car journeys and encourages public transport uptake to support emissions reduction.
3. Facilitate integrated mixed-use precincts where conflicts between land uses can be appropriately managed and a net community benefit can be achieved, particularly where a high concentration of employment land uses exist.
4. Allocate employment land in urban renewal areas, particularly complementary population-serving and knowledge-based industries, in locations well connected to a skilled workforce, to provide access to jobs and local conveniences for residents.
5. Renew areas with a concentration of older public housing stock by creating new, connected, well-serviced communities, including new social and affordable housing and other housing choices.
6. Maximise opportunities for new higher density housing along transit corridors, while managing the interface with more sensitive development such as adjacent established housing, heritage and character areas.
7. Focus greater housing choice in regional activity centres to capitalise on high frequency mass transit, retail and services and other community infrastructure.
8. Capitalise on the role of Adelaide's City Centre as the heart of the state's civic, cultural and commercial life by increasing opportunities for people to live there.
9. Maximise development opportunities in well-serviced, strategic locations through a range of planning and non-planning incentives to provide diverse and affordable housing opportunities.



State Significant Infill Areas

State significant infill areas are key areas targeted for infill development. They are areas of state interest due to their capacity to significantly contribute to delivery of more homes in the right places. These areas are typically close to high-frequency public transport managed by the state and provide opportunities for coordinated mixed-use or higher density housing outcomes.

The level of government intervention needed to unlock development will vary depending on the type of state interest, which can include:

- State government land ownership
- Significant current or planned infrastructure investment
- The high degree of coordination required.

State significant infill areas vary in terms of size, purpose, constraints, barriers and the level of policy responses required to achieve the housing mix sought.

Some identified areas can occur on large, repurposed sites at higher housing densities at locations that deliver the attributes of Living Locally, being near employment, amenities, transport options and capitalising on investments in infrastructure and services. These sites are also often of a size to form its own character, while respecting that of the surrounding established areas.

Using land this way makes environmental and economic sense and assists with choice and affordability in established areas. Infrastructure costs are often minimised through this approach.

Other state significant infill areas are in the form of corridors or activity centres that leverage significant public transport investments, with local employment, shops and services typically found in such areas.

The state government will play a different role depending on the unique circumstances of each precinct. This will not limit the ability of private proponents to initiate Code amendments over land where they have an interest.

Adelaide City is also crucial for state significant infill growth and its role is heightened in delivering convenient and affordable housing opportunities for permanent residents, essential workers and students. The government will continue to collaborate with the City of Adelaide on delivering this.

The identified state significant infill areas will be subject to further planning and investigations. Examples are identified in Table 1.

Table 1 State significant infill and urban renewal types

Type	Examples
Urban renewal areas Where government intervention and planning will be necessary to facilitate significant infill precincts in collaboration with other stakeholders. These include areas where: • The state owns significant amounts of land • Significant infrastructure investment exists • A high-level of coordination is required.	• Thebarton precinct • Kent Town / Stepney precinct • Glenside precinct • Ashford / Goodwood precinct • Lefevre Peninsula • Seaton • Magill Campus • Paradise Interchange • Smithfield
Regional centres Key centres across metropolitan areas which are located on key public transport routes and significant employment and other services.	• Elizabeth Central • Port Adelaide Centre • Modbury Centre • Oaklands Park (Marion) • Noarlunga Centre
Urban corridors Identified arterial roads serviced by high frequency public transport and appropriate amenity. This builds on the 11 corridors rezoned in 2015, and the additional 12 corridors and sites with corridor zoning that have come online since 2015.	• The Parade • Unley Road towards Mitcham Centre • Torrens Road • Diagonal Road • Marion Road
Adelaide City Opportunities to provide significant infill in the form of mid to high rise apartments and mixed-use development, in collaboration with City of Adelaide.	• Adelaide CBD

Urban renewal areas

Land in government ownership can provide an opportunity to increase infill housing choice and supply in appropriate locations. Land surplus to government needs, as well as areas with high South Australian Housing Trust (SAHT) and Renewal SA ownership, can potentially serve as catalyst sites. Areas where significant infrastructure investment exists (particularly fixed-line mass transit) and a high-level of coordination is required, can also be of state interest.

As part of the state's vision for a smarter and cleaner economic future, growth in cleaner and quieter industries is expected to increase demand for inner suburban employment and a greater mix of housing will create new opportunities.

Urban renewal areas such as the Thebarton and Hindmarsh precinct, Kent Town, Stepney, Glenside and Keswick, are well connected and provide opportunities to create mixed-use precincts that are attractive places for people to live and work. These areas have the potential to support State Innovation Places, offering high-quality, inner metropolitan housing and opportunities to accommodate new jobs, reflecting their role and competitive advantages in new and growing economic sectors.

The Adelaide Showgrounds are strategically located adjacent to the Keswick Barracks, and this area presents an opportunity for a master planned community. Increased density in close proximity to the Showgrounds would need to have regard to the interface matters that are unique to the operation of the Showgrounds and respect its character and heritage.

It is recognised that inner metropolitan employment areas are important in serving local populations and economies and assist in achieving the Living Locally concept. Future integrated mixed-use precincts need to appropriately manage conflicts between land uses and ensure a net community benefit can be achieved when proposing to rezone employment areas. This involves investigating the economic impact of any potential rezoning, particularly with respect to access to local employment and population serving activities.

The Plan provides a mechanism for a Net Community Benefit (NCB) assessment for Code amendments seeking to rezone employment land to residential or mixed-use zones, where more sensitive land uses are envisaged and encouraged. This is discussed further in the Employment Land Supply section.

SA Housing Trust urban renewal projects

In areas with a high proportion of public housing, the government will lead the planning, coordination and delivery of neighbourhood urban renewal, often in partnership with the private sector. These urban renewal areas include locations with higher concentrations of ageing public housing, providing opportunities to establish a new mix of private, affordable and public housing. New infrastructure including open space, improved public realm and social infrastructure provision will also be considered in the planning of these renewal areas.

Areas such as Blair Athol and Woodville West have benefitted from new private homes, improved social housing and investment in new public infrastructure. Success will require government coordination of land and improved outcomes at higher densities.

Case study: Southwark (former West End Brewery, Thebarton)

The state government played a critical role in facilitating a $1 billion mixed-use community, delivered in partnership with private sector and development partners. Reactivation of this site for housing, retail, commercial development and community spaces was made possible through government acquisition, master planning and significant investment in key trunk infrastructure required to remove blockages and unlock development opportunities.

The project vision involves abundant areas of public open space, incorporating the State Heritage-listed Riverbank Garden as part of an enhanced River Torrens Linear Park.

The vision for the former brewery site also includes:

- A minimum of 1,000 new dwellings of which 20% are affordable.
- More than 15% public open spaces including rejuvenated Karrawirra Parri / River Torrens.
- Integrated street, cycle, walking and public transport, including new shared use path connecting with the parklands under Port Road.
- Sustainable buildings in an ecological setting with a target of 30% tree canopy.
- Revitalised heritage Walkerville Brew Tower, Theberton Cottage foundations and riverbank.
- Community mobility hub to provide a precinct-wide approach to car parking and to support affordable dwelling options and potentially accommodate community uses and event spaces.
- 6 Star Green Star Communities rating including water sensitive urban design.

The government will also review planning policies applicable to the site and surrounding parcels within the State Significant Infill Area to capitalise on the opportunity afforded by the location's proximity to existing infrastructure, services and the city centre.

Source: Renewal SA • Thebarton/Southwark

Regional centres

Regional centres are large activity centres that service a broad population catchment, providing a full range of services like shopping, entertainment, health, community, and recreation opportunities. As major trip generators, these centres are typically integrated with frequent fixed-line public transport services. Examples include Marion, Elizabeth, Tea Tree Plaza and Noarlunga.

These centres provide opportunities to live locally with the potential for higher density development and better housing choice near employment, amenities and transport options, ensuring more people benefit from services and infrastructure investment.

Given the northern suburbs will continue to accommodate the greatest share of growth, Elizabeth is positioned as a strategically important regional centre. This creates a new opportunity to blend residential living, new business opportunities, education and cultural opportunities to transform it from a traditional retail centre to a mixed-use precinct, taking advantage of the electrified Gawler rail line.

The renewed focus on areas in and around regional centres will need improved coordination measures and consideration of current infrastructure capacity. A range of policies need to be investigated to maximise these locations including:

- Amendments to activity centre type zoning to encourage residential development, including incentive policies for affordable housing.
- Review incentives outside the planning system to encourage new housing in and around regional centres such as improved financial settings for apartment developments.
- State-led planning and coordination of transit focused development around fixed mass transit such as Elizabeth, Modbury and Noarlunga.
- Review building heights to support greater opportunities for residential development. For example, development of 6–15 levels (or greater in some circumstances) may be appropriate in regional centres.

The ongoing influence of online shopping and other factors influencing retail centres provides opportunities to introduce a more diverse range of land uses include high density residential development.

Urban corridors

Urban corridors can accommodate future housing growth and diversity, while at the same time, balance the desire to preserve the character of adjacent established neighbourhoods. The land uses and character next to these corridors will influence planning policies relating to the type, height and extent of development within the corridors.

The corridor frame directly facing and adjacent to the Adelaide Park Lands provides a unique opportunity to provide the densest residential development, leveraging off direct access to recreational public open space that the parklands afford and close proximity to the Adelaide CBD. This form of denser accommodation provides opportunities for downsizers, which helps address a changing demography and free up more family homes.

Maximising opportunities along the right corridors

Height and interface policies are essential for providing well-designed buildings that manage the interface with more sensitive low-rise housing that often occurs at the edge of these zones. They also have a significant impact on potential dwelling yields and feasibility of projects.

Some corridors have limited capacity to increase heights due to their depth, while others provide an opportunity to maximise opportunities for housing in well-located areas, while still managing impacts to adjoining properties.

Allotments with a depth of greater than 50 metres, or where there is potential for land to be amalgamated to achieve this, provide greater opportunities for building height and housing while maintaining appropriate interface with adjoining properties.

There are opportunities to facilitate more housing in corridors through review of policies such as:

- Consistent application of interface building heights policies:
  - Application of the 45-degree plane over north, east and west facing boundaries.
  - Application of the 30-degree plane over south facing boundaries.
- Revising interface building policy and the 'significant development site' test to further incentivise amalgamation and development in corridors (for example, two sites rather than four).
- Review building heights and notification triggers to remove requirements for notification where development meets the maximum building height and providing for third party appeal rights where this is exceeded.
- Reviewing car parking rates along high frequency public transport routes.
- Establish minimum heights and densities to ensure opportunities for well-located housing are not lost.
- Create a new Urban Corridor (Interface) Zone that encourages low-medium rise Missing Middle housing, and more sensitively integrates with established residential and character areas.

Urban corridors will be progressively introduced over the next 30 years as market conditions and available dwelling yield support additional supply. Existing urban corridors that have responded well to market conditions are likely to be extended in the first instance. New corridors will likely be introduced toward the latter half of the 30-year horizon.

Adelaide City

Adelaide City is the heart of our state's civic, cultural and commercial life and is a key contributor to infill growth. It will play a more important role in delivering convenient and affordable housing opportunities for permanent residents, essential workers and students.

In 2024, the City housed over 25,000 people and plays an important housing role in the state. Between 2014 and 2024, the City has grown by over 4,500 more people living within the City, surrounded by 760 hectares of National Heritage listed parklands. Strategic investments in the Riverbank precinct, education and health institutions and Lot Fourteen, along with policy initiatives such as the Capital City Policy Review, design review process, targeted rezonings and catalyst sites have facilitated well-planned growth within the City centre.

The government supported the Expert Panel Review on the Planning System's Implementation recommendation that the size and purpose of catalyst sites should be reviewed, and that there is opportunity to prescribe additional criteria for the creation of catalyst sites.

The planning required to facilitate these opportunities will be a collaborative effort between the City of Adelaide and the government.

Strategic infill coordination and incentives

Maximising the benefits of well-located land

In areas identified as state significant, the government will play a different role depending on the unique circumstances of each precinct. This will not limit the ability of private proponents to initiate Code amendments over land where they have an interest. In these circumstances, the government will work with the private proponent to ensure alignment with the state's broader strategies and policy positions.

The role of the government in coordinating strategic infill development may include:

- Establishing an appropriate planning framework– this may include structure plans, infrastructure schemes and Code amendments. This may be in partnership with, or led by councils, other agencies and private proponents.
- Development assessment – optimisation of assessment pathways, incentives and utilisation of state assessment functions.
- Government-led coordination and delivery of precinct planning - particularly where land is highly fragmented and state-level infrastructure coordination is required in key locations for strategic infill and urban renewal to be a success.

A range of policies need to be investigated to ensure benefits are maximised in well-serviced strategic locations including:

- Minimum building heights and densities to capitalise on well-located land and good infrastructure and provide certainty to developers and community.
- Provide planning policy incentives where higher density should be encouraged, such as heights and yields and incentives bonus policies for affordable housing.
- Review incentives outside the planning system, such as improved financial settings for apartment developments.
- Planning for employment uses or capacity within new buildings.
- Incentives to encourage diverse and affordable housing.
- Improved management of interface between differing intensities of development and land uses.
- New development pathways and incentives for Missing Middle and alternative forms of housing.
- Review precinct planning and infrastructure coordination, delivery and funding mechanisms, such as the use of the Urban Renewal Act 1995 and the PDI Act infrastructure schemes, including the role to build in green spaces to address smaller allotments.

The extent of government involvement required in each strategic location will vary depending on its characteristics. This is further discussed in the Implementation and Delivery section.

Transport integration and car parking

Areas with efficient public transport options encourage reduced car ownership per household, leading to less demand for parking which can add significant cost to a home, particularly in higher density areas.

Strategic infill sites near established transit corridors seek to maximise the use of public transport, as well as walking and cycling.

However, public transport may not always conveniently provide for the complexity of travel required to service a person's day-to-day needs. They may need a car to do the weekly shopping, take children to school or sport, or to visit friends and relatives. This requirement is generally serviced by private vehicle ownership or other models such as car share services.

Well-designed strategic infill and urban renewal areas can be attractive destinations for people to visit outside of the area. In addition to providing transport choice, we also need to reconsider how we plan and deliver appropriate car parking for occupants and visitors alike. An example is the Bowden Urban Village that attracts visitors beyond its residents as a vibrant and welcoming destination.

More efficient and affordable parking arrangements are required, including 'de-coupling' parking from housing to minimise the costs to develop and maintain appropriate parking in strategic urban renewal areas. This can be achieved through:

- Shared parking - properties use the same parking structure and is most efficient where there is opposite peak usage, such as residential and offices.
- Precinct parking - allows all vehicle users within a precinct to use a consolidated parking facility that serves a variety of sites and land uses. This improves affordability by reducing construction and operations costs and users can visit multiple sites within the precinct without having to drive and re-park.
- Other arrangements that reduce car parking need like car sharing arrangements for residents or micromobility schemes.

Actions - State significant infill areas

Title	Action description	Timing	Lead	Spatial application
Investigation Strategic Site Incentives	Investigate and review barriers and incentives within and outside the planning system for the development of strategic infill sites (including financial settings and the National Construction Code).	2-3 Years	DHUD	Region-wide
Code Amendment Increase Building Heights in the CBD	Undertake a Code Amendment to increase maximum building heights in appropriate areas of the Adelaide Central Business District, in conjunction with the Commonwealth Government and Adelaide Airport Ltd.	2 Years	DHUD	City of Adelaide
Review and Code Amendment Urban Corridors	Review existing urban corridor policy and learnings from exemplar corridor developments, and initiate a Code Amendment to: • Establish minimum height and density requirements • Improve integration of corridor development with established residential areas, including interface height provisions • Review incentive policies including significant development site provisions • Review public notification and third-party appeal rights • Investigate new Urban Corridor Zone that can be applied at the interface with existing residential areas and sensitive land uses. • High-level review to commence as part of *Action 1 – Strategic Site Incentives.*	4 Years	DHUD	Current Urban Corridor Zones
Master Plan Elizabeth Central	Prepare a master plan for the urban renewal of the Elizabeth regional centre, including investigation into future infrastructure requirements and investment delivery models. Initiate a Regional Plan Amendment to integrate into the Greater Adelaide Regional Plan.	2 Years	DHUD	Elizabeth regional centre

Local in fill in vestigatio n areas

Long-term strategic objec tives:

1. Local area planning identifies and plans for additional housing opportunities to support a diverse range of housing to meet the evolving needs of local communities and local housing supply targets.
2. Local infill areas located to create walkable and connected neighbourhoods that reduce the need for car journeys, encourages public transport uptake to contribute to emission reductions.
3. Areas are identified that will undergo changes in urban form and consider the complementary infrastructure and public realm improvements required to support these changes, including infrastructure contributions required to fund them.
4. Investigations are undertaken to address infrastructure capacity and identify planning, coordination and funding mechanisms to improve the sustainable delivery of local housing within established suburbs.

Local government plays a vital role in the planning for housing. Decisions made at the local level have a direct impact on the quantity, quality, and affordability of housing supply.

Key local government functions (such as initiating land rezoning, assessing development applications and delivering local infrastructure) impact housing location, density and cost, as does determining how surplus local government land should be used. Local government is also in the best position to identify the place-based planning response to the Plan's directions.[11]

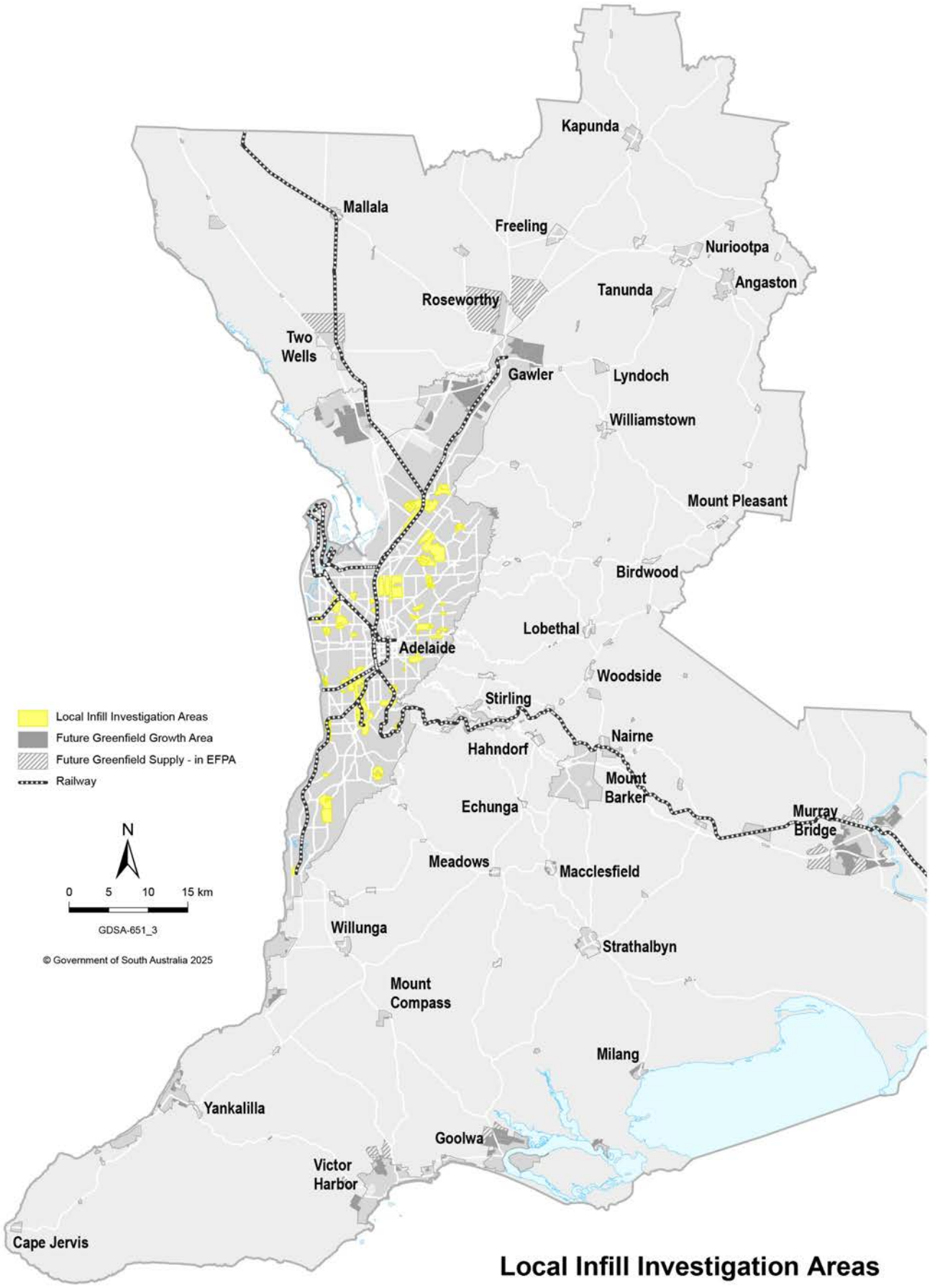
Local housing targets encourage a more proactive and place-based approach for long-term housing needs and preferences. Local Housing Strategies will identify how these targets will be delivered, and the mix of land supply and housing types across greenfield, township and infill areas will vary, accounting for local context and market preferences for different communities.

Local infill investigation areas have been identified as opportunities for well-planned and well-located sources of medium density or new Missing Middle housing, and smaller scale employment opportunities.

These areas include opportunities within proximity to activity centres and major transport infrastructure, such as bus go-zones, tram stops and existing and future train stations to encourage a strategic and targeted approach to increasing density.

More detailed planning work and infrastructure investigations will be required by local government and other stakeholders to unlock the potential of identified land as part of the preparation of Local Housing Strategies. Council investigations are not limited to areas identified in the Plan, and may identify other local areas suited for infill.

The Department for Housing and Urban Development will support local government with the development of Local Housing Strategies to assist with coordination and alignment.



Local Infill Investigation Areas

Table 4 - Local in fill in vestigatio n area examples

Type	Examples
Activity centres Typically larger neighbourhood centres providing convenient access to local shops, services and public transport.	• Salisbury City Centre • Edwardstown Shopping Centre • Mitcham Centre • Burnside Village
Main street Areas surrounding the traditional main street with some local services.	• Brighton Road, Brighton • Springbank Road, Clapham
Regeneration areas Where the housing stock is ageing but the sites are well located, serviced by public transport and other services.	• Findon Regeneration Areas • Plympton and Camden Park Regeneration Areas
Transit focused Land around fixed-line mass transit stations and interchanges.	• Greenfield Station • Klemzig Interchange
Brownfield sit es Previously developed land that has been abandoned or underutilised and may be suitable for residential uses.	• Blacks Road, Gilles Plains • Findon Road, Kidman Park

Activity centres and main streets

Well-designed infill in and around smaller-scale shopping centres and main streets may involve rezoning for medium density housing and projects to improve infrastructure and services. Increased densities can maximise opportunities these locations offer, provide for higher levels of amenity and support the local economies in these localities.

Beyond identified local infill investigation areas, Missing Middle housing opportunities may be found in strip shopping centres commonly found in local streets. These sites can provide alternative housing choice in convenient locations along with critical local services and shops.

Regeneration and transit focused areas

Regeneration of established suburbs can include the coordinated redevelopment of privately-owned housing in middle-to-outer ring suburbs (often dating from the 1950s, 60s and 70s), where owners are demolishing existing houses to replace with modern housing stock. Housing diversity and affordability objectives will generally be achieved through low-rise housing such as townhouses and courtyard homes. Infill housing within walking distance to fixed-line mass transit stations and interchanges offer choice of transport options.

Brownfield sites

Regeneration of underutilised sites, or sites no longer needed for current zoned use and a net community benefit is demonstrated, can provide additional sources of infill housing. Such sites may be of a size that can be master planned to guide the efficient use of land, housing choice and level of amenity. The identification of these sites is becoming increasingly difficult as competition for land within existing urban areas increases.

Local coordination and delivery

Delivering new housing outcomes in a way that will meet community expectations requires analysis of local infrastructure and open space capacity, improved design, landscaping and tree planting. Careful planning is required to manage small-scale in fill with greater care to address community concerns about poor design, tree canopy loss, street parking loss and the detrimental effects on heritage areas and character.

Local area planning harnesses local knowledge, insights and expertise of councils to identify housing needs and issues facing their communities to drive the development of local place-based solutions.

Local area planning will need to consider:

- The evolution of future housing needs to reflect local demographic changes and diversity of housing choices local communities now seek.
- Locations where neighbourhoods would benefit from regeneration, and the housing types and densities that could integrate sensitively with local neighbourhoods.
- The capacity of local road networks, walking and cycling networks, stormwater infrastructure, sport and recreation facilities and other social infrastructure.
- Potential improvements to the amenity of neighbourhoods to benefit current and future communities.
- The future investment required and use of local infrastructure charging mechanisms, such as the establishment of infrastructure schemes to fund improvements.
- Quality of open space and opportunities for investment, including the partnership opportunities through the Planning and Development Fund to support the provision of open space linked to housing growth.

The role of governments in planning for and coordinating local infill investigation areas is further discussed in the Implementation and Delivery section.

Councils ' role in plan ning f or their local co mmunities

Councils plan and shape ho w our neighbourhoods gr ow, bringing them to life.

As the closest level of government to communities, local planning is essential as each community is different.

There are a range of services that councils are required to provide by legislation, including planning at the local level for the development and future needs of their area. This includes providing for the welfare, wellbeing and interests of their community and managing, developing and conserving the environment.

Councils also manage and maintain the extensive network of local infrastructure that is essential for creating liveable and sustainable communities, including local roads, stormwater systems, footpaths and bike paths, open space and playgrounds and the management of parking.

A local understanding of these issues and alignment between local housing needs, planning and infrastructure coordination is essential for providing the right mix of housing in the right places to support the needs of individual communities across Greater Adelaide.

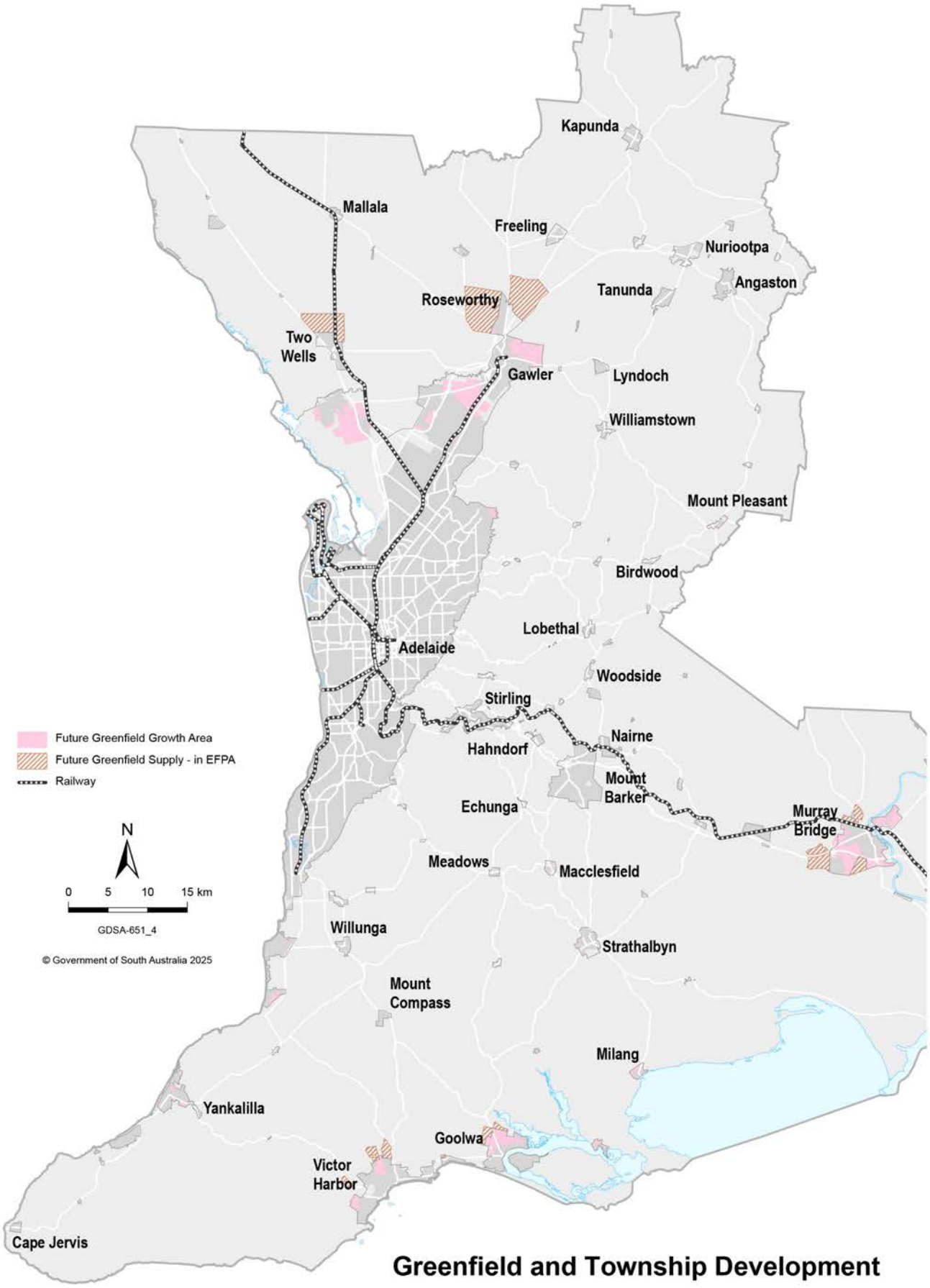
Greenfield and township development

Long-term strategic objectives:

1. Prioritise rezoning of greenfield land based on orderly growth and transparency of infrastructure costs to the community to contribute to a rolling supply of zoned and development-ready land across greenfield and infill areas.
2. Establish performance outcomes for greenfield master planned developments to promote connected, convenient, cohesive, and climate-smart communities.
3. Plan and design new growth areas to provide a diverse range of housing, social and physical infrastructure and open space.
4. Incorporate employment land and activity centres in new growth areas where required to ensure new communities have convenient access to everyday goods and services and local employment opportunities.
5. Leverage existing infrastructure capacity in townships where growth opportunities exist that does not detrimentally impact the Character Preservation Districts or areas of high environmental or agricultural value.
6. Maintain a greenfield growth schedule of priority locations to be considered for removal and retention from the Environment and Food Production Area (EFPA), to inform future reviews of the spatial application of the EFPA.

The 30-Year Plan resulted in a relatively healthy supply of zoned residential greenfield land in Greater Adelaide.

However, not all greenfield areas were well planned in the past, and some growth areas are playing catch up in terms of trunk infrastructure delivery. This has resulted in the $1.5 billion investment in water and wastewater infrastructure across multiple growth fronts (2024–2028).[12] As such, the focus is on servicing existing zoned land and identifying areas for medium-long term greenfield growth as current areas are progressively serviced and delivered.

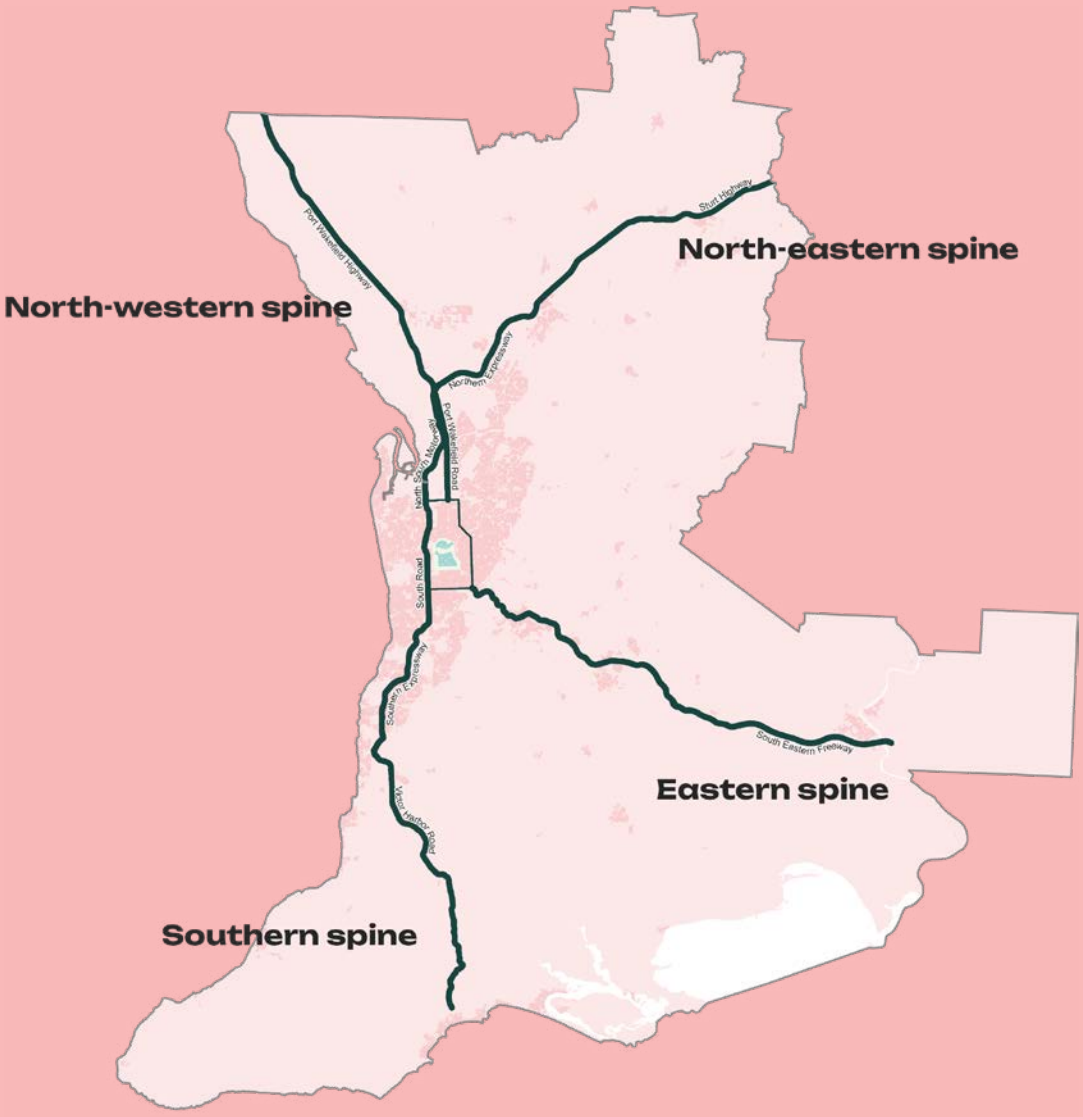


Greenfield and Township Development

Longer-term greenfield growth areas

New growth areas have been identified along four major transport spines to leverage past and planned city-shaping infrastructure investments. Consideration also included analysis of environmental constraints, access to employment and services, and the long-term capacity to provide the other infrastructure required for new communities.

Further detailed investigations will be required before these areas can be rezoned as part of the Code amendment process in the PDI Act.



Source: Miravale Lanser

North-western growth areas

The northwestern spine is connected by the Port Wakefield Highway. New growth areas have been identified at Riverlea and Two Wells, taking advantage of existing major transport infrastructure and leveraging existing and planned infrastructure to accommodate significant urban growth already planned for these areas. These areas are also well connected to strategic employment lands, particularly Greater Edinburgh Parks which is expected to accommodate significant job growth associated with manufacturing and defence.

Future investigations required:

- Aboriginal cultural values and heritage – Early engagement with Prescribed Body Corporates and investigations to occur prior to any rezoning or expansion of Riverlea for future housing or employment.
- Public transport – Long-term public transport options, including mass transit options to service new growth in Riverlea and Two Wells.
- Water security – Climate independent regional water supplies and wastewater solutions.
- Potential impacts on the viability of primary industries - Interface management between primary production and other land use types at the edge of growth areas.

North-eastern growth areas

The north-eastern spine is well serviced by road and rail, extending along the Northern Expressway, past Redbanks Road, towards Roseworthy and is also connected by the Gawler rail line.

The Kudla growth area provides an opportunity for a new master planned community close to Evanston South, Hillier, Munno Para and Blakeview that takes advantage of recent electrification of the Gawler rail corridor. This area would include the establishment of the Northern Park Lands, supporting the growth of the outer north through provision of new regional-level public open space.

Roseworthy has been identified for its potential to support significant long-term urban growth building on extensive planned urban development and infrastructure. This growth will establish Roseworthy as a significant satellite city, which may warrant future regional infrastructure investment including investigation of a mass transit connection.

Three additional, smaller sites close to the Northern Expressway have also been identified to support projected future growth in the outer north. One site is located at Angle Vale and two sites are located at MacDonald Park. Further work is required with the City of Playford and other infrastructure providers prior to any rezoning to determine key infrastructure requirements and appropriate funding mechanisms for these sites.

Future investigations required:

- Aboriginal cultural values and heritage - Early engagement with Prescribed Body Corporates and further investigations to occur prior to any rezonings within these growth areas.
- Structure planning for the Kudla growth area and master planning for the Northern Park Lands prior to any rezoning due the fragmented land ownership and coordination of infrastructure delivery required. This will involve identifying opportunities to protect remnant vegetation areas and to establish green movement corridors and biodiversity linkages.
- Investigation of long-term public transport options for Roseworthy, including the potential establishment of a mass transit connection.
- Potential impacts on the viability of primary industries - Interface management between primary production and other land use types at the edge of growth areas.
- Climate-independent regional water supplies and wastewater solutions will need to be investigated to ensure water security.

Kudla growth area

Comprising parts of the suburbs of Kudla, Hillier, Munno Para Downs, Evanston Gardens, Evanston South and Blakeview, the Kudla growth area presents a significant opportunity for high-quality, diverse housing for a new community close to the recently electrified Gawler rail line. To be planned and delivered over the next 30 years, this growth area is ideally located to maximise connections with new employment opportunities and a range of community services in a rapidly growing area of Adelaide.

A key element of the future Kudla growth area will be the establishment of the Northern Park Lands – a new interconnected network of linear parks that connect the Hills Face to the Gawler River, via Karbeethan Reserve, providing regional recreation facilities, open space and biodiversity links.

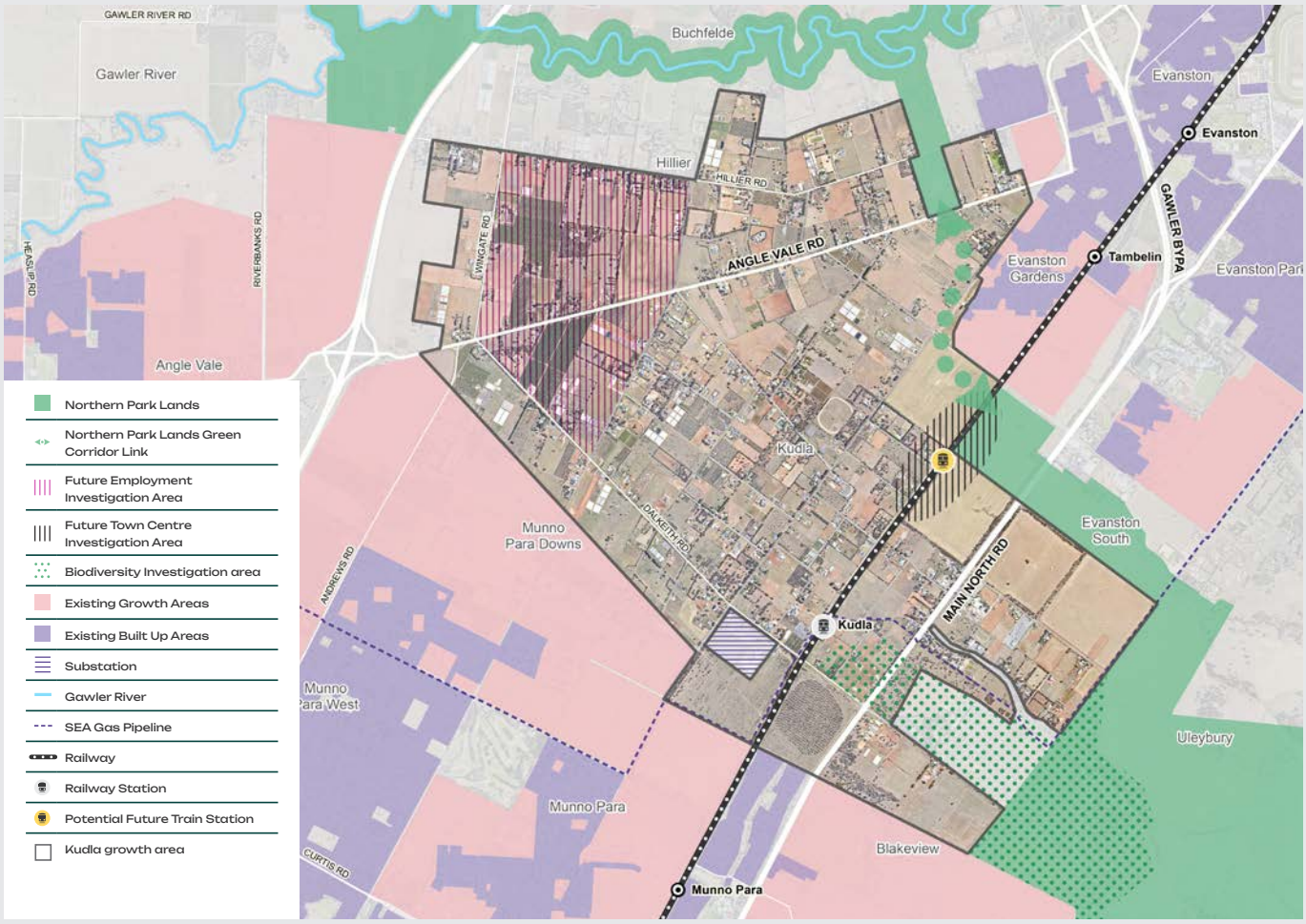
The new Northern Park Lands is discussed further in Open Space and Public Realm. In collaboration with the Town of Gawler and the City of Playford, the state government will lead a structure planning process to coordinate the delivery of the Kudla growth area.

The structure plan will determine the high-level layout, form and function of the growth area. Specific consideration will be given to identifying:

- A new mixed-use town centre.
- Areas dedicated to a range of local employment uses.
- Areas best suited to the establishment of health, education and other community facilities.
- Areas of lower density building forms, such as at the edges of the growth area to sensitively integrate with adjoining land uses, and appropriate densities and housing types at the interface with the park lands.
- Remnant native vegetation and biodiversity corridors and other public spaces where opportunities exist to revegetate and rehabilitate land.
- The location of a drainage reserve and other greening opportunities in the vicinity of the Dalkeith Road alignment.
- Existing land uses and infrastructure that require protection to enable their ongoing operation, future upgrade or expansion.

This process will also consider future infrastructure requirements for the growth area as part of an infrastructure scheme. Major elements of the scheme may include upgrades to roads (including Dalkeith Road) and intersections, trunk water supply, wastewater and stormwater network upgrades, and a potential reconfiguration of passenger rail stations.

A new Northern Park Lands subzone will be investigated to guide the appropriate land uses with the parklands, its integration with a new town centre and appropriate form and density of housing along certain sections of the parkland's edge.



Southern growth areas

Growth opportunities along the southern spine are focused around Victor Harbor and Goolwa, taking advantage of the federal and state governments' commitment to the Fleurieu Connections projects.

These centres are generally linked to services and employment via Victor Harbor Road and, to a lesser extent, Alexandrina Road. There is limited land supply or development opportunities in other parts of the southern region due to topographical constraints, or protections associated with primary production, character or environmental value (e.g. McLaren Vale). These southern coastal communities provide attractive lifestyle opportunities and a convenient alternative to living in the Adelaide urban area.

Future investigations required:

- Aboriginal values and heritage – Early engagement with Prescribed Body Corporates and further investigations to occur prior to any rezonings within these growth areas.
- The provision of supporting physical and social infrastructure will play a major part in the ability of this region to manage sustainable growth.
- Water security - climate independent regional water supplies and wastewater solutions are required due to the current reliance on the Myponga Reservoir as the single source of supply.
- Potential impacts on the viability of primary industries - Interface management between primary production and other land use types at the edge of growth areas.

Eastern growth areas

The South Eastern Freeway is the axis for the eastern spine connecting Mount Barker and Murray Bridge to Adelaide. The freeway also provides a critical freight connection to new employment lands planned near Monarto and Murray Bridge.

Mount Barker has seen significant growth since 2010 when it was first identified as a growth area in the previous 30-Year Plan. This is expected to continue for the next 10 to 15 years, and as such the Plan does not identify any additional land for further growth. This allows for a period of consolidation as significant infrastructure and city shaping projects, such as the town centre upgrade, are completed to support the growing community. Importantly, planning for significant new infrastructure during this period should take a strategic view, acknowledging the potential for further growth opportunities to be identified over the long term.

Murray Bridge provides significant long-term growth opportunities. The city has existing capacity for an additional 8,000 houses, and new growth areas identified in this Plan have the potential to establish it as one of Greater Adelaide's largest satellite cities.

Future investigations required:

- Aboriginal values and heritage –Early engagement with Prescribed Body Corporates and further investigations to occur prior to any rezonings within these growth areas.
- Alignment of employment land, job and economic considerations prior to rezoning of additional residential land in the long term.
- Transport planning work to rationalise and develop long-term infrastructure improvements that will meet expected future travel demands associated with growth.
- The provision of supporting physical and social infrastructure will play a major part in the ability of this region to manage sustainable growth.
- Potential impacts on the viability of primary industries - Interface management between primary production and other land use types at the edge of growth areas.

Planning for new master planned communities

Well-located and planned growth areas can provide high-quality, affordable living options when they are:

- Connected to transport and have access to employment.
- Provided with good community infrastructure such as recreation, health, and education facilities.
- Well designed to provide more diversity and housing choice, local retail and services, high-quality open space, streets and pedestrian networks.

Not all greenfield growth areas can or should be rezoned and released at once. Growth areas need to be prioritised based on demand and the cost to deliver infrastructure and services. As more detailed long-term infrastructure planning is completed by government infrastructure agencies and utilities providers, the Plan will be updated to reflect prioritisation of growth areas to match how our population grows. The Plan, when used together with the Land Supply Dashboard, will closely track Greater Adelaide's growth and provide a lead indicator of when new supply is needed.

The prioritisation of land will take account of the lengthy process to undertake the planning required to turn unused or under-utilised land into an urban area.

Where suitable to do so, the government will use deferred urban zoning to ensure the upfront planning work is completed and only switched to an urban zone when the supply is needed, and the infrastructure and services can be delivered in a cost-effective manner. This will occur via a fast-tracked process to turn on the supply (from deferred urban to urban) when it's needed and informed by robust planning investigations.

New performance outcomes for master planned communities

New performance measures will be established in the Code to guide the planning and development of master planned communities to promote Living Locally, including:

- Street and subdivision patterns that make walking easier and provide direct routes to shops, services, transport and open space.
- Environmental sustainability performance such as lot orientation.
- Inclusion of active and public transport infrastructure within new neighbourhoods to avoid the future cost and inconvenience of retrofitting safe spaces for pedestrians and cyclists.
- Minimum housing density and diversity targets, and housing diversity targets around activity centres, open space and transport to make service viable.
- Providing affordable housing near facilities, services, and transport to enable affordable living.
- Incentives to provide Missing Middle housing.
- A network of connected open spaces and meeting greening and tree canopy targets.
- Providing land for employment uses and accessible activity centre and retail development.
- Planning for new infrastructure, including social infrastructure based on established thresholds.

Environment and Food Production Areas

There is legislation in place to manage the growth of Greater Adelaide's peri-urban areas, in the form of the Environment and Food Production Areas (EFPAs), and the Character Preservation Districts (CPDs) in the Barossa Valley and McLaren Vale. Areas subject to EFPA or CPD legislation cover approximately 90% of the region. These areas are precluded from being subdivided for residential development.

The EFPAs were introduced in 2017 as part of South Australia's new planning system, to protect the region's primary production land, environment and natural resources from urban encroachment.

The Plan identifies sufficient land to accommodate overall growth over the next 30 years. However, as there are limited options for where the greenfield growth can occur, much of the land identified for medium to long term greenfield growth is within the EFPA.

Table 3 lists the number of hectares identified in 2024 for residential growth within and outside of the EFPAs.

Table 3 Additional land identified in Greater Adelaide for growth (hectares, 2024)

Growth area	Land within EFPA	Land outside EFPA
Two Wells	1,281 ha	0 ha
Riverlea	0 ha	916 ha
Roseworthy	3,967 ha	0 ha
Kudla	0 ha	1,380 ha
Angle Vale	0 ha	110 ha
MacDonald Park	0 ha	190 ha
Victor Harbor	522 ha	176 ha
Goolwa	311 ha	67 ha
Murray Bridge	1,243 ha	1,489 ha
Totals	7,324 ha	4,328 ha

There are future growth areas, such as Roseworthy, that are currently within the EFPA that would be logical to expand as infrastructure investment is occurring right now.

These areas for growth were identified after consideration of many factors through a multi-criteria analysis, including the opportunity to harness infrastructure investment by the state, and will still need to undergo the rezoning process. Other areas will not be supported to be removed from the EFPA, such as the Virginia Triangle and areas of scenic beauty and environmental value.

Any proposed changes to the EFPA must be underpinned by evidence about potential impacts on the viability of primary production. Further investigation on interface matters, particularly what impact urban development may have on adjoining farming land (noise, dust, odour, spray drift), will be undertaken during the structure planning process.

A key initiative of the government's Housing Roadmap is to ensure there is an appropriate supply of serviced land to meet both current and emerging housing demand. In particular, there is a need to ensure there is an adequate supply of not just zoned, but development ready (serviced), residential land.

A short-term action of the Plan is to prepare a schedule of areas to be considered for removal from the EFPA during future reviews to ensure a rolling supply of zoned and development-ready land. This will be included in the first update to the Plan. Prioritisation will be based on orderly growth and transparency of infrastructure costs to the community.

Rezoning and development process overview

The development process takes time to do well, and the steps involved are outlined below:

New reforms. New timeframes

Total 36 - 63 months

Code amendment process
(initiation to finalisation)

6 - 9 months

Land division application
(documentation, assessment and approval)

6 - 12 months

Engineering approval
(documentation, assessment and approval)

3 - 6 months

Civil and landscape works
(infrastructure, development and titles issued)

6 - 12 months

Dwelling construction
(dwelling approval and construction)

18 - 24 months

An overview of how new growth areas will be planned and delivered is provided in Implementation and Delivery section.

Source: Brad Griffin Photography - Glenside

Character Preservation Districts

Urban development within the Character Preservation Districts (CPDs), covering the region's prime food and wine regions, is restricted by the *Character Preservation (Barossa Valley) Act 2012* and the *Character Preservation (McLaren Vale) Act 2012*. Planning policy and development assessment requires consideration of the special character of the district in terms of heritage attributes, scenic landscapes and important economic contribution through viticulture, agriculture, tourism and value-adding products.

The Plan does not identify any residential development within the CPDs, aligning with this character preservation legislation and the directions in State Planning Policies 21 and 22 that relate to Special Legislative Schemes. Future reviews of the EFPA boundaries will not affect the operation of the CPDs.

Township growth

Smaller townships in Greater Adelaide do not experience the same growth pressures as the suburban fringes of metropolitan Adelaide. Well-planned, modest expansions can provide a source of local housing options on land outside of the EFPAs and CPDs that do not have high agricultural, environmental or landscape value. This includes land adjoining key townships such as Strathalbyn, Normanville, Middleton, Woodside, Kapunda, Freeling, Mallala and Dublin.

These townships are generally not currently well-serviced by regional-scale transport or social infrastructure and these limitations should be considered when local area planning for these townships is undertaken. During preparation of Local Housing Strategies, councils are encouraged to investigate where land for future growth is best located as a key input for future regional plan amendments or Code amendments.

Actions – Greenfield and Township Development

Title	Action description	Timing	Lead	Spatial application
Structure Plan Kudla	Prepare a structure plan for the Kudla Growth Area in partnership with the Town of Gawler and City of Playford, including investigation into the open space network and future infrastructure requirements. Initiate a Regional Plan Amendment to integrate into the Greater Adelaide Regional Plan and Infrastructure Scheme to inform Code Amendments.	2 Years	DHUD	Kudla growth area
Investigation Performance Measures for Greenfield Development	Review policy relating to new greenfield development including the Master Planned Neighbourhood Zone and Land Division General policies to establish performance measures for new communities - including minimum housing diversity targets, accessibility to shops, transport and services, environment sustainability standards and open space provision.	3 Years	DHUD	Region-wide
Investigation Greenfield Growth	Identify a greenfield growth schedule of priority locations to be considered for removal and retention from the Environment and Food Production Area (EFPA), to inform future reviews of the spatial application of the EFPA, adopting and incorporating any amendments made to EFPA legislation.	2 Years	SPC	Region-wide

Housing diversity and affordability

Long-term strategic objectives:

1. Increase opportunities for well-located and well-designed housing to provide housing choice, considering the housing needs for the full range of human diversity, such as age, disability, gender and culture.
2. Support diverse housing forms and tenures in a range of zones, including the sensitive integration into established neighbourhoods, and up-front consideration of housing diversity in new master-planned communities.
3. Affordable and social housing is facilitated through a range of measures, including incentives such as density and height bonuses.
4. Existing buildings are adaptively re-used for new housing, including commercial, industrial and heritage places.
5. Ensure all future design guidelines reference matters related to disability inclusion and access.

One of the ways planning can help with housing affordability is to facilitate policy settings that encourage a mix of housing types and sizes across all areas of Greater Adelaide, better matching housing needs and preferences to different demographics.

The ongoing trend for detached housing, typically with three or more bedrooms, does not necessarily match the needs of the increasing number of smaller households.

There are also accessibility, inclusion and community resilience benefits to diverse housing policies that aim to address housing insecurity and affordability. These policies not only affect housing circumstances but are likely to contribute to reducing other types of insecurities in family life, self, health, finances and employment.[13]

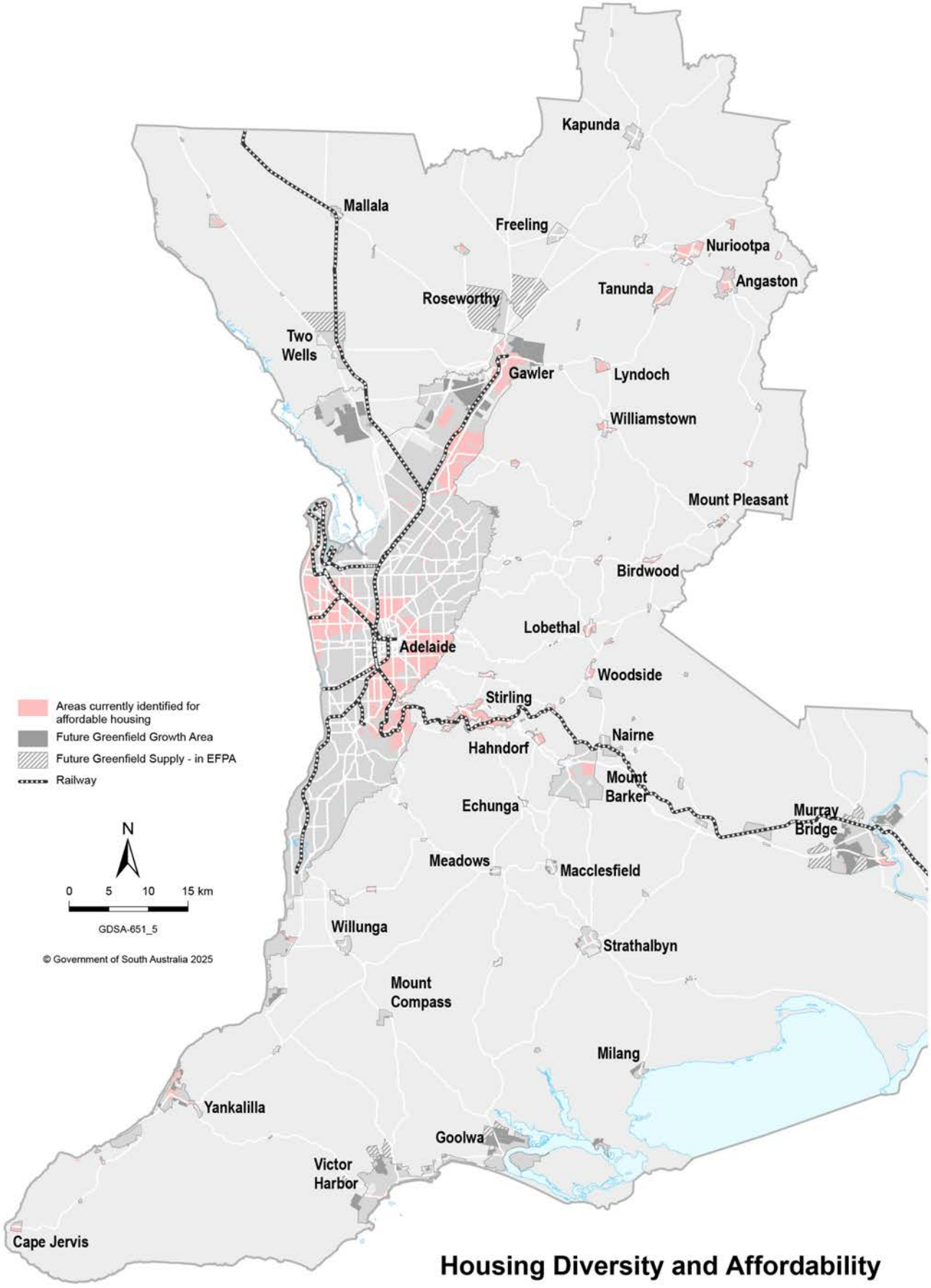
It is recognised that older single women are at greater risk of housing insecurity than those who are partnered or living in multiple income households.[14]

The government's *Improving Housing Security for Older Women Recommendation Report*, the *South Australia's Plan for Ageing Well 2020 – 2025* and the *State Disability Inclusion Plan*[15] aligns three broad themes with respect to housing need:

1. Accessible supports that make existing homes more flexible to people's changing needs and wants over time.
2. Models and options for creating homes that suit a greater diversity of needs and aspirations.
3. Affordable and accessible homes.

The Plan works towards providing diverse and adaptable housing across the region for different needs, incomes, stages of life and lifestyle choices close to existing support networks. With an ageing population, there is a focus on providing older people with more opportunities to age-in-community. Young and low-income persons also need the opportunity to get their foot on the housing ladder in a variety of locations. The Plan also seeks to remove or reduce planning policy barriers for the provision of social housing and services for a wide range of diverse and vulnerable groups.

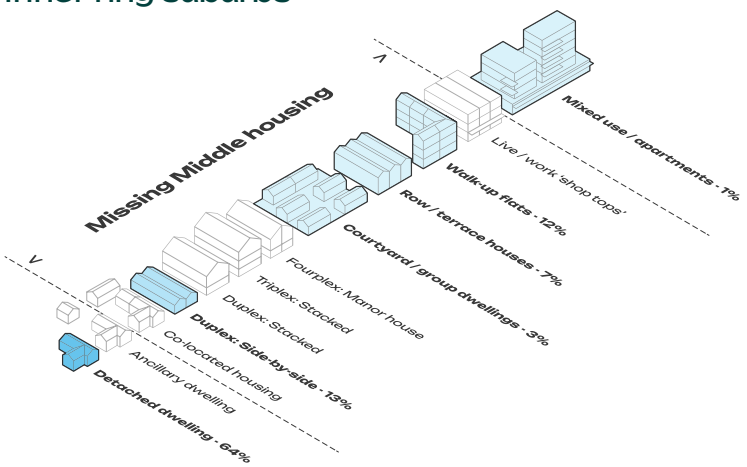
A review of policy settings is needed to promote greater choice and to support the supply of diverse and adaptable dwellings that cater for changes within a household over its lifecycle.



Housing Diversity and Affordability

What we have

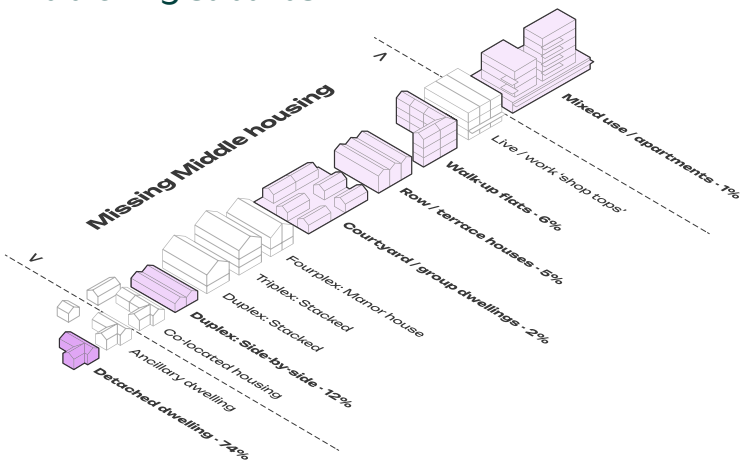
Inner ring suburbs



Current housing across inner Adelaide

- Detached dwellings represent 67% of housing stock
- Dwellings not coloured represent <1% of housing stock
- 67% of dwellings are 3 bedroom or more
- 37,000 excess bedrooms after allowing 1 spare room per household

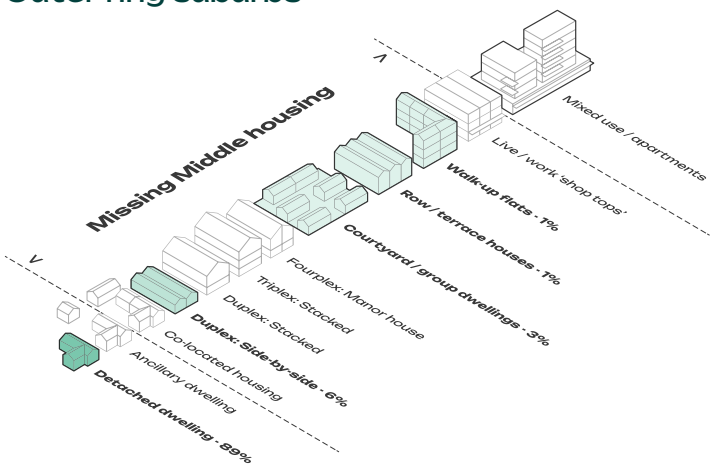
Middle ring suburbs



Current housing across middle Adelaide

- Detached dwellings represent 74% of housing stock
- Dwellings not coloured represent <1% of housing stock
- 79% of dwellings are 3 bedroom or more
- 145,000 excess bedrooms after allowing 1 spare room per household

Outer ring suburbs



Current housing across outer Adelaide

- Detached dwellings represent 89% of housing stock
- Dwellings not coloured represent <1% of housing stock
- 87% of dwellings are 3 bedroom or more
- 109,000 excess bedrooms after allowing 1 spare room per household

What we need

Missing Middle housing

Between the large, detatched housing and mixed-land use apartments that make up the current housing mix across Greater Adelaide, Missing Middle housing offers a variety of alternative options that provide greater choice to meet the needs of a wide range households, life stages and lifestyle choices.

Missing Middle housing includes co-located houising, duplexes, triplexes, fourplexes, fourplex 'manor houses', courtyard housing, terraces and small scale apartment buildings.

These housing types have the potential to provide more affordable and diverse options than detatched houses but are smaller than larger mixed-use developments located along transport corridors or in activity centres.

While some of these housing types already exist, with examples scattered throughout the older inner suburbs, they are wildly under-represented within the Greater Adelaide region, particularly in middle and outer areas.

We need to increase the amount of Missing Middle housing types across all parts of Greater Adelaide so we can increase our housing supply and choices at a low-rise scale. The change in urban form will also help address the challenges of achieving walkability, public transport, living local and ageing-in-community.

Missing Middle housing is like having a variety pack of housing choices in the neighbourhood instead of a one-size-fits all option. It allows for more people to live in desirable areas in well-designed and affordable housing, increases the supply and variety of housing in established areas and promotes walkable neighbourhoods.

Ancillary Dwelling

Co-located Housing

Duplex - Side-by-side

Duplex - Stacked

Triplex

Fourplex: Manor House

Courtyard Dwellings

Row/Terrace Houses

Walk-up Flats

Live/Work ‘Shop Tops’

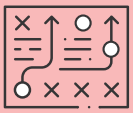
Source: Heart Foundation and Sweet Lime Photo

Certainty and incentives for more diverse housing

In the last decade, new housing products have emerged, including a new generation of multi-level apartments in urban corridors and larger urban infill sites. The adaptation and conversion of character homes into multiple units, and the development of secondary or co-located houses with their own secure tenure can provide housing options that are universally designed, affordable and supportive of ageing-in-community.

Continuous policy monitoring, reform and refinement is required to facilitate new housing products to meet changing needs and preferences in the community. Policies for better designed apartments and other diverse housing options are also needed to:

- Provide clear and consistent assessment pathways to encourage a range of smaller housing types.
- Provide greater flexibility in design requirements, such as allowing for reduced apartment size where high-quality communal amenities and facilities are provided, while ensuring design quality for smaller apartments.
- Maximising opportunities for retirement living and supported accommodation in strategic locations.



There are several Missing Mid dle housing p roducts that can be developed but do not have clear assessment pathways in the planning system. This reduces certainty to landowners, builders and developers about the abilit y to obtain approval for these types of houses, where they can be developed and ho w they should be designed.

These Missing Middle products include quadplex / manor houses, triplex and stacked duplex housing. New design criteria and assessment pathways will be established and incorporated into the Code to facilitate these housing types in appropriate areas.

Housing div ersit y in gr eenfield ar eas

New master-planned communities are an important supply of affordable housing. The outer ring suburbs of Greater Adelaide have a limited mix of housing choice. Detached housing represents 90% of the housing stock in these areas and is the primary housing type developed in new estates. Other forms that are more suited to older, single or younger people on lower incomes are less represented. Duplex housing, group or courtyard housing and other types such as townhouses and apartments only make up less than 1% of the housing supply in these areas.

A diverse mix of housing in new master-planned communities can also support more sustainable access to social infrastructure and services as they are able to maintain a range of services for different groups, for example, schools or services for ageing.

New performance mea sures will be es tablished in the Code to guide:

- Minimum housing density and diversity targets, and housing diversity targets around activity centres, open space and transport to make services viable.
- Providing affordable housing near facilities, services, and transport to support affordable living.

Supported and retirement living

By 2036, a quarter of all South Australians will be aged 65 and over and a fifth aged over 85. This will significantly increase demand for housing suited to an ageing population.

Many older people will choose to live in their current neighbourhoods where family and social networks exist, which will increase demand for smaller, well-designed and affordable housing types, or new models such as co-living. This will also significantly increase demand for retirement villages and supported accommodation (such as residential aged care). There are a range of emerging trends resulting from this demand including:

- More demand in established areas where there is an ageing population and where people want to age within their existing community.
- Higher density living is often proposed in well-serviced, established neighbourhoods which require good planning and design to manage height, form and the interface with surrounding properties.
- Incorporating non-residential services that support wellbeing and reduce social isolation such as consulting rooms, gyms, small-scale cafes and retail. These are particularly important in higher density facilities and may also provide services to the broader local community.

The following planning policy changes will be investigated to support the retirement living and other aged housing, such as supported accommodation:

- Ensuring clear and consistent pathways that support higher density retirement and supported accommodation in well-located sites.
- Managing the interface and design with more sensitive uses.
- Incentive policies to encourage the supply of affordable retirement living.
- Reviewing car parking requirements considering lower car ownership.
- Allowing a range of supporting land uses such as consultation rooms, community facilities and retail that service residents, but also provide access to the local community to assist fostering access to services and a better sense of neighbourliness.
- Considering the need for retirement and supported accommodation when structure planning for greenfield growth areas.

Affordable housing

The government is committed to the delivery of more social and affordable houses, more affordable rental opportunities, and more support for people to buy a home. Affordable housing is priced to cost people no more than 30% of their gross income if they are on a low or moderate income.

The Department for Housing and Urban Development has a dedicated role to overview policy development related to the viable delivery of affordable housing. This will enable coordination across all key agencies and stakeholders to identify and develop solutions to ensure that developers are able to feasibly deliver affordable housing targets.

To increase affordable housing supply, the Affordable Housing Overlay seeks developments of at least 20 homes or allotments to deliver 15% or more affordable housing. The overlay provides incentives through dispensations for planning requirements, such as minimum site areas, car parking and building heights, where affordable housing is proposed. The overlay currently only applies to approximately 55% of residential areas within the Greater Adelaide region.

A Code amendment will be initiated to broaden the application of the Affordable Housing Overlay to all residential areas in the region, along with options for an accompanying Affordable Housing Offset Scheme for situations where land economics prevent the establishment of affordable housing. This will allow payment into an offset fund that will be used to deliver more social housing where it is needed most.

The Code provides a range of incentives to encourage affordable housing, providing dispensation from policies setting minimum envisaged site areas, car parking and building heights where affordable housing is proposed. These policies require further review to ensure that they are facilitating affordable outcomes and providing appropriate housing and design outcomes.

Social housing

Social housing is the umbrella term for public and community housing.

The South Australian Housing Trust (SAHT) provides public housing services as part of the greater social housing support system. Public housing provides housing to those most in need in our communities, and who are at greatest risk of becoming homeless. The SAHT delivers a range of public housing services, including low rental housing options and housing for Aboriginal peoples.

The SAHT now sits within the Department for Housing and Urban Development to enhance the development of sustainable strategies to grow and regenerate public housing stock and renew the focus on delivering public housing, rental support, affordable housing and renewal of suburbs.

Other social housing options include community housing, which is provided and managed by not-for-profit organisations independent of the government. They have strong links to their community and provide housing to specific groups in the community.

The government is committed to supporting and investing in the growth of a diverse multi-provider social housing system through ongoing support for the not-for-profit community housing sector. This sector is a key partner in delivering affordable rental and purchase housing outcomes.

The Planning and Design Code supports SAHT or Community Housing projects with a streamlined assessment pathway in many zones with the application of the Housing Renewal policy module.

Source 2 Social Housing | SA Housing Trust

Adaptive reuse

Adaptive reuse is the process of repurposing existing underutilised buildings and structures for new and ongoing functions. Adaptive reuse can offer sustainable, cultural and place-making benefits and support the retention of buildings of state heritage significance and local character, as well as those buildings that are currently underutilised.

The current planning system has made significant progress in supporting the adaptive reuse of existing buildings through recent amendments to building standards, as well as policy improvements and incentives through the Code.

To facilitate greater adaptive reuse of heritage places, amendments to the Code are required to allow a broader range of possible land uses for heritage places than those currently listed in the relevant zoning.

Actions – Housing Diversity and Affordability

Title	Action description	Timing	Lead	Spatial application
Code Amendment Affordable Housing	Initiate a Code Amendment to broaden the application of the Affordable Housing Overlay to all zones that envisage residential development, including neighbourhood, township, settlement, and activity centre type zone, and provide options for an accompanying Affordable Housing Offset Scheme to increase supply of affordable and social housing.	1 Year	DHUD	Region-wide
Investigation Missing Middle Housing	Investigate planning and non-planning mechanisms (including infill design guidelines and amendments to the National Construction Code) that have potential to facilitate a broader range of missing middle housing.	3 Years	DHUD	Region-wide
Code Amendment Accommodation Diversity	Finalise the Accommodation Diversity Code Amendment to provide greater flexibility in housing design and choice. The Code Amendment seeks to: • review various housing typologies to identify policy gaps • consider policy applying to apartment-type housing to provide greater flexibility in design requirements • ensure student accommodation policy is up to date and contemporary • review how affordable housing policy applies to apartment-type housing; and • ensure policies guiding retirement facilities and supported accommodation are up to date and contemporary.	1 Year	DHUD	Region-wide
Code Amendment Infill Design Quality	Investigate amendments to the Planning and Design Code to refine guidance for general infill and improve design quality, including policy relating to car parking, private open space, storage, stormwater management and landscaping, and initiate a Code Amendment(s).	2 Years	DHUD	All neighbourhood-type zones

People, housing and liveability

Outcome 2: Liveable, accessible and inclusive communities

Liveable, accessible and inclusive communities are those that are resilient, healthy, attractive and safe for everyone to move around. Liveable communities are most successful when they are inclusive, and all community members feel a strong sense of place and belonging.

Adelaide regularly ranks highly on global liveability and quality of life ratings. However, a more concerted effort is required to make sure all community members experience a high-quality built environment and can actively participate in the community.

This includes the design of neighbourhoods, proximity to shops, services, employment and education opportunities, the range of housing types and tenues, and the accessibility of roads, footpaths and open space.

A predominance of large, detached housing presents difficulties in adapting to more compact forms of living that is needed for Living Locally neighbourhoods, in particular, walkability and public transport provision. This highlights the need to encourage a broader range of dwelling types and dwelling sizes in both greenfield and infill locations.

Strategies and actions for housing diversity and affordability can be found in Outcome 1.

State Planning Policy 2 promotes best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design and Crime Prevention Through Environmental Design.

Universal design refers to the design of buildings, places and spaces to be usable by all people of different ages and abilities over time, to the greatest extent possible, without the need for adaptation or specialised design. Over the course of our lifetime, what we need from our neighbourhood may also change and evolve, driven by our own or our family's emerging needs and the lifestyles we choose to lead.

The quality of open public spaces greatly affects opportunities for recreation, social connection and cultural enrichment. These important factors combine to affect the health and wellbeing of individuals and communities.

While most people live in metropolitan areas, many are still drawn to the more relaxed lifestyles that are still possible in the townships that remain the beating hearts of our regional communities.

We need to protect those areas of special character and continue to provide for the management or conservation of land, buildings, heritage places and areas. The enduring, living, spiritual and cultural connection to the land by South Australia's First Peoples is recognised and acknowledged as an essential part of our cultural heritage. This is what makes Greater Adelaide unique and reflects the diversity, defining features and key moments in our history, and contributes to the community's identity and sense of place.

Link: State Planning Policy 2 - Design Quality (Principles of Universal Design)

Regional open space and public realm

Long-term strategic objectives:

1. A Greater Adelaide Open Space System designed in accordance with the Open Space Principles (Figure 3) and includes green spaces, greenways and public space.
2. Recognise and protect Adelaide Park Lands as historically, culturally and environmentally significant while providing a range of recreation and sport facilities for the community.
3. Provide a diverse range of high-quality open spaces and public places within walking distance of all neighbourhoods, particularly in areas of growth and renewal.
4. Promote the ongoing establishment of Coast Park, River Torrens / Karrawirra Parri Linear Park, Brown Hill Creek, and create new linear parks, including a new Northern Park Lands, that increase recreation opportunities, enhance biodiversity, promote tourism, encourage cycling and walking, and assist with stormwater management.
5. Prioritise new open space in areas of low open space provision, low tree canopy, where biodiversity corridors can be created, or where it supports areas of planned growth.
6. Promote best practice in access and inclusion planning in the design of buildings, public realm, open space and sport and recreation facilities by applying the principles of Universal Design (Figure 4), Crime Prevention Through Environmental Design.
7. Establish and enhance regional open space and public places through state and local partnerships, and the investigation of new governance and funding models including investment from the Planning and Development Fund.

The role and value of public open spaces is becoming increasingly important as the densification within the existing fabric of our neighbourhoods and regional towns continues to increase. With an increasing number of new houses with smaller backyards, greater emphasis must be placed on proximity to safe, accessible, quality public open space that can support a range of activities and meet the changing needs and abilities of our diverse community.

Adelaide has the lowest percentage of public open space of Australia's capital cities, at about 10%, compared with 57% in Sydney, 40% in Perth, 22% in Hobart and 20% in Melbourne.[16]

This highlights the importance of determining criteria for identifying priority areas for new public open space to support equitable distribution, and space for increased tree canopy and other urban green cover. Public green space needs to be high-quality, accommodate multiple uses such as stormwater management, and be high performing across multiple outcomes.

Figure 3 - Open space principles

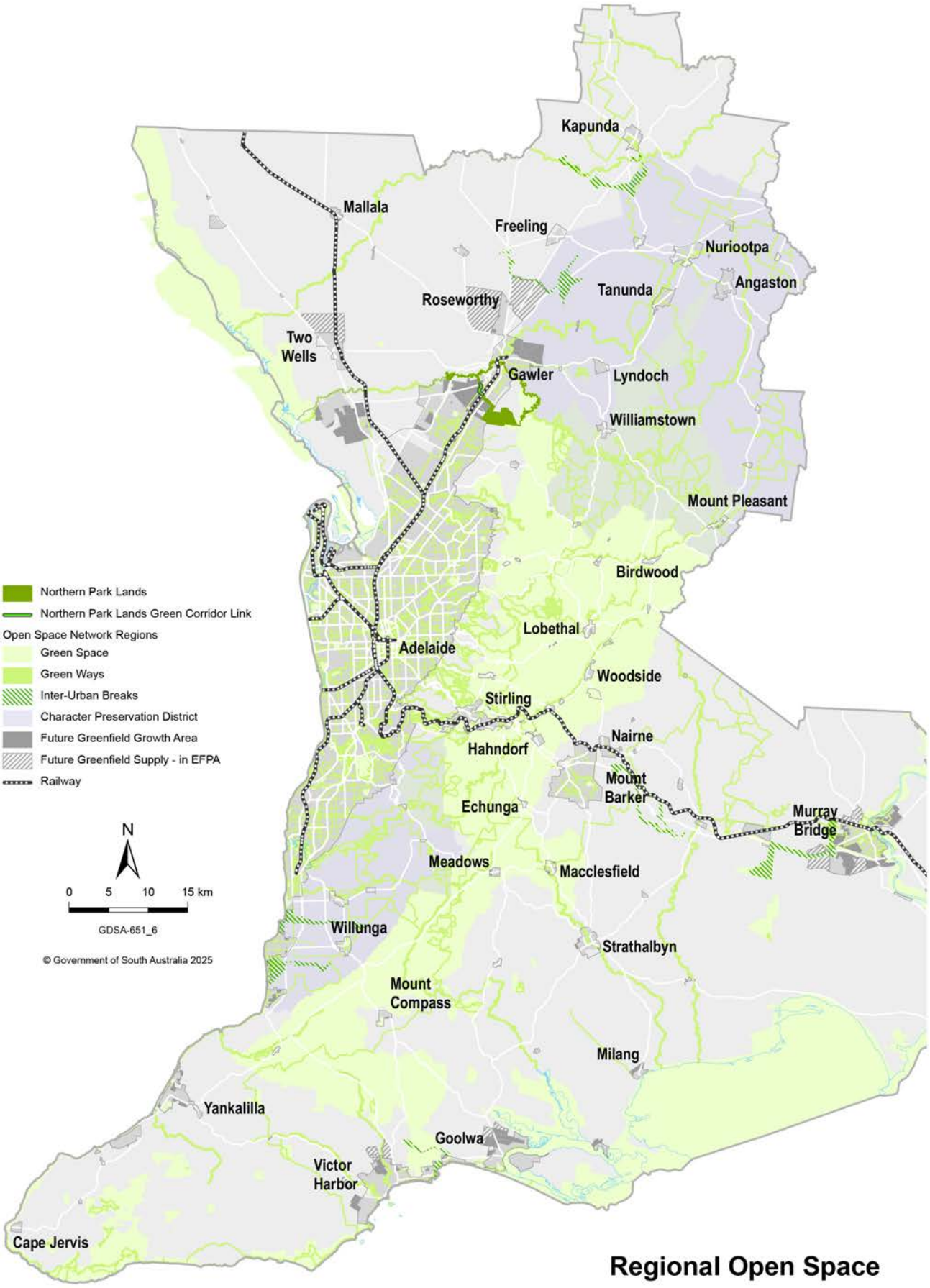
The Commission has established a set of principles to guide the development of the Greater Adelaide Open Space System:

Connecting people with nature and places

Creating open spaces for everyone

Building on Greater Adelaide's sense of place

Increasing Greater Adelaide's climate resilience



Regional Open Space

Greater Adelaide Open Space System

The creation of a second generation of parklands is a concept that has been in place since the 1960s and was originally referred to as the Metropolitan Open Space System, which furthered the original parklands established by Colonel Light's vision in 1836.

This generation of regional open space is now being reimagined as the Greater Adelaide Open Space System and is described in the Greater Adelaide Open Space Strategy.

The new Greater Adelaide Open Space System will include open space types at a regional level that recognise the existing natural systems and open spaces that together make up three typologies of open space:

Green space refers to land that is predominantly covered by vegetation or natural landscapes. They are characterised by the presence of trees, plants, grass and other forms of vegetation. Green spaces contribute to sustainability by improving air quality, reducing pollution, and supporting biodiversity and natural systems.

Greenways refer to a network of corridors that link people and fauna to open spaces and green spaces across Greater Adelaide. Greenways create safe opportunities for walking and cycling to public open space. They also link important natural systems, such as watercourses and biodiversity corridors to improve flora and fauna habitats.

Public space refers to accessible areas that are intended for local use by the community. They serve as gathering places and provide opportunities for social interactions, cultural events and civic engagement. They are typically owned and maintained by local government or public entities.

To support the Greater Adelaide Open Space System, the government is considering new coordinated governance and funding models to drive this new generation of regional open space.

Inter-Urban Breaks

The Greater Adelaide Open Space Strategy also outlines the concept of Inter-Urban Breaks to limit the impact of urban development and fragmentation of important natural areas, working agricultural landscapes and other green spaces. The purpose and function of each identified Inter-Urban Break is unique and responds to values, land uses and needs identified across the region.

The introduction of Inter-Urban Breaks will strengthen the Greater Adelaide region's open space network by providing breathing space between urban areas. It will also support new public open space, recreation and sport opportunities and help maintain natural ecological processes. The Principles of Inter-Urban Breaks (Figure 4) are expanded on in the Greater Adelaide Open Space Strategy.

Figure 4 - Principles of Inter-Urban Breaks

The Commission developed a range of principles for the Plan open space investigations to consider.

1. Inter-Urban Breaks are spatially and functionality defined through the identification of landscapes, environmental, cultural and economic values
2. Inter-Urban Breaks can protect open space, biodiversity, amenity, First Nations and European cultural and landscape values where they exist between major urban areas.
3. Inter-urban breaks can protect non-urban uses for example primary productions, forestry, nature based tourism in recognition of their contribution to the regional economy.
4. Inter-Urban Breaks can provide land for active and passive public recreation and ecosystem services where they exist and are in close proximity to population centres.
5. Inter-Urban Breaks support enhanced community and sub-regional identity and sense of place.
6. Inter-Urban Breaks limit further fragmentation of land holdings and restrict various forms of urban activity where inconsistent with identified values.
7. Inter-Urban Breaks are managed through a range of land uses, tenures and management practices which protect and enhance the identified values.

New Northern Park Lands

Located adjacent to the Kudla growth area, the Northern Park Lands will be a new interconnected network of linear parks that over time will provide a new green corridor loop of just under 40 kilometres, connecting the Hills Face to the Gawler River, via Karbeethan Reserve.

The Northern Park Lands will serve as vital open space for recreation, urban greening opportunities, new biodiversity habitats, and breaks between established suburbs and future well-planned communities. It will provide areas for regional sporting facilities, including the relocation of the South Gawler Cricket, Football and Netball Clubs, the co-location of other community facilities in this hub, walking and cycling links, play and fitness equipment, as well as passive open space. This is key regional-scale community infrastructure for everyone.

The Plan has a focus on achieving the Northern Park Lands as a state led action. This means through staged delivery, the Northern Park Lands will be one of the most significant investments in public open space in Greater Adelaide's history, totalling almost 1,000 hectares in size, which is approximately 32 per cent larger than the Adelaide Park Lands and more than two-and-a-half times the size of Central Park in New York City.

A short-term action of the Plan is for the government to prepare a master plan and confirm new governance and funding models for the establishment and ongoing maintenance of the Northern Park Lands. Structure planning and infrastructure agreements within the adjacent Kudla growth area will seek to align the development of the first new homes with the first stage of Northern Park Lands projects on government-owned land.

A new Northern Park Lands subzone will also be investigated to guide the appropriate land uses with the parklands, its integration with a new town centre and appropriate form and density of housing along certain sections of the parkland's edge.

Indicative artist impressions

Public realm

The public realm provides spaces for people to freely access, move between places and activities, and to enjoy recreation, meet with others or simply to be. A quality public realm not only contributes to quality of life and wellbeing, but also builds sense of place, attracts investment and economic development.

The public realm should be structured and designed in the context of adjacent buildings, their uses and its location in a wider network of public and private space. Layout and detailed design should support the function and amenity of streets, public spaces, public transport access and the interface with private property.[17] The permeability of the road network is an essential part of creating healthy neighbourhoods that promote cycling, walking and the use of other forms of active transport (See Local Transport Networks).

The public realm must also be attractive, inclusive and safe to be in. An inhabited and well-maintained public realm feels safe and encourages people to use spaces, and should:

- Incorporate Universal Design Principles to increase accessibility to support people with disability to fully participate in social, recreational, sporting, religious and cultural life.[18]
- Incorporate principles of Crime Prevention Through Environmental Design to enhance safety and amenity.
- Encourage more trees and water sensitive urban landscaping to reinforce neighbourhood character and create cooler, shady and walkable neighbourhoods. This is discussed further in Urban Greening and Cooling.

The PDI Act provides for design standards which can comprise technical specifications and policy responses to various elements of infrastructure and the public realm.

They can be used in conjunction with the Code for assessing proposed development and can also be used when assessing and costing infrastructure scheme proposals. A design standard can be applied in any spatial layer or any specific location in the Code or to an infrastructure delivery scheme to ensure the provision of infrastructure and the aesthetics of urban areas are aligned with community expectations and needs.

Design standards can be useful tool in the development of healthy walkable neighbourhoods as envisioned in the Plan. A short-term action of the Plan is to establish targets and measures to support the Living Locally concept, including consideration of proximity to open space, public transport, activity centres and walkability.

Local open space planning

Local area planning undertaken by councils to identify additional housing opportunities should also consider the spatial distribution, accessibility and quality of open space and identify opportunities to partner with the state to invest in open space and public realm linked to housing growth to support these growing communities.

The Planning and Development Fund (the Fund) operates under the PDI Act. Money paid into the Fund is derived from monetary payments in lieu of open space requirements for development involving the division of land into 20 or fewer allotments and for strata and community titles.

The PDI Act contemplates (in section 195) that the Fund may be used by the Minister for Planning for a variety of purposes including:

- The acquisition, management or development of land and property
- Providing assistance to councils in the provision and development of public land
- Payment of rates, taxes or other charges
- Other matters authorised by the PDI Act or Regulations as a purpose for which the Fund may be applied.

The Fund enables the government to adopt a state-wide approach to strategically implement good planning outcomes, which includes prioritising open space and public realm projects that support the objectives of the Plan. The Fund supports these initiatives by providing grant funding opportunities for local government through the Open Space Grant Program.

The Fund also supports the Community Infrastructure Program through projects that enable councils to deliver improved services and facilities, providing better access to high-quality open space to communities.

Contributions to the Fund should be redistributed to areas proportionate to the amount of development occurring; strengthening the connection of open space investment between the developments that result in payments into the Fund, and the communities experiencing the growth.

Actions – Regional Open Space and Public Realm

Title	Action description	Timing	Lead	Spatial application
Master Plan Northern Park Lands	Prepare a master plan and investigate governance and funding models for the establishment and ongoing management of the Northern Park Lands, with a view to apply these arrangements to other areas of the Greater Adelaide Open Space System, where appropriate, to support equitable access to quality open space.	1 Year	DHUD	Northern Park Lands

Aboriginal cultural heritage and values

Long-term strategic objectives:

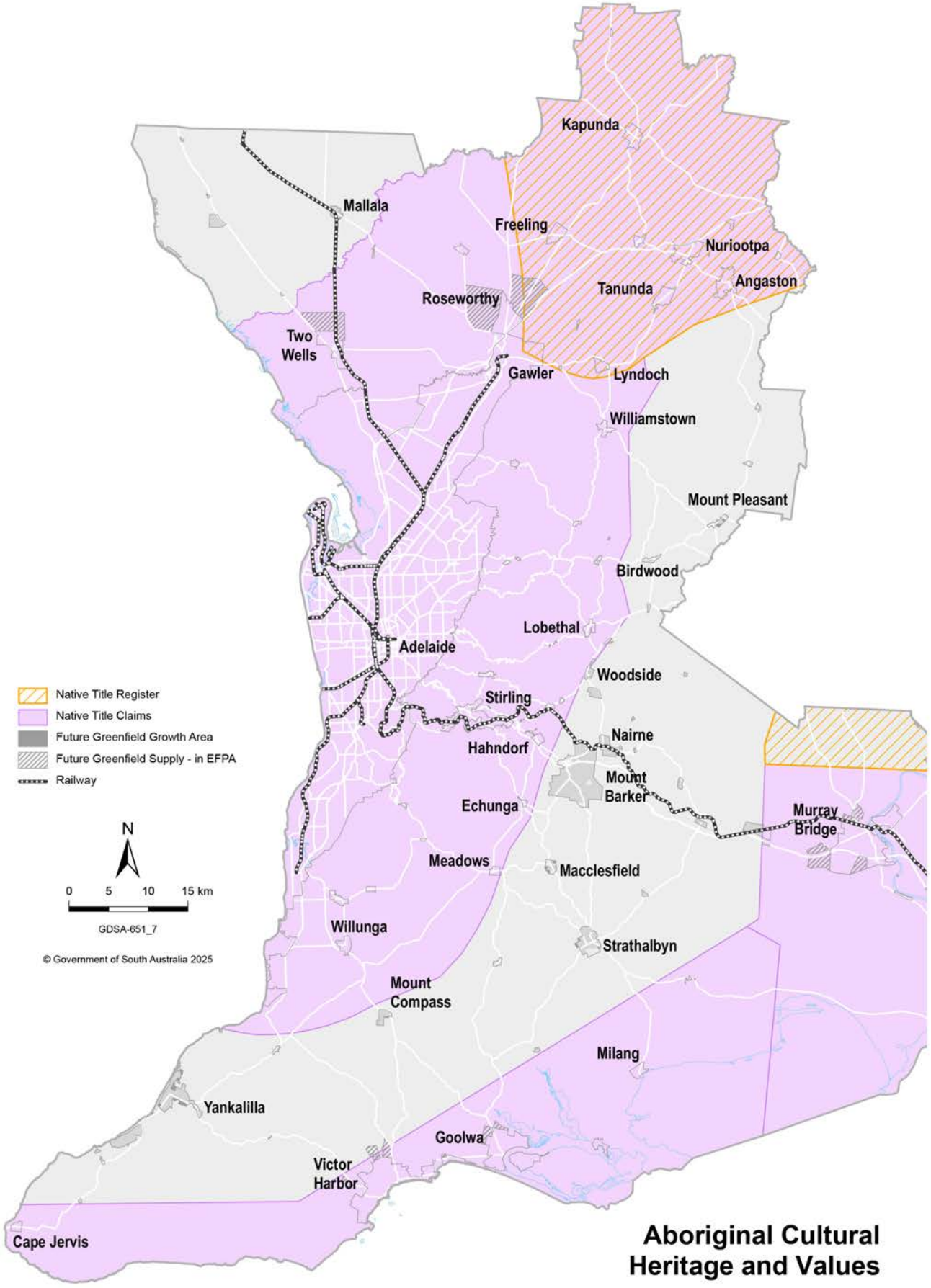
1. Aboriginal cultural heritage and areas of significance are protected for the benefit of current and future generations.
2. The Kaurna, Peramangk, Ngarrindjeri, Ramindjeri, Ngadjuri and First Peoples of the River Murray and Mallee should be engaged early and on an ongoing basis in land use planning processes about Country.
3. Recognise and value traditional knowledge in promoting sustainability, resilience, and healthier communities.
4. Investigate ways to ensure that First Nations groups perspectives, values, cultural information and intellectual property is respected and protected in planning processes.

Aboriginal peoples have lived on the land we now know as Greater Adelaide for thousands of years. The region is home to many Traditional Owner groups, each with a deep and ongoing connection to the land and waters within the region.

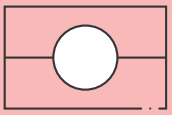
Pre-colonial Adelaide was a diverse landscape that included open plains between Adelaide and Port Adelaide, eucalypt forests along the River Torrens / Karrawirra Parri and woodlands in the Mount Lofty Ranges and abundant wildlife. Aboriginal peoples followed a complex system of land management and the reciprocal relationship between people and the land underpinned all aspects of life. In many ways, they are considered the First Planners of Greater Adelaide.

European settlement in 1836 brought about the destructive impact of colonisation, and dispossession of land and resources. Settlement included widespread land clearing, cultivation of the land, and introduced new species, forever changing the landscape and ecosystem.

The government has committed to a state-based implementation of the Uluru Statement from the Heart. This began with the implementation of a First Nations Voice to the South Australian Parliament. We can also look at ways to incorporate Aboriginal voices and cultural knowledge in the planning system through deeper engagement and partnership.



Aboriginal Cultural Heritage and Values



First Nations Voice to Parliament

South Australia's First Nations Voice is a representative, legislatively created elected body for Aboriginal and Torres Strait Islander people in the state.

The Voice is made up of 2 levels – 6 Local First Nations Voices and a State Voice.

Through the Voice, First Nations people can have their say at the highest levels of decision-making in South Australia on matters, policies and laws that affect them.

The First Nations Voice to Parliament is supported by the First Nations Voice Secretariat, located within the Aboriginal Affairs and Reconciliation division of the Attorney-General's Department.

Learn more about the First Nations Voice.

The Aboriginal Heritage Act 1988 protects Aboriginal heritage (including Aboriginal ancestral remains, sites and objects) from the impacts of excavation, damage, disturbance, or interference. Land use proponents are strongly encouraged to first talk about their plans directly with Traditional Owners, via Recognised Aboriginal Representative Bodies (RARB's) or, where there is no RARB, through relevant native title bodies and/or any relevant Aboriginal organisation or Traditional Owners of the area.

This should be done early to consider if impacts to Aboriginal heritage can be avoided, and before applying to the Minister for Aboriginal Affairs to obtain permission to impact heritage. Information about known Aboriginal heritage within an area and Aboriginal heritage groups who should be consulted, can be obtained through undertaking a search of the central archives. This will provide an indicative location of known Aboriginal heritage and contact details for Traditional Owner groups for the search area.

The planning system offers the opportunity to require the consideration of cultural heritage values of a site early in the development pipeline rather than after a Code amendment or development approval under the PDI Act.

When Traditional Owners are engaged early in the planning process, any adverse impact can potentially be avoided or better managed, which creates more certainty for all involved. This also provides an opportunity to build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities.

The Community Engagement Charter (Charter) guides public participation in the preparation of planning policies strategies and schemes, including any proposals to rezone land. The Commission recently updated the Charter with the aim to ensuring engagement is inclusive and respectful and highlights the need to consider appropriate opportunities for Aboriginal people to participate in planning decisions that affect them. Future guidance is required to ensure that all entities proposing changes to planning instruments including state agencies, private proponents and local government undertaken sensitive and respectful Aboriginal engagement about land use planning matters.

Where there is higher risk of impacting culturally significant sites and disturbing Aboriginal heritage, upfront cultural heritage surveys of these areas should occur with Traditional Owners to inform Code amendment proposals or impact-assessed development applications.

Aboriginal sites and objects

Certain landscape features are more likely to be Aboriginal sites and/or contain evidence of Aboriginal occupation. These landscape features pose a higher risk for the discovery of Aboriginal sites and objects.

Examples of some landscape features and the type of Aboriginal sites that they are often associated with are provided below:

- Clay pans, lakes, rivers and estuaries may contain stone artefact scatters, shell middens, rock art, campsites and stone arrangements.
- Rocky outcrops may contain quarries, rock art, rock holes, stone arrangements, ceremonial sites and stone artefact scatters.
- Dunes and sand hills may include stone artefact scatters, campsites and burials.
- Craters and sink holes are often cultural sites.
- Areas close to the coast may include campsites, stone artefact scatters, shell middens and burials.
- Areas close to creeks, rivers, watercourses, lakes, waterholes, rock holes, wells and springs.
- Areas which have been less developed, including parks, open land or road verges, may still contain artefact scatters or subsurface archaeological material such as burials and earth ovens.

Partnering with Aboriginal communities and applying Planning with Country principles in the structure planning and rezoning phases can help to create unique and responsive developments. Reading Country with Traditional Custodians will help to uncover the prominent parts of the cultural landscape that should be protected and embedded into the spatial planning. This might inform development orientation, open space network, road typologies, active transport network, density allocation and areas for protection. An integrated connecting with Country network is important in the early stages which will also help to avoid areas of cultural sensitivity and help to streamline cultural heritage processes in the proceeding stages.

It will also be important to continue to work with First Nations representatives to consider how cultural information and interests could be incorporated into planning processes to ensure that First Nations groups cultural information, values and intellectual property is respected and protected throughout planning processes, including working with representatives on cultural mapping (including tangible and intangible heritage).

Actions – Aboriginal Cultur al Heritage and Valu es

Title	Action description	Timing	Lead	Spatial applicatio n
Guideline Aboriginal Engagement	Prepare a guideline in collaboration with First Nations representatives to assist proponents of Code Amendments with the sensitive and respectful engagement of Traditional Owners and Aboriginal peoples, and update the Code Amendment toolkit.	2 Years	DHUD	Region-wide
Regional Plan Amendment Cultural Mapping	Amend the Regional Plan to incorporate cultural mapping to identify potential significant landscapes and other culturally significant areas in conjunction with First Nations representatives.	3 Years	DHUD	Region-wide
Guideline Planning with Country	Develop Planning with Country guidelines that support the integration of Aboriginal Knowledge in structure planning and rezoning proposals.	3 Years	DHUD	Region-wide

State and local he ritage

Long-term strategic objectives:

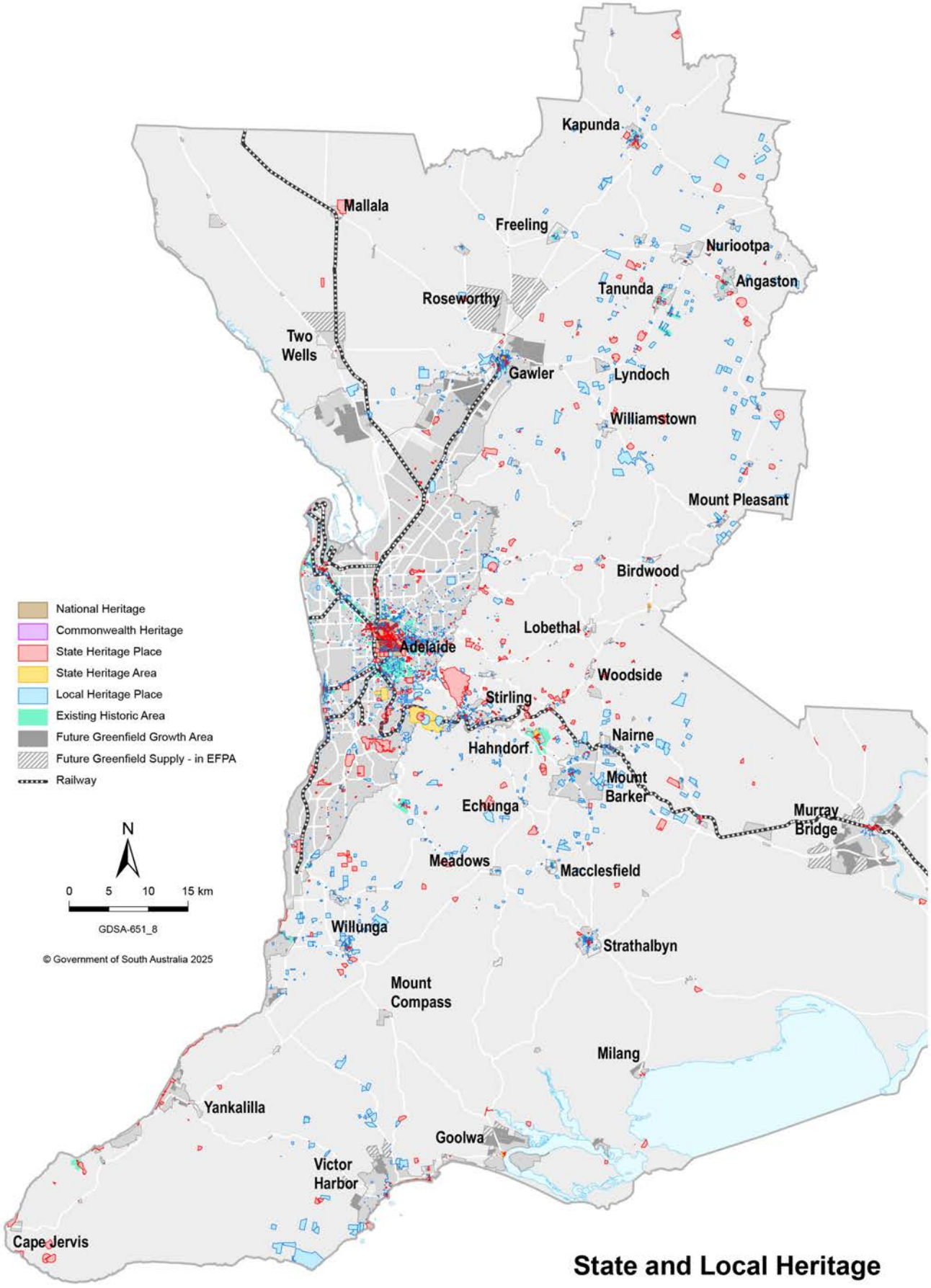
1. A legislative framework for heritage that provides consistency, clear governance responsibilities, supports expert advice in the decision-making process, enables transparency and accountability, and facilitates community engagement at the right time.
2. Maintain a comprehensive register of heritage places and areas with appropriate heritage protections.
3. Promote the use of the State Heritage Register, Statements of Significance, Conservation Management Plans, Heritage Standards and Guidelines that assist applicants and communities in understanding the values of heritage places and areas.
4. Promote the adaptive reuse of buildings that enhance areas of cultural or heritage value, capitalise on existing investment and/or contribute to vibrant and liveable places.
5. Promote the heritage values of National, State and Local heritage listed places.
6. Councils lead the identification and listing of local heritage places and historic areas to protect the local historical and attributes and themes that are important to local communities.

Greater Adelaide's built heritage reflects the diversity, unique features and key moments in our city's history, while contributing to our community's understanding of its sense of place and identity.

Heritage areas and pla ces are an essential part of Greater Adelaide's fabric. Conservation and protection of heritage places should be fund amental considerations of planning policy.

Greater Adelaide contains many historical places and areas that demonstrate a high-level of value and remain relatively intact. Some of these are of National Heritage significance, including the Adelaide Park Lands and City Layout, and the South Australian Old and New Parliament Houses, which are protected under the *Commonwealth Environment, Protection and Biodiversity Conservation Act 1999.*

There are also shipwrecks along the coastline of Greater Adelaide, which are protected under the *Historic Shipwrecks Act 1981*. Good examples are the Excelsior and Jupiter at Mutton Cove on the Lefevre Peninsula.



State and Local Heritage

State Heritage Places in South Australia are protected by specific heritage legislation, primarily, the *Heritage Places Act 1993*. State Heritage Places can include buildings such as Ayers House or Edmund Wright House, or areas such as Colonel Light Gardens, Port Adelaide, Belair National Park, Gawler Church Hill, Goolwa, Hahndorf and Mount Torrens, reflecting a range of heritage values that are of importance to all South Australians.

Local heritage is protected through the PDI Act. Transition of local heritage to the *Heritage Places Act 1993* is being considered by the government to bring all heritage protections under one legislative umbrella. This is a substantial piece of work that requires legislative and policy reform.

UNESCO World Heritage listing bid

A 2020 feasibility study that found that Adelaide and its Rural Settlement Landscapes were of high heritage value and worthy of addition to UNESCO's World Heritage List.

To prepare the World Heritage nomination documents, a consortium of councils and agencies are working with World Heritage experts.

Developing a proposed boundary of the World Heritage place will need solid research and stakeholder engagement to confirm the places and/or attributes that best reflect the early settlement patterns. The proposed World Heritage boundary will likely be limited to a series of smaller areas that already have a form of heritage or character protection.

Source 3 UNESCO World Heritage listing bid | City of Adelaide

The Code contains overlays that contains planning policies to reinforce historic themes and characteristics of heritage places and areas.

Representative buildings are referenced in Historic Area Statements, which underpin the Historic Area Overlay. They are buildings which display characteristics of importance to a particular area. The role of these buildings is currently under review to ensure their purpose is clear for assessment of development proposals.

With the introduction of the Code, opportunities for new instruments and tools were established. Heritage Standards have been prepared by Heritage South Australia in the Department for Environment and Water and are published in accordance with the PDI Act. They are a supplementary tool of the Code and are referenced in the State Heritage Area Overlay. Heritage Standards have been completed for the Colonel Light Gardens and Hahndorf State Heritage Areas, and the remainder within the Greater Adelaide Region are being completed.

To provide guidance to applicants and designers on key design considerations in historic areas, a set of design guidelines are being prepared by the Department for Housing and Urban Development. These can be adapted and implemented by councils based on the character and/or historic values found in their areas.
It is recommended that councils review Historic Statements for each Historic Area to ensure that they identify the important local attributes that collectively contribute to the historic value of each area. This is particularly important as Historic Statements are used in the assessment of development applications for Historic Areas.

Adaptive reuse

Adaptive reuse is the process of repurposing existing underutilised buildings and structures for new and ongoing functions. Providing flexible policies to allow the adaptive re-use of heritage buildings has a range of social, environmental and economic benefits.

It is recognised that adaptive reuse of underutilised heritage buildings, or the restoration of streetscape facades, is an important part of retaining and maintaining heritage in South Australia, and can play a major role in revitalising key precincts that reflect our cultural values and reinforce our sense of place.

Adapting older heritage buildings can bring challenges that stem from the building rules, as some buildings require upgrades to adhere to modern safety and accessibility provisions, and renovations to suit evolving business needs.[19]

The current planning system has made significant progress in supporting the adaptive reuse of existing buildings through recent amendments to building standards, as well as policy improvements and incentives through the Code, however it is acknowledged there is scope to better assist and enable this form of redevelopment.

To facilitate greater adaptive reuse of heritage places, a short-term action of the Plan is to investigate including a broader range of possible land uses for heritage places in all relevant zones and subzones in the Code.

Actions – State and Local Heritage

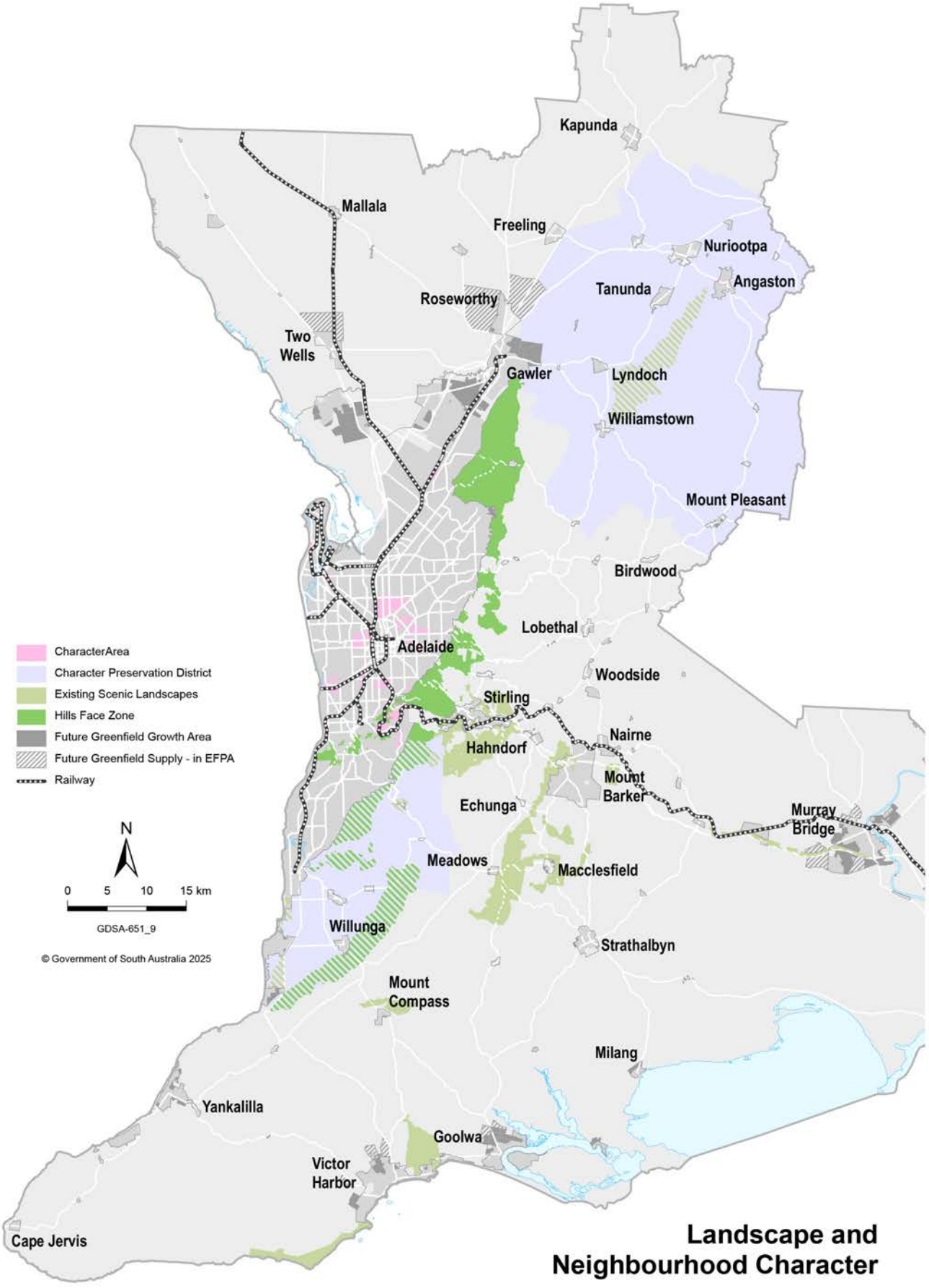
Title	Action description	Timing	Lead	Spatial applicatio n
Investigation Adaptive Reuse of Heritage Places	Investigate including a broader range of possible land uses for heritage places in the Planning and Design Code generally (i.e. across all relevant zones or subzones) to facilitate greater adaptive reuse of heritage places.	3-5 Years	DHUD	Region-wide

Landscape and neighbourhood char acter

Long-term strategic objec tives:

1. Recognise the unique character of areas by identifying their valued physical attributes in consultation with communities.
2. Promote a design-led response to development in character areas that is contextual and considers visual prominence, character integrity, common design attributes, and the desired streetscape setting.
3. Maintain or enhance the scenic amenity of important natural coastal landscapes, views and vistas.
4. Continue the protection of the Barossa Valley and McLaren Vale Character Preservation Districts by reinforcing their character values and supporting primary industries.
5. Protect Adelaide's Hills Face Zone as the natural backdrop to the Adelaide Plains while allowing for the correction of anomalies.
6. Investigate unified design approaches to suburban infill, retrofitting original housing, retaining and enhancing streetscape and urban tree canopies, and providing low-rise additions on residential blocks.
7. Provide additional housing opportunities ensuring that design is sensitive to, recognises and complements the important characteristics of a place.

The character of an area contributes to a community's sense of identity. All pla ces have character although the value placed on this character may vary. The concept of character can be applied to both natural landscapes and built e nvironments.



Landscape and Neighbourhood Character

Landscape char acter

Scenic rural and natur al landscapes fr aming Greater Adelaide's metropolitan area and townships co ntribute to both our community's sense of place and identity and support economic prosperity by attracting the visitor economy. Landscapes o f high scenic quality are safeguarded via a r ange of legislativ e or planning policies.

Good examples of this include the Character Preservation *(Barossa Valley) Act 2012* and the Character Preservation *(McLaren Vale) Act 2012*.

This legislation provides that the special character of the Barossa Valley and McLaren Vale is recognised, protected and enhanced while providing for the economic, physical and social wellbeing of the communities within the district. It restricts the creation of additional residential development in the rural areas of the district to halt urban sprawl to the south of Adelaide's built-up area, thereby seeking to provide for continued farming and primary production activities. Planning policy should reinforce character values so that development does not detract from the special character of the districts.

The special character of the districts should be considered in terms of the five character values identified in the legislatio n:

- The rural and natural landscape and visual amenity of the district
- The heritage attributes of the district
- The built form of the townships as they relate to the district
- The viticultural, agricultural and associated industries of the district
- The scenic and tourism attributes of the district.

These character values are reiterated in *State Planning Policies 21 and 22* that relate to Special Legislative Schemes.

The Barossa Valley and McLaren Vale Character Preservation Districts are defined in the Character Preservation District Overlay. Policies within this overlay relate to both the Barossa Valley and McLaren Vale, and the Commission is supportive of local government pursuing improvements to Code policies to reinforce their character values and support primary industries.

Learn more about the Character Preservation Districts in State Planning Policies - Special Legislative Schemes.

The Hills Face Zone is another example which has been protected through planning policies for some 50 years. It generally covers the area providing a green backdrop to the metropolitan area.

The primary objective of the Hills Face Zone is the preservation and enhancement of the natural values of the western face of the ranges and natural backdrop to metropolitan Adelaide. Any changes to the boundary of the Hills Face Zone should be limited to the correction of anomalies. For example, sites that are not highly visible from the Adelaide Plains, do not contain significant habitat, do not form part of the western slopes of the Mount Lofty Ranges, and are connected to the existing urban form.

Neighbourhood char acter

In defining neighbourhood char acter, it is important to understand the differences between neighbourhood char acter and heritage. Heritage is largely embodied in the fabric and setting of a building or place making the retention of this fabric important. Character is about the look and feel of a place and the relationship between the built form, vegetation, topography and other features.

Protecting character does not mean preventing development. It is about ensuring that design is sensitive to, recognises and complements the important characteristics of a place.

The character of local areas is generally protected and enhanced through policies within the Code. The Code includes the Character Area Overlay which is supported by Character Area Statements (Statements) that set out the characteristics of importance and what should be protected and complemented by new development.

The Commission is supporting councils in updating these Statements to ensure an appropriate focus on design that complements unique local character values. Representative buildings are referenced in Statements. They are buildings which display characteristics of importance to a particular area. The role of these buildings is currently under review to ensure their purpose is clear for assessment of development proposals.

Communities have been concerned that buildings within character suburbs can be demolished without assurance that replacement dwellings are complementary to local character, or that these allotments remain vacant. Tougher demolition controls are therefore proposed in character areas that only allow for demolition of a building once a replacement building has been approved. This is being investigated as part of the Expert Panel Implementation Program.[20]

Housing diversity in character areas

Character areas are generally located in inner metropolitan areas that are well-serviced, close to employment and amenities, but usually comprise detached dwellings on large allotments which are unaffordable for a large proportion of the community.

Given the location of these suburbs and their capacity to align with Living Locally, new approaches are required to provide additional housing opportunities within existing suburbs in a way that retains valued character attributes like low-rise built form, streetscape patterns and landscaping. To provide guidance to applicants and designers on key design considerations in character areas, a set of design guidelines are being prepared by the Department for Housing and Urban Development.

Co-located housing

The Commission, in partnership with the University of South Australia, City of Unley, Town of Walkerville, City of Campbelltown, City of Burnside, City of Prospect and Alexandrina Council, are looking to develop a new 'co-located' housing policy to introduce into the Code.

The policy encourages existing houses to be retained, altered and extended to create co-located housing, rather than demolished and the site subdivided for multiple homes. This allows more homes to be built in established residential suburbs, without impacting the existing character, heritage and streetscape.

It would also help preserve mature trees and established gardens, as well as build a greater sense of community, by providing shared open space rather than small private gardens.

While this new form of housing was conceived for older people wishing to downsize in their own community, co-located housing is expected to appeal to a range of South Australians looking for more diverse, small and affordable housing options. The model could be applied to other areas of the region in the future.

The proposed co-located housing model seeks to deliver critical housing options for smaller household types, responding to the ageing demographics of the state's population.

Actions – Landscape and Neighbourhood Character

Title	Action description	Timing	Lead	Spatial application
Code Amendment Co-Located Housing	Through the Future Living Code Amendment, establish co-located housing as a new housing typology envisaged in established neighbourhoods to facilitate delivery of new smaller housing options in conjunction with existing dwelling stock (and historic and character value) retention. At this stage, the Code Amendment is to apply to well-established neighbourhoods within six local government areas: • Alexandrina Council • City of Burnside • City of Campbelltown • City of Prospect • City of Unley • Town of Walkerville	1-2 Years	DHUD *(PLUS)*	Region-wide (or the 6 council areas)
Code Amendment Character Preservation Districts	Support local government in pursuing improvements to Character Preservation District Overlay and to initiate a Code Amendment to reinforce the character values in the Barossa Valley and McLaren Vale Character Preservation Districts, whilst supporting primary industries.	3 Years	DHUD	Character Preservation Districts
Guideline Character and historic areas	Prepare a template set of design guidelines for character and historic areas.	1 Year	DHUD	Region-wide
Review Hills Face Zone Minor Boundary Anomalies	Review the Hills Face Zone to consider minor boundary anomalies, subject to a definition of 'anomaly' being determined prior to doing so. DHUD-PLUS and the State Planning Commission will investigate a definition of 'anomaly' for consideration by the Minister for Planning.	2 Years	DHUD	Region-wide

Productive Economy

Outcome 3: A strong economy built on a smarter, cleaner future

Greater Adelaide contributes approximately 80% of South Australia's Gross State Product (GSP)[21], excelling at a range of industries including health and medical, technology, minerals and energy, food and agribusiness, defence and aerospace, and creative industries.

Greater Adelaide's continued economic prosperity relies on finding new and better ways of doing things and continuing to build on its industry strengths to climb the value chain.

The government is committed to developing a smart, sustainable and inclusive economy which is tailored for the future, ensuring everyone can enjoy a higher standard of living while attracting and retaining skilled workers. This forms the basis of the South Australian Economic Statement[22] (Economic Statement).

Top 5 Greater Adelaide employing industries

Source 6: ABS, 2021

Health care and social assistance

Retail trade

Education and training

Professional, scientific and technical services

Construction

There is a significant opportunity for Greater Adelaide to capitalise on the global green transition and build South Australia's talent. As an ambitious and capable state, support for a net-zero emissions economy will drive innovation and foster employment growth and competitiveness for the region.

The construction of AUKUS nuclear-powered submarines at the Osborne Naval Shipyard will exceed any major project in the state's history and will have flow-on effects across a range of other sectors including manufacturing, quantum technology and artificial intelligence. As the world becomes increasingly digitalised, South Australia has the opportunity to harness critical technologies to drive innovation, solve problems and attract investment to the state. To fully harness such innovations, provision of a robust digital infrastructure extending from urban hubs to peri-urban/regional areas is essential for equitable distribution of opportunity across sectors and sub-regions.

Greater Adelaide is internationally recognised as a reliable, safe and sustainable producer and exporter of premium fresh and value-added food and beverages, grown in a clean environment, using world-leading technology and practices. The region's tourism sector is also underpinned by the state's reputation as a world-class holiday destination offering unique experiences.

Investors and businesses seek clarity on government direction and priorities to enable the identification of opportunities and provision of greater security in key decision making, and the planning system has an important role to play in this regard. This can be achieved through a strategically planned supply of employment land, located where they can be connected to markets through priority corridors for freight, digital connectivity and other infrastructure, and to local industries to enable the exchange goods and services.

Employment lands

Long-term strategic objectives:

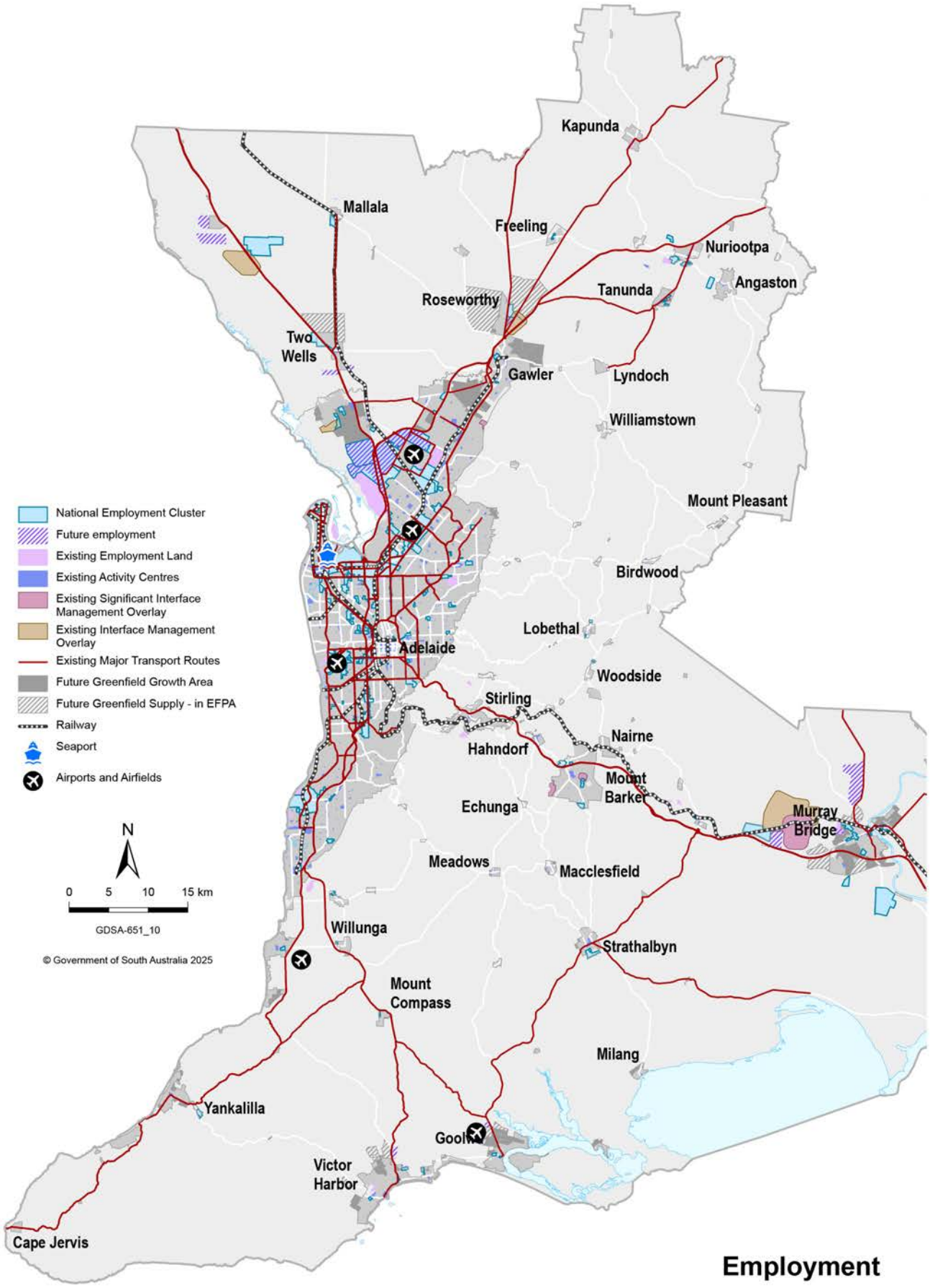
1. Provide sufficient land supply for employment generating uses that supports economic growth and productivity.
2. Support expansion and clustering of key economic growth areas.
3. Align infrastructure delivery at state and local government level to unlock vacant and underutilised employment lands.
4. Enable the regeneration of former or underutilised employment lands where a net community benefit can be achieved.
5. Develop integrated employment and residential mixed-use precincts where conflicts between land uses can be appropriately managed and a net community benefit can be achieved.
6. Allow for the preservation of local employment opportunities and population serving activities when considering rezoning proposals involving residential land uses, particularly in inner metropolitan suburbs.
7. Plan for future employment growth in greenfield and township growth areas to facilitate a greater level of employment self-sufficiency and accessibility.

The planning system plays a critical role in supporting the ambitions of the Economic Statement by ensuring enough serviced land is available to accommodate current and future industries, in the right location and serviced by infrastructure.

Historically, the term 'industrial land' largely reflected Adelaide's traditional activities linked to the manufacturing, storage and movement of goods, as well as key urban services including materials recycling, automobile servicing and repair, and building services.

Whilst traditional industries remain central to many employment areas, the economic shift towards service provision has broadened the range of activities, changing the requirements for access, amenity and infrastructure and reducing the need for a strict separation of uses.

Broad industry categories (BICs) have been created as a way of identifying an industrial employment precinct's strategic purpose and infrastructure needs, which then dictates the role and responsibility for network planning and delivery (Figure 5).


Kapunda
Mallala
Freeling
Nuriootpa
Angaston
Tanunda
Roseworthy
Two Wells
Gawler
Lyndoch
Williamstown
Mount Pleasant
Birdwood
Lobethal
Adelaide
Woodside
Stirling
Nairne
Hahndorf
Mount Barker
Echunga
Murray Bridge
Meadows
Macclesfield
Willunga
Strathalbyn
Mount Compass
Milang
Yankalilla
Victor Harbor
Cape Jervis
National Employment Cluster
Future employment
Existing Employment Land
Existing Activity Centres
Existing Significant Interface Management Overlay
Existing Interface Management Overlay
Existing Major Transport Routes
Future Greenfield Growth Area
Future Greenfield Supply - in EFPA
Railway
Seaport
Airports and Airfields
N
0 5 10 15 km
GDSA-651_10
© Government of South Australia 2025

Employment

Figure 5 - Broad Industry Categories

(Source: TSA Industrial Employment Land Strategy)

Strategic uses			Population serving
Traditional	Freight and logistics	Knowledge intensive	

Source: Renewal SA

Employment land supply and demand

Greater Adelaide comprises over 15,000 hectares of zoned employment land (2024), which is used for a range of employment activities spread across the above BICs.

Land is unevenly distributed across the region with over 50% located in the Inner North and Adelaide West regions, and the Inner Metro and Inner South areas accounting for just 3% of the total supply. Consumption rates across Greater Adelaide have been the highest in the Inner North, Adelaide West and Outer South, with little growth in other regions (see Context for more detail).

Based on the average annual consumption rate, zoned supply is likely to be exhausted within the next 15–20 years, despite over 13% of land being currently vacant with large amounts of this supply unavailable or not development-ready for the following reasons:

- Significant site works are required to bring land at Gillman to market. This will occur sequentially over the next 10 years and is therefore not all immediately available to market.
- Government-owned land along the Lefevre Peninsula is being set aside to accommodate uses and activities associated with AUKUS.
- A lack of enabling infrastructure, especially in precincts located on the outskirts of metropolitan Adelaide.
- Land being constrained by encroaching sensitive land uses.
- Land not being of a size or within a desirable location to meet needs.

Over a 30-year period, employment land projections indicate that close to an additional 5,000 hectares of zoned employment land will be consumed, resulting in deficits across most LSRs, as illustrated in the table below.

Land supply region	Current vacant land (ha)	Demand to 2051 (ha)	Gap between current and demand
Outer North	94 ha	956 ha	-862 ha
Inner North	439 ha	1,752 ha	-1,313 ha
Inner Metro	7 ha	48 ha	-41 ha
Adelaide West	846 ha	1,303 ha	-457 ha
Inner South	18 ha	89 ha	-71 ha
Outer South	361 ha	317 ha	+44 ha
Fleurieu Peninsula	33 ha	114 ha	-81 ha
Adelaide Hills	36 ha	116 ha	-80 ha
Murray Bridge	50 ha	46 ha	+4 ha
Northern Plains & Barossa	61 ha	184 ha	-123 ha
Total	1,945 ha	4,924 ha	-2,980 ha

Source 8: Employment Lands Background Report, TSA, 2024

With growing demand and a misalignment of supply along with known infrastructure issues, particularly in northern Adelaide, additional employment land must immediately be unlocked to respond to market demand, economic trends, emerging opportunities and key strategic issues. These are identified in the *Employment Lands Trends and Background Report (TSA, 2024).*

Figure 6 - Strategic Issues, TSA Report, 2024

Integration with the global economy

Support for delivery of strategic and economic objectives

Rapid population growth

Changing consumption

Shifting role of industrial land

Lack of planning certainty

Need to integrate infrastructure and land use planning certainty

Need for local government participation

The Plan r esponds to these issu es by:

- Providing clarity and certainty to landowners, investors and businesses by protecting existing employment land where it is needed.
- Aligning infrastructure delivery at state and local government level to unlock vacant and underutilised employment lands.
- Planning for new employment land in greenfield and township growth areas.

Adelaid e Central Business D istric t employme nt land

As South Australia's state capital, Adelaide is a major employer and economic driver, representing 18% of South Australia's GSP and generating Gross Regional Product (GRP) of around $22 billion (2021–22).

The Adelaide Central Business District (CBD) is the established and ongoing knowledge intensive economic cluster.

Between 2016 and 2021, the largest growth in workers in the CBD was in internet and digit al services, followed by professional, scientific and technical se rvices.

A high average annual growth rate in the employment size of the electricity, gas, water and waste industries has also been experienced, which is likely linked to recent population growth.

Similarly, the accommodation and food services industry experienced an average annual growth rate in employment of 8.6% between 2016 and 2021.

Source: City of Adelaide – Draft Economic Strategy (2024)

Protecting strategically significant employment lands

The Plan sets a framework, using the Industrial Employment Land Strategy for Greater Adelaide as its evidence base, to identify South Australia's most strategically significant employment lands. This is to reinforce their role, function and infrastructure needs and to clarify responsibilities for its planning and delivery.

The framework protects state significant employment lands, typically strategically important traditional industries and freight and logistics activities from incompatible development, supporting the expansion and clustering of key economic growth areas. These are identified as:

- State Significant Industrial Employment Precincts (SSIEP) – some of which are also identified as nationally significant.
- Prime Industrial Employment Precincts (PIEP).
- State Innovation Places.

Refer to the State significant and prime industrial employment precincts and State Innovation Places sections for more detail.

Locally important employment lands – population serving

Employment lands that are not identified as either SSIEP or PIEP are still important in serving the community and local economies. Inner metropolitan employment areas, however, are under increasing pressure to be rezoned given their proximity to the city and higher land values, which make it more attractive for residential and mixed-use development.

The conversion of employment areas to residential or mixed-use zones has the potential to displace currently functional population serving land uses in established areas. While these may be 'low value' compared with 'high value' residential uses, they service a local population or business network, which are required to assist in achieving the Living Locally concept.

The Plan provides a mechanism for a Net Community Benefit (NCB) assessment to be required for any Code amendment proposals seeking to rezone employment land to residential or mixed-use zones, where more sensitive land uses are envisaged and encouraged. While public interest considerations form the cornerstone of all Code amendment assessments, an NCB assessment assists in providing further evidence as to whether the loss of one type of land use (industrial precincts) to provide for another (residential and other mixed-use developments) represents a true net community benefit.

Local government also has a role to play in understanding local economies and developing employment land strategies to identify and enhance the viability of local employment lands and centres. These local priorities can assist in providing an evidence-base for an NCB assessment, to better support decision making around Code amendments relating to employment lands not located within an identified precinct.

Net Community Benefit assessment

Investigations to facilitate the assessment could include:

- Site features, context and suitability assessment including underlying or latent potential associated with land, buildings and infrastructure.
- Consideration of global, state and local trends and implications for land use.
- Evidence that the land is without realistic prospect of re-use for employment purposes.
- An evaluation of the potential for other employment-generating land uses (i.e. commercial, office, retail) on the site.
- An evaluation of the costs and benefits to businesses and the community arising from any part of the proposed Code amendment including:
  - Impact on commercial rent affordability.
  - Local employment opportunities (job density).
  - Proximity of shops and population serving uses, and the impact on travel distances from residential areas (Living Locally concept).

Unlocking development-ready employment land

There is an immediate need to unlock additional development-ready land for employment, especially in the Outer North and Inner North LSRs. This will likely have to accommodate the projected demand for Inner Metro and Adelaide West regions, given their constraints on bringing new employment land to market.

Opportunities to bring additional employment land to market in the short to mid-term include:

- Adelaide Airport (Adelaide West) and Parafield Airport (Inner North).
- Lefevre Peninsula (Inner West).
- Port Wakefield Corridor (Inner North) and Greater Edinburgh Parks (Outer North).
- Port Stanvac (Outer South).

These precincts are at different stages of readiness, with infrastructure coordination required for land located at Adelaide and Parafield Airports, and reviewing and creating structure plans for the Port Wakefield Corridor, Greater Edinburgh Parks, Lefevre Peninsula and Port Stanvac.

The expansion of these employment sites will require the resolution of trunk infrastructure blockages to support development-ready supply.

Planning for greenfield and township employment

It is important to encourage future employment growth in greenfield and township growth areas to facilitate a greater level of employment self-sufficiency and accessibility, particularly to population serving type activities.

Potential future employment land growth areas are identified to service growing populations in Northern Adelaide, Murray Bridge, Goolwa, and Victor Harbor. These longer-term growth areas capitalise on significant ongoing government investment in roads, including the North-South Corridor (NSC), Northern Connector and the Victor Harbor Road (see Land Supply Regions for further detail).

Actions – Employment Lands

Title	Action description	Timing	Lead	Spatial application
Guideline Net Community Benefit	Determine criteria and process for Net Community Benefit assessment for Code Amendments that involve rezoning of employment land. Publish guidance material to assist with preparing Code Amendment proposals.	3 Years	DHUD *(PLUS)*	Region-wide
Master Plan LeFevre Peninsula	Oversee, coordinate and support the successful development and delivery of a master plan for the LeFevre Peninsula by mid-2025 to support the significant investment in the Osbourne naval shipyards and surrounds associated with the construction of nuclear-powered submarines (AUKUS).	1.5 Years	DPC-Office for AUKUS	LeFevre Peninsula
Structure Plan Greater Edinburgh Parks	Prepare a structure plan for Greater Edinburgh Parks, including identification and costing of infrastructure to initiate an infrastructure scheme and facilitate Code Amendments.	2 Years	DHUD *(PLUS)*	Greater Edinburgh Parks

State significant and prime industrial employment precincts

Long-term strategic objectives:

1. Identify, maintain and support state significant operations and prime industrial employment land by protecting them from encroachment by incompatible and/or more sensitive land uses to ensure their long-term and uninhibited operation.
2. Guide local employment land strategic planning to determine the role and function of employment lands and additional policy and investment required to support and grow these precincts.

Prioritising the protection of existing strategic traditional industry and freight and logistic employment precincts is crucial in preserving the important role they play in underpinning the state's prosperity and in providing access to employment opportunities.

Industrial employment precincts with a strong focus on supporting strategic traditional industry and freight and logistics activities that align with state government economic policy are to be designated as either State Significant Industrial Employment Precincts (SSIEP) or Prime Industrial Employment Precincts (PIEP).

State Significant Industrial Employment Precincts

SSIEPs are precincts of (actual or potential) scale, whose current and future activities are strongly linked with strategic and economic objectives of the state, and which accommodate (or will eventually accommodate) a critical mass of economic activity and employment. For example, SSIEPs:

- Align with state strategic growth objectives.
- Align with transport and trade networks.
- Present opportunities for growth of knowledge precincts.
- Are of a scale that can accommodate a large number of workers and support a significant share of the state's economic activity.

Planning policies in the Code can protect SSIEPs from incompatible development through the application of the Strategic Employment Zone (or similar) and the Significant Interface Management Overlay.

National employment clusters

Some SSIEPs within Greater Adelaide also align with priority areas identified by the National Reconstruction Fund Corporation (NRFC).

The NRFC is a corporate Commonwealth entity established by the Australian Government under the National Reconstruction Fund Corporation Act 2023. The object of this Act is to facilitate increased flows of finance into priority areas of the Australian economy, across seven priority areas:

1. Value-add in resources.
2. Value-add in agriculture, forestry and fisheries.
3. Transport.
4. Medical science.
5. Renewables and low emissions technologies.
6. Defence capability.
7. Enabling capabilities.

Within the planning system, the national priority areas identified are provided with the same level of policy protection as SSIEPs.

Source: National Reconstruction Fund Corporation

Prime Industrial Employment Precincts

PIEPs are to provide land supply for employment generating uses that supports economic growth and productivity within the state. Whilst these precincts are important to the state's existing and future economy, they are generally smaller in scale than SSIEPs and support a range of activities less clearly aligned with the state's strategic growth objectives.

Criteria for the identification of these precincts was listed in the 2007 Metropolitan Adelaide Industrial Land Strategy, however, was not identified spatially. This provides uncertainty for landowners, business owners, investors and local governments around the future status of a precinct. The Plan provides a level of clarity and certainty through their spatial identification with a more refined approach to identification of precincts, focusing on the following:

- Connection to freight networks.
- Ability to accommodate a critical mass or cluster of activity.
- Potential for expansion of activity.
- Accessible to skilled labour.
- Serviced by critical infrastructure.
- Unconstrained by abutting land uses.

The Code can protect PIEPs from incompatible development with the application of zones such as Strategic Employment, Employment (Bulk Handling) or Rural Intensive Enterprise, as well as the potential application of the Interface Management Overlay, where deemed appropriate.

Employment land infrastructure planning and delivery

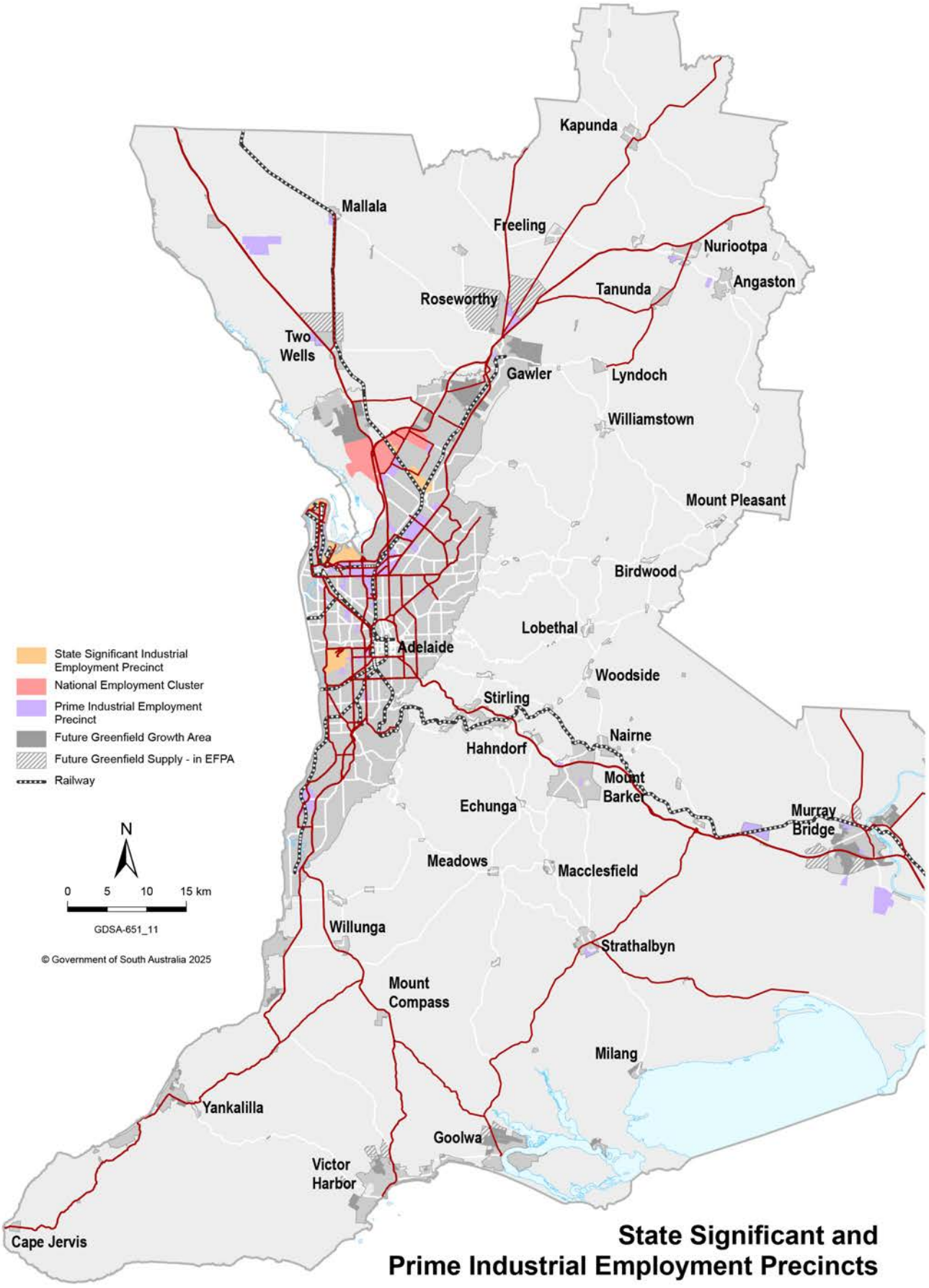
The importance of efficient and effective delivery of infrastructure to support future and existing industrial employment precincts is recognised. A shortage of development-ready employment land supply across most LSRs within Greater Adelaide has played a role in reducing the availability and driving up the value of zoned employment land typically used for traditional, freight and logistics activities.

The government has invested heavily in critical freight and passenger mobility infrastructure, such as the Northern Connector and the NSC projects. This investment is critical to creating an efficient transport network that supports productivity across the state and facilitates investment in areas previously deemed inaccessible, such as Greater Edinburgh Parks and Roseworthy.

Servicing Greater Edinburgh Parks to bring it online has become crucial to underpinning supply of suitably located, serviced and separated industrial employment land in Greater Adelaide, especially given projected future demand in the northern regions.

It is also important that future planning of Greater Edinburgh Parks has regard for the need to potentially expand or develop new intermodal facilities through the preservation of appropriate land in desirable locations (i.e. southern side of the existing Penfield intermodal).

This will need to be coordinated and supported by the provision of infrastructure through a structure planning process, that will identify infrastructure requirements, provide detailed costings and outline the mechanism for funding and delivery.



State Significant and Prime Industrial Employment Precincts

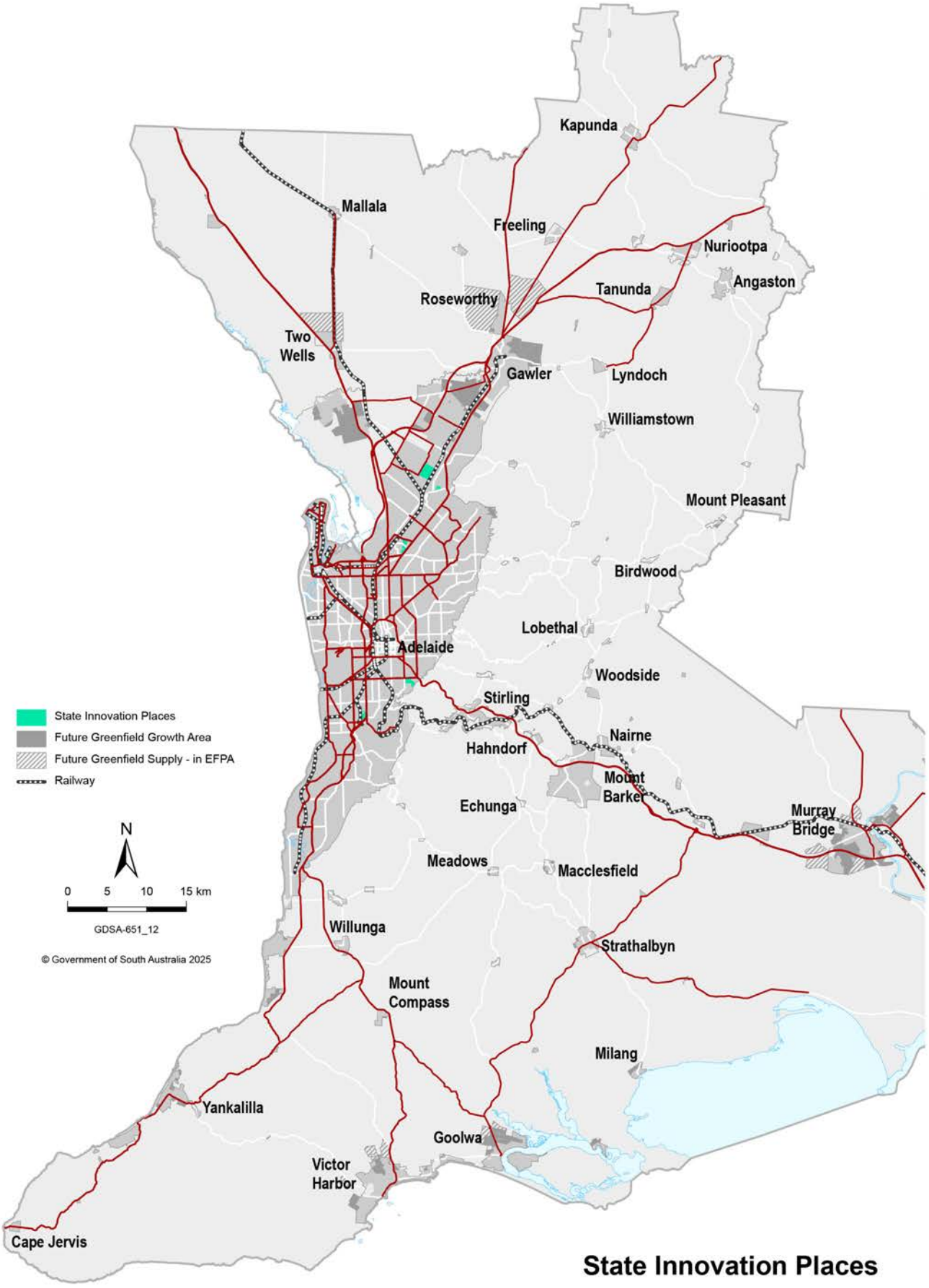
State Innovation Places

Long-term strategic objectives:

1. Support the development of State Innovation Places and clustering of knowledge-intensive and creative industries, with flexible planning policies to enable adaptive land uses.
2. Align identified priority State Innovation Places through the South Australian Innovation Places Leadership Framework and apply appropriate planning policies to protect future viability and prevent land use conflict.
3. Encourage structure planning of emerging innovation districts to ensure they do not lose their economic and employment potential through incompatible development.
4. Encourage the development of integrated employment and residential mixed-use precincts where conflicts between uses can be managed.

"We want South Australia to be known as an ambitious and capable state that embraces technology and drives innovation."

Source 10: South Australian Economic Statement



State Innovation Places

The government aims for increased investment in research and development, ensuring it driv es innovation across all businesses and industries in the state.

State Innovation Places (SIPs) are specialised employment clusters of knowledge-intensive activities and creative industries, anchored by complementary academic institutions, research and development centres or entrepreneurial support organisations integrated as residential mixed-use precincts that promote creativity and collaboration.

Conditions that drive successful SIPs include access to a highly skilled workforce, and a land use mix and quality of place derived from high-quality public realm and access to other amenities. Innovation places benefit from access to arterial road corridors, high-frequency passenger transport and active transport networks.

The Tonsley Innovation District is an example of how a cutting-edge research and development hub can be integrated with housing to create high-amenity precincts with proximity to employment, transport and services. Around 2,000 people across 150 organisations are now employed at Tonsley – more than double than when the former industrial site closed in 2008.[23]

Government plays a catalytic and essential role in facilitating the development of innovation districts, from providing leadership and confidence to the market, to designating appropriate land use zoning and providing essential infrastructure and ensuring the ongoing competitiveness of the jurisdiction.[24]

The SA Innovation Places Leadership Framework (Framework) provides a 10-year roadmap for government, research, business and industry to harness the power of the state's connected and collaborative network of innovation places.[25]

This Framework positions innovation places to support essential economic growth, investment attraction, job creation, boosting regional connectivity and linking state-wide education, skills and workforce programs.

The dynamic and connected network of thriving innovation places will accelerate innovation to deliver increased economic complexity, jobs and prosperity for the state. These innovation places include the state's growing innovation districts, including Lot Fourteen and Tonsley, along with manufacturing precincts, business parks, universities/higher education and emerging areas of economic and industry clusters, to create a network of dedicated spaces with physical, digital and social infrastructure required to accelerate new ideas into widespread economic outcomes.

As the state prepares to take advantage of the opportunities presented by AUKUS, the 10-year Framework includes the proactive connection of innovation places with each other and other knowledge and manufacturing hubs, including the Osborne Naval Shipyard and the Edinburgh Defence Precinct.

Given their importance as key drivers of economic development in South Australia, this network of innovation places are protected as SIPs within the Plan.

Emerging innovation districts

Identification of new innovation districts is a first step in facilitating their emergence. However, designating an area as an innovation place does not necessarily mean that it will immediately function as one.

Inner metropolitan areas proximate to public education, health and other institutions often possess the foundations for potential new innovation districts. However, these same areas can be limited by legacy issues such as fragmented and underutilised land parcels. This can leave an area pockmarked, making it difficult to create a connected and integrated innovation place.

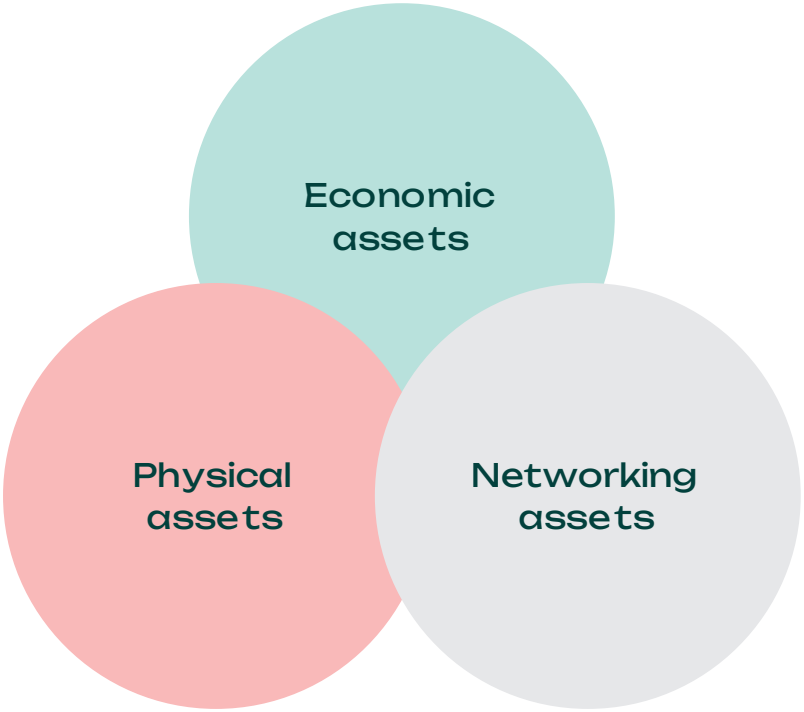
Larger strategic sites that can be master planned may present the best opportunities for future innovation places where higher density infill can also be targeted to enhance community benefit. If the innovation place criteria (outlined in Figure 7) is evident or achievable, zones or overlays may be justified to unlock the potential of the area in question, or to prevent the loss of this as a future potential innovation place through short-sighted development.

The right planning policies can encourage a density and mix of housing options to ensure innovation districts are affordable and accessible to workers, while also ensuring that residential development does not unintentionally crowd out essential research, education, health or business functions through effective structure planning.[26]

[14] IDA-Role-of-Government-in-Innovation-Districts-Final.pdf (hostroomcdn.com)

Figure 7 - Innovation place criteria

Source adapted from Kaz and Wagner, 2014

Innovation precinct criteria	Innovation Ecosystem
Critical mass	
Competitive advantage	
Quality of place	
Diversity and inclusion	
Collaboration	
Affordability	
Infrastructure	
Accessibility	
Anchor institutions	Elements of the local innovation system

Future opportunities

Underutilised land at Port Stanvac presents an opportunity for a land use mix of innovation industries, other employment generating industries and housing. Its potential as an innovation place stems from its strategic links to industry, renewable energy and transport infrastructure and amenity that can be drawn from its coastal location.

The Keswick Barracks also provides a unique opportunity as a mixed-use innovation place that could play a complementary role to defence projects at Osborne.

Other localities close to the city could lend themselves to innovation employment activities given their proximity to high frequency public transport, housing, infrastructure and institutions, such as hospitals and universities. Nonetheless, policies to evolve areas with a high-concentration of traditional industries should ensure ongoing opportunities for population-serving land uses to support local communities.

The government has a key role to play as an enabler of innovation places through the leadership of the Department of the Premier and Cabinet (DPC) and the SIP lead role, delivering much needed infrastructure, policy and governance support. It can stimulate new markets and coordinate resources, policy and people, both locally and internationally. This was the case for the successful delivery of the Tonsley Innovation District and the establishment of Lot Fourteen in the CBD.

Successful advancement of innovation places often occurs when a collective of private, not-for-profit stakeholders conceive a vision that powerfully aligns with government ambitions through policy, regulatory tools and government incentives. The Plan can help facilitate this vision in partnership with DPC by enabling the inclusion of structure plans for emerging places to set the right policy framework for inclusion in the Code.

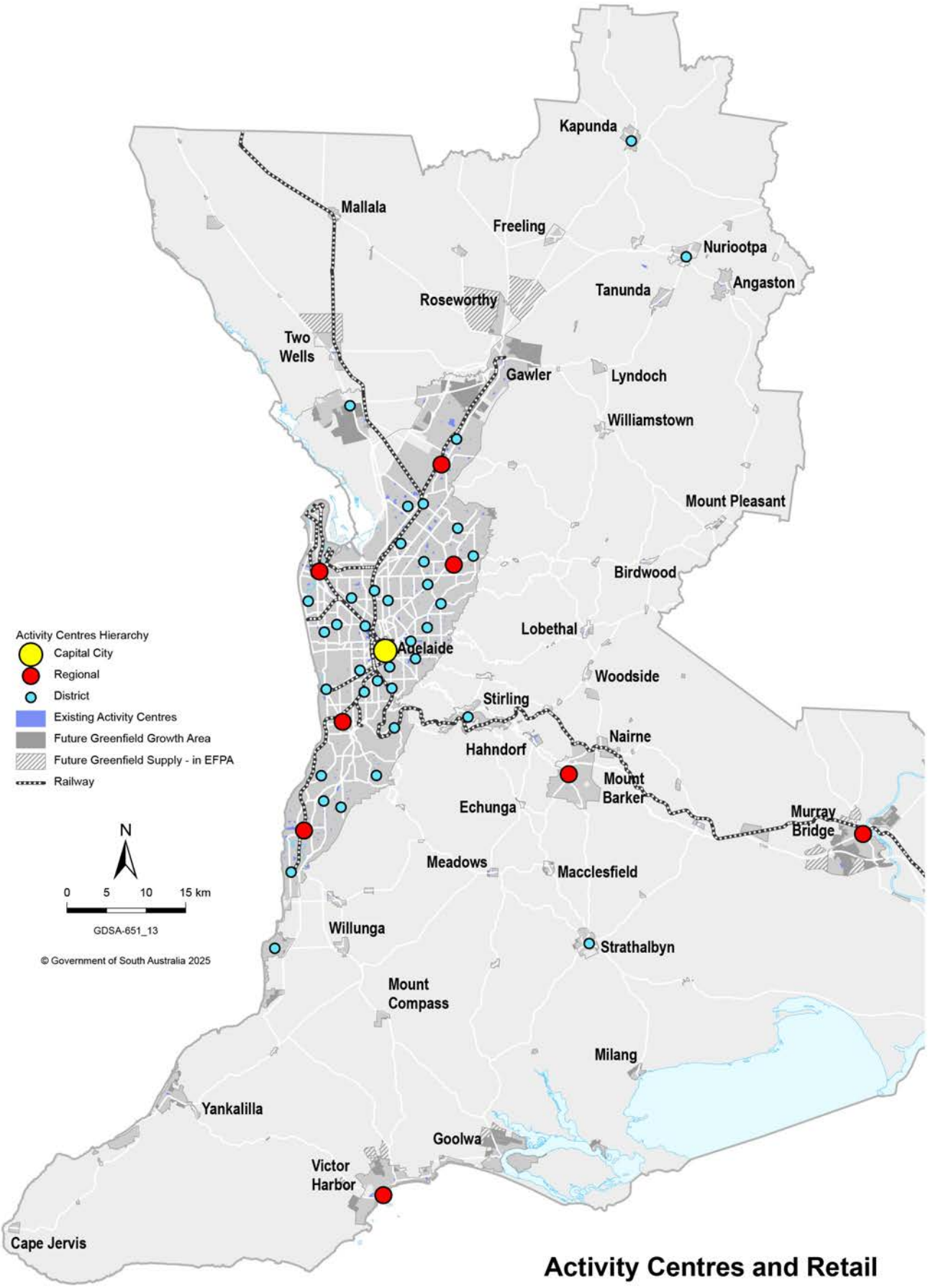
Activity centres and retail

Long-term strategic objectives:

1. Develop and maintain a hierarchy of activity centres to identify the specific role, function and infrastructure needs of each centre type.
2. Activity and mixed-use centres promote access to jobs, diverse and affordable housing options, services and amenities.
3. Activity centres are distributed across the regions to provide local access to economic, employment and business opportunities.
4. Activity centres maximise connectivity between consumers, workers and businesses and support a productive urban form.
5. A well-planned Activity Centre Hierarchy and network of centres optimises the distribution of retail and service businesses and supports liveability, convenience and choice across the Greater Adelaide planning region.
6. Activity centres bring people together and provide opportunities to build social capital within communities.
7. A well-connected network of activity centres is located and designed to facilitate healthier and more sustainable communities by reducing the need for travel and promoting physical activity.

Activity centres contribute to the form and pattern of a city or township, provide a focal point for civic and social connections and offer convenient access to shopping, administrative, cultural, entertainment and other facilities in a single trip.

The size and mix of these activities vary based on the role and function of each activity centre. The dispersal of activity centres is central to creating walkable neighbourhoods.



Activity Centres and Retail

Figur e 8 - Factors shaping a ctivit y centres

Factors shaping a ctivit y centres
Changing consumer preferences, including the growth of online retailing.
The increasing importance of the visitor economy.
The growth of hospitality and food and beverage type activities within centres, as their offering evolves from predominantly retail to a greater proportion of destination and entertainment services.
An ageing population.
Changing work patterns.
Significant growth in the demand for bulky goods in sub-regions.

Planning for future demand

It is projected that an additional 460,000 square metres of activity centre floor space will be required across Greater Adelaide over the next 30 years. This figure is based primarily on demand for retail and hospitality uses, acknowledging, however, that a broader mix of land uses are desirable in many higher-order activity centres. Other uses include hospitals and allied health services, education and training facilities, cultural institutions, entertainment and civic buildings.

Demand is heavily influenced by population growth; hence the Outer North region will account for over 30% of this projected demand in activity centre floor space. There are many other factors that shape the demand for and mix of land uses required in activity centres.

The following strategic directions are to be considered when planning for this additional floor space:

- Developing and maintaining an Activity Centre Hierarchy that provides certainty about the role that individual activity centres play in the urban form, mix of land uses and network of activity centres.
- Planning for the needs of future communities by identifying activity centre land requirements and optimal floor space and activity centre distribution in greenfield areas.
- Providing direction for the preparation of local government employment and activity centre plans that respond to growth and change in established urban areas experiencing infill.

The Principles of Retail Planning identified in the SPPs (Refer Figure 9) also guide what should be considered when planning for centres or retail precincts.

This approach will facilitate activity centres being integrated with key existing infrastructure assets and future infrastructure investment to support strong activity centre economies, optimisation of network access and efficiency in the urban form.

Figure 9 - Principles of retail planning

Existing centres - recognise existing activity centres, main streets and mixed-use areas as the primary place for commercial and retail activity.

Expansion - allow for expansion of designated centres at 'edge-of-centre' locations.

New activity centres - allow new activity centres to be established to support equitable and convenient access to services, while supporting productive settlement patterns.

Hierarchy - protect higher-order centres that support a productive settlement pattern, while allowing for smaller-scale activity centres to emerge and diversify.

Urban design - reinforce the role of land use policies to guide urban form and place-making in mixed-use activity centres.

Activity centre hierarchy

The Plan will maintain and uphold a five-tiered hierarchy of activity centres, which largely reflects the long-established hierarchy in the South Australian planning system.

Centre type	Typical floor space (sq m)	Role, features, infrastructure needs	Code Zones	Examples
Capital City	N/A	• The economic, administrative, civic and cultural focus of the state supporting a range of residential, employment, community, educational, innovation, recreational, tourism and entertainment facilities	Capital City	Adelaide CBD
Regional	80,000 to 125,000 sq m	• Intended to service regional-level catchments (150,000 residents) • Extensive range of services and retail • Location for local and state government functions • Entertainment, recreation and cultural offerings • Focal point for community services • Integrated with high-frequency public transport (fixed rail, O-Bahn) • Accessible via arterial road network • Opportunities for residential use integrated with the centre	Larger Urban Activity Centres (potential new zone policy)	Elizabeth Marion Modbury Noarlunga Port Adelaide

Centre Type	Typical floor space (sq m)	Role, features, infrastructure needs	Code Zones	Examples
District	10,000 to 40,000 sq m	• Service a mix of catchment sizes, from sub-regional to broader, depending on retail mix • Extensive range of services and retail with a subregional catchment focus, though sometimes specialised • Location for local government functions • Some entertainment, recreation and cultural offer • Important location for community services • Reliable connections to public transport network, including trains, trams and buses • Accessible via main roads • Opportunities for residential use integrated with the centre	Urban Activity Centre Suburban Activity Centre Suburban Main Street	Arndale Burnside Castle Plaza Gawler Golden Grove Salisbury Stirling West Lakes
Neighbourhood	1,500 to 10,000 sq m	• Intended to service a localised catchment (~10,000 residents) • Focus on retail with limited service focus • Not suitable for government functions • Limited entertainment, recreation and cultural offer • Not suited to community services • Active transport a key focus, with a balanced focus on access for private vehicles and public transport also important • Accessible via main roads, though may be located on the secondary road network	Suburban Activity Centre Suburban Main Street	Croydon Dulwich Elizabeth Grove
Local	Under 1,500 sq m	• Intended to service a highly localised catchment (~2,000 residents) • Focus on convenience retail, service provision minimal • Not suited for government functions • Not suited for entertainment, recreation and culture • Not suited to community services • Active transport a key focus, with a key focus on walkability • May be located away from main roads	Local Activity Centre Township Activity Centre Township Main Street	

Spatial distribution of activity centres

Given the challenge of finding suitable land for new activity centres in established urban areas, priority should be given to supporting existing centres to intensify, expand and evolve.

Facilitating the evolution of activity centres involves supporting the night-time, hospitality and visitor economies and encouraging a range of housing types in and around centres, specifically targeting the higher-order activity centres where strong public transport links exist.

The Code introduced more facilitative policy frameworks in activity centre zones, contemplating a wide range of land uses and providing streamlined pathways for changes between contemplated land uses.

Latent additional floor space capacity within the existing regional and district activity centres, enabled by their ability to accommodate a range of land uses, taller building forms and more intensive activity through separation from adjacent sensitive neighbourhoods, will enable them to provide a significant proportion of the projected additional activity centre floor space in established urban areas of the region.

The spatial allocation of neighbourhood and local activity centres in residential areas is an important factor for Living Locally and needs to be guided by considering local context and the important role that placemaking, local infrastructure and public realm improvements play.

Bulky goods / large formal retail

As consumer confidence and the time consumers spend at home have both risen since the COVID-19 pandemic, the demand for bulky goods retail has risen. Retail floor space projections indicate a growing demand for floor space to service Furniture & Homewares and Hardware & Garden[27] retail, which aligns with bulky good type development. In addition to ensuring the demand for this type of retail floor space is met with adequate supply, it is also important to manage the growth of bulky goods retail, ensuring it is situated in places that do not:

- undermine the integrity of activity centre networks, or
- encroach on productive and/or strategically critical employment lands.

Within the Code, bulky good outlet stores are primarily envisaged within the current Employment Zones and both Urban and Suburban Activity Centre Zones, where this form of development is an envisaged use for sites located with a frontage to a state-maintained road.

Out-of-Centre Retail

The Code includes Out of Activity Centre Development policies, which recognise activity centres as the primary locations for shopping, administrative, cultural, entertainment and community centres. This policy approach is not intended to change.

Policy that applies outside of activity centres, such as in neighbourhood-type zones, envisages some small-scale non-residential development to be established such as childcare facilities and corner shops. This is aimed at serving the local community in a way that does not detrimentally impact nearby residents.

Retail developments that have the potential to undermine the viability of established centre networks will warrant greater scrutiny. Proponents of these developments will need to demonstrate that benefits linked to new retail development outweigh any negative impacts associated with operating outside of the established Activity Centre Hierarchy. Some developments proposed outside of the established hierarchy will be assessed as restricted development, where assessment at the state level is required to consider strategic implications and impacts.

Planning for greenfield activity centres

The design of new master planned communities in greenfield areas will need to consider the future mix of land uses, including identification of the size and location of new activity centres, taking into consideration population and infrastructure.

Retail floor area and catchment thresholds in the Activity Centre Hierarchy provide guidance as to the accessibility to the various land uses anticipated in each centre. Walkability and public transport benchmarks also guide alignment with the Living Locally concept.

New performance outcomes will be established in the Code to guide activity centre distribution for new master planned communities that supports convenient, more direct routes to the goods, services and facilities they offer. Minimum housing density and diversity targets around higher-order activity centres will also be established and form part of this approach.

Inclusion of a structure plan within the Plan, and the use of concept plans and the Emerging Activity Centre Subzone in the Code, are mechanisms that can be used to facilitate alignment of land use and infrastructure planning.

Outer North activity centre floor space

As the Outer North sub-region is expected to see the most significant residential growth, it also requires the greatest increase in activity centre floor space, with an additional 150,000 square metres required by 2051. A share of this could be captured within the existing activity centre network, with an opportunity for greater intensification of existing regional centres, particularly those with links to fixed-line mass transit and ability to capitalise on major economic drivers.

A key example of this is the Elizabeth Central project, a significant urban renewal project based around Elizabeth Regional Centre, the rail line and surrounded by significant state land holdings.

A number of new retail centres of scale urban centres will also need to be established in areas yet to develop (e.g. Concordia), as well as a network of smaller suburban or local centres.

Further strategic work is required by the government at the appropriate time to provide direction about how new activity centre floor space is to be distributed across the north. This will aim to maximise the benefits of Living Locally, infrastructure utilisation and employment activity agglomeration (reinforcing the Activity Centre Hierarchy).

Local centre planning

In some parts of Greater Adelaide's existing urban area, local and neighbourhood centres will need to adapt to the changing retail and service needs of communities served by these activity centres. While in some centres this may mean the establishment of new floor space, in slower-growing regions, the priority might be facilitating adaptation to changing consumer preferences, or even modest reductions in retail and centre floor space within these activity centres.

Given the knowledge local government has of their communities, as well as their responsibility for the planning and provision of local infrastructure, they are best placed to lead the strategic response to the planning of lower order centres (i.e. Local and Neighbourhood Activity Centres). Devolution of activity centre network planning to local government provides the best way of ensuring local population needs in relation to activity centres are met.

Guidance as to how this planning work will be undertaken will assist local government with local activity centre plans that can be integrated into amendments to the Code.

Tourism and events

Long-term strategic objectives:

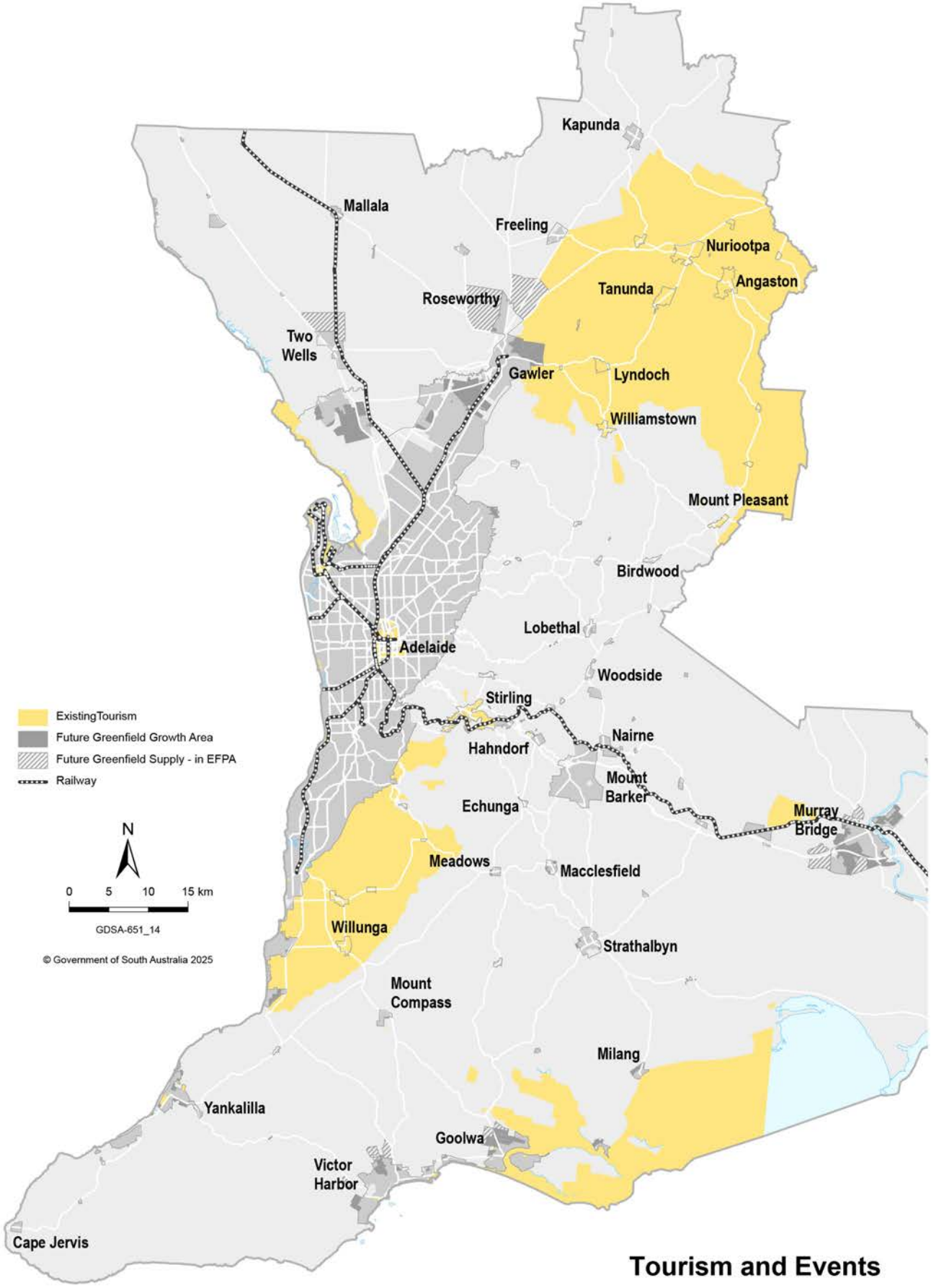
1. Identify key land uses which can be complemented by tourism opportunities and supporting infrastructure.
2. Encourage accessible and sustainable tourism development, providing for unique visitor experiences, including nature-based activities where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.
3. Facilitate tourism opportunities by enhancing enabling infrastructure and services such as airport, maritime infrastructure, major roads and rail, public transport, personal mobility services and digital technology.

Greater Adelaide contains many of South Australia's premier tourism destinations, including the Barossa Valley, Adelaide Hills, Victor Harbor and the Fleurieu Peninsula, and is a gateway to Kangaroo Island.

The tourism industry is an important contributor to the state's economic activity, generating jobs and export dollars by attracting interstate and international visitors. With high visitation numbers, the industry is flourishing. The government is now committed to growing the state's visitor economy to $12.8 billion, with the creation of 16,000 new tourism jobs by 2030.[28]

The South Australian Visitor Economy Sector Plan 2030 highlights the economic benefits of tourism and events through its links to employment across the hospitality, retail, transport and construction sectors. By facilitating growth in tourism activity and supporting appropriately designed and located tourism facilities in our planning system, this enables the diversification of small and medium enterprises and assists in the preservation of our valuable environment and food production areas.

The planning system provides the impact assessed pathway for large-scale tourism enterprises, if it is considered to be of economic, social or environmental importance to South Australia. Impact assessed development is the highest level of development assessment and is reserved for those projects which cannot be properly considered under existing pathways (such as an assessment under the Code), due to the nature, scale and extent of their potential impacts, where the effects of those impacts are unknown or more uncertain, or in situations where the environment is considered sensitive.



Tourism and Events

Adelaide City tourism

Our city's role as the economic heart must be preserved and strengthened through tourism. The Adelaide City boasts the highest concentration of accommodation rooms, entertainment facilities and services catering to the visitor economy.

The growing number of world-class festivals, international sporting events and conference offerings in the Adelaide City sees accommodation demand continuing to increase.

A greater diversity of accommodation offerings, including premium economy and four-star properties, are adding to Adelaide's appeal and support for the state's growing visitor economy. Further opportunities exist for additional hotel developments and the refurbishment of existing properties in key locations.

Source: Invest SA

Planning plays a vital role in facilitating sustainable tourism development and supporting infrastructure across Greater Adelaide by protecting, enhancing and promoting the qualities that attract tourism and are of value to the whole community.

Protecting strategic passenger transport infrastructure is a key element. Strong travel demand has seen the number of passengers through the Adelaide Airport return to levels seen before COVID-19.

Tourism is a legislated element of the special character of our Character Preservation Districts (CPD) located in the Barossa and McLaren Vale. These districts are internationally recognised for the wine produced and continue to be valued for the authenticity of experience. The combination of wine and food activities, historic townships, attractive rural landscapes, conservation parks and forest reserves work together to attract visitors to the district.

Similar offerings are also available through various parts of the Adelaide Hills, Fleurieu Peninsula and northern Adelaide Plains. The Commission is undertaking a review of policies within the Code that relate to tourism development, particularly within key wine regions of the state.

The purpose of the review will be to ensure that the policies of the Code are contemporary and meet current market demands for high-quality tourist accommodation and tourism development (of all sides) such as agri-based tourism, that value-adds to locally produced products (i.e. cellar door, farm gate sales). These activities should be considered where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.

Actions – Tourism and Events

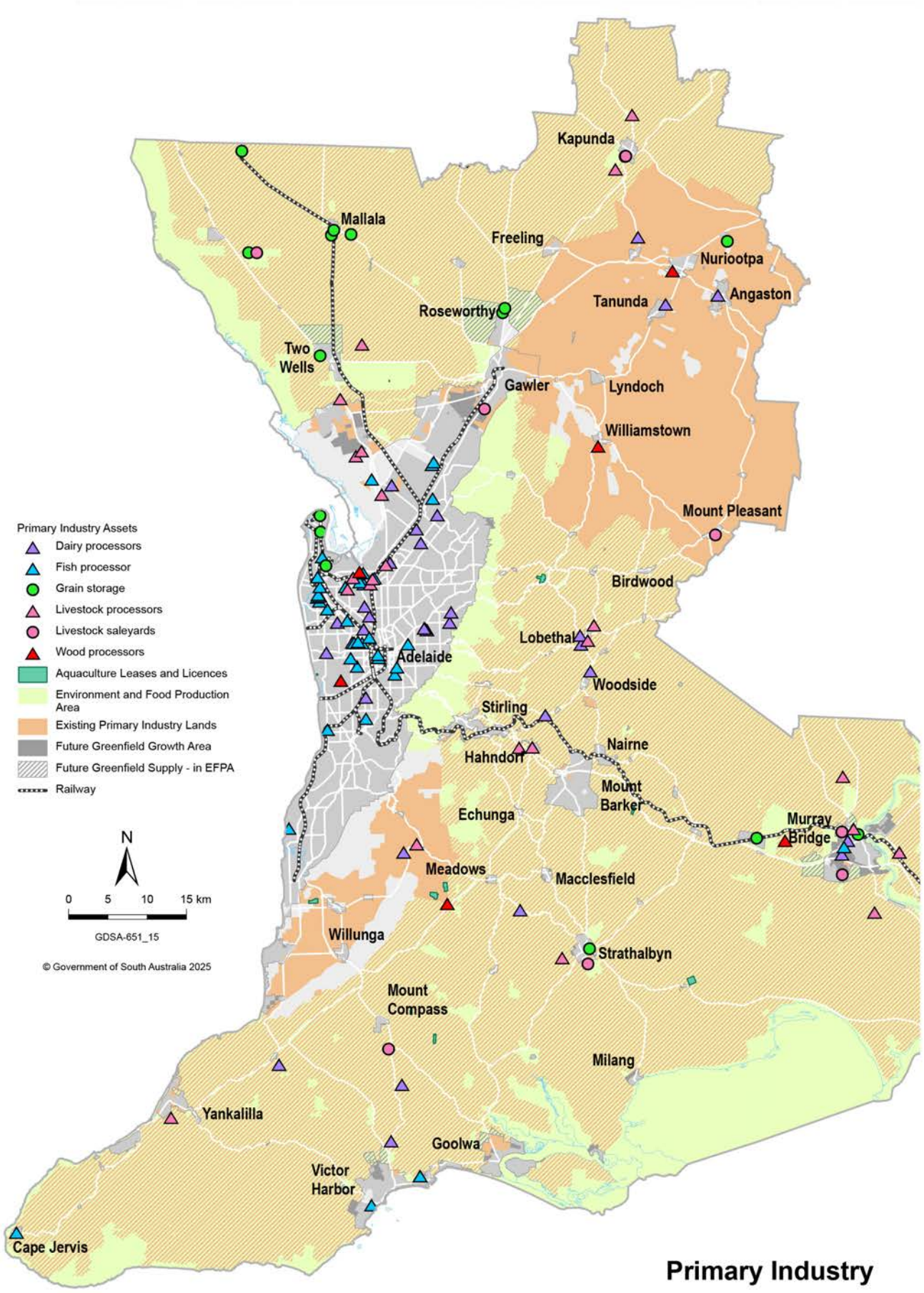
Title	Action description	Timing	Lead	Spatial application
Code Amendment Tourism Development	Undertake a Code Amendment to facilitate appropriate tourism development within wine regions and protect valued landscape character.	2 Years	DHUD	Region-wide

Primary industry

Long-term strategic objectives:

1. Support significant primary production and agri-business projects across the Northern Adelaide and Barossa regions and in the Mount Barker-Murray Bridge corridor.
2. Facilitate appropriate value-adding and diversification in rural areas and associated ancillary land uses and industries such as storage, warehousing and logistics.
3. Increase opportunities for farm related value-adding development within the Mount Lofty Ranges watershed where it can be demonstrated that water quality can be maintained or improved, consistent with the Mount Lofty Ranges watershed water quality risk hierarchy.
4. Equitably manage the interface between primary production and other land uses, especially at the fringe of urban areas.
5. Continue to protect the Virginia Triangle, McLaren Vale and Barossa Character Preservation Districts for continued viable farming and primary production activities.
6. Maintain and protect valuable primary production and tourism assets in the Environment and Food Production Areas, while allowing for appropriate value-adding activities to increase investment opportunities.

Greater Adelaide is a powerhouse in the state's primary industry sector and is home to a diverse range of primary production and related activities. It hosts significant horticultural activities in the northern Adelaide Plains (including the Virginia Triangle) and includes some of South Australia's most celebrated wine regions, including the Barossa, McLaren Vale and Adelaide Hills. Agriculture and food and wine production generate approximately $20 billion in revenue per annum for South Australia, equalling 50% of the state's total exports.



Primary Industry

The food processing industry has emerged as a significant manufacturing industry, with room to grow, driven by consumer preferences towards a range of manufactured food and beverages, as well as growth in boutique scale business such as microbreweries, gin distilleries and similar.

There has been a range of challenges for primary production within Greater Adelaide, including supply chain disruptions caused by COVID-19. It reinforced the importance of the sovereignty of critical essential supplies and infrastructure, with food supplies at the heart of resilience to international disruption.

Climate change prompts the need for innovation approaches to create more productive and resilient field and irrigated crops, including new crops for farming systems. Changing technology is allowing agribusiness to innovate, grow and become more efficient, while also becoming more adaptive to climate change.

Securing water for primary industries

Planning for growth in the primary production sector is influenced by the availability of water. Significant investment in the Northern Adelaide Irrigation Scheme (NAIS) will secure large volumes of affordable, high-quality, recycled water to grow the horticulture industry in the Northern Adelaide Plains. The NAIS will transform the region into a national leader in intensive, high-tech food production, enabling South Australia to be competitive in the export market, drive employment growth and attract new skills and talent into the state.

The Barossa New Water project will deliver new, secure, climate-independent, and affordable water to complement existing water sources. This new water infrastructure will support productivity growth in the region, resulting in economic benefits for the state.

Value-adding

The Code introduced a more facilitative policy framework to enable appropriate small-scale value-adding uses that are complementary to rural areas. For example, the Productive Rural Landscape Zone promotes agriculture, horticulture, value-adding opportunities, farm gate businesses, the sale and consumption of agriculturally based products, tourist development and accommodation.

The flexibility enables the expansion of the region's economic base and promotes its regional identity. A new Rural Intensive Enterprise Zone was also introduced into the Code. It envisages industry clusters of multi-purpose intensive agricultural production, processing facilities and supporting ancillary industries that are important economic and employment assets to the state.

Opportunities exist to further apply the Rural Intensive Enterprise Zone to key rural industry sites and clusters to protect and foster the growth of these economic assets. Identifying and mapping these assets form part of a short-term action of the Plan.

Encroachment of urban development

The rural areas of Greater Adelaide, particularly those closer to metropolitan Adelaide, are attractive to individuals seeking a semi-rural lifestyle.

Many people are willing to commute longer distances from rural to metropolitan areas for work to enjoy a sense of space or proximity to nearby beaches, the hills, wineries and other key attributes of Adelaide's hinterlands. The COVID-19 pandemic, promoting the work-from-home movement, has intensified these growth pressures in some areas.

There are two legislative mechanisms in place to prevent residential development (including rural living) in areas of rural, landscape, environmental or food production significance. These are:

- Character Preservation Districts: Character Preservation *(Barossa Valley) Act 2012* and the Character Preservation *(McLaren Vale) Act 2012.*
- Environment and Food Production Areas: *Planning, Development and Infrastructure Act 2016.*

Future reviews of the EFPA boundaries must focus on the suitability and adequate supply of land to support housing and employment growth within the land within Greater Adelaide. This review would also require robust analysis regarding the viability of primary production and environmental significance of specific areas, proximity to infrastructure, land supply and demand, and other urban planning considerations.

Where land is removed from the EFPA, the structure planning of new urban areas needs to consider existing horticultural and farming activities, including the impacts of spray drift and noise, to ensure that new development does not prejudice the continued operation of primary production.

The Plan also includes a short-term action to review interface management policies in the Code to ensure the ongoing viability of primary industries at the edge of urban areas.

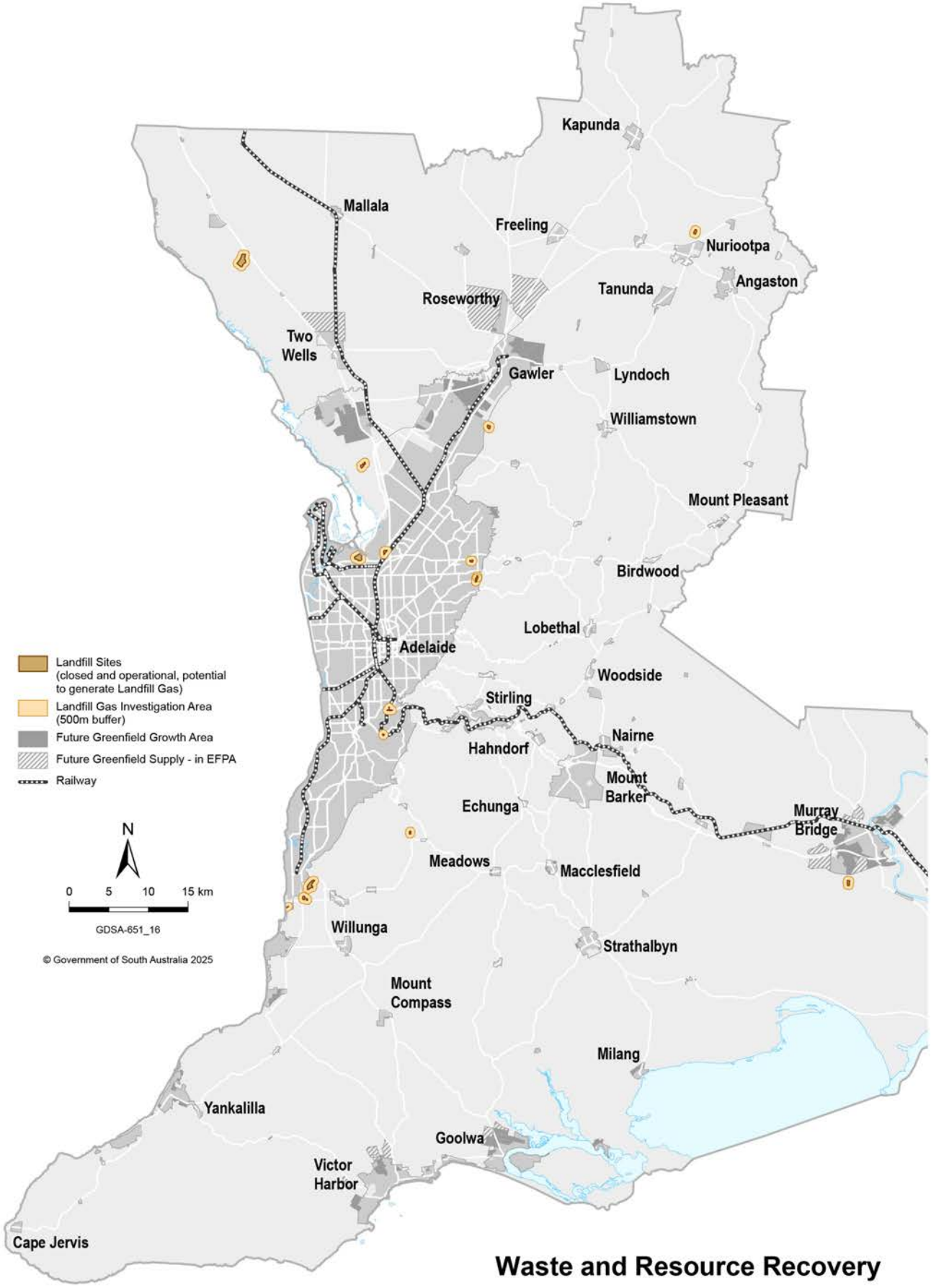
Actions – Primary Industry

Title	Action description	Timing	Lead	Spatial application
Regional Plan Amendment Productive Land Value Mapping	Maintain contemporary productive land value mapping and identify key primary production assets that should be protected.	2 Years	PIRSA	Region-wide
Policy Review Interface between rural and urban lands	Review interface management policies in the Planning and Design Code to ensure the ongoing viability of primary industries at the edge of urban areas and undertake a Code amendment as necessary.	5 Years	DHUD	Region-wide

Waste and resource recovery

Long-term strategic objectives:

1. Provide an appropriate supply of land for waste and resource recovery facilities and other circular industries, including building material banks, to maximise resource use, support economic growth and service our communities.
2. Future-proof the operations of new and existing waste and resource recovery facilities by managing the interface and the encroachment of incompatible land uses.
3. Promote best practice waste management (including segregated collection systems) in residential, commercial, industrial and mixed-use developments to support resource recovery activities.
4. Promote the adaptive reuse and retrofitting of existing building stock as well as designing new buildings for adaptability and/or disassembly.
5. Promote circular economy principles in the planning system to support Greater Adelaide's transition to a circular built environment.



Waste and Resource Recovery

As South Australia's population continues to grow, waste generation will also follow.

The regulation and management of waste and resource recovery is primarily the responsibility of the state government. The Environment Protection Act 1993 (EP Act) establishes the primary legislative framework for this, while the Green Industries SA Act 2004 requires Green Industries SA (GISA) to develop a waste strategy for the state every five years. This waste strategy aims to reduce the disposal of material to landfill and support the growing transition to a 'circular economy' – an economy that realises the best or full value from products and materials produced, consumed and recovered in South Australia.

Circular Economy Principles

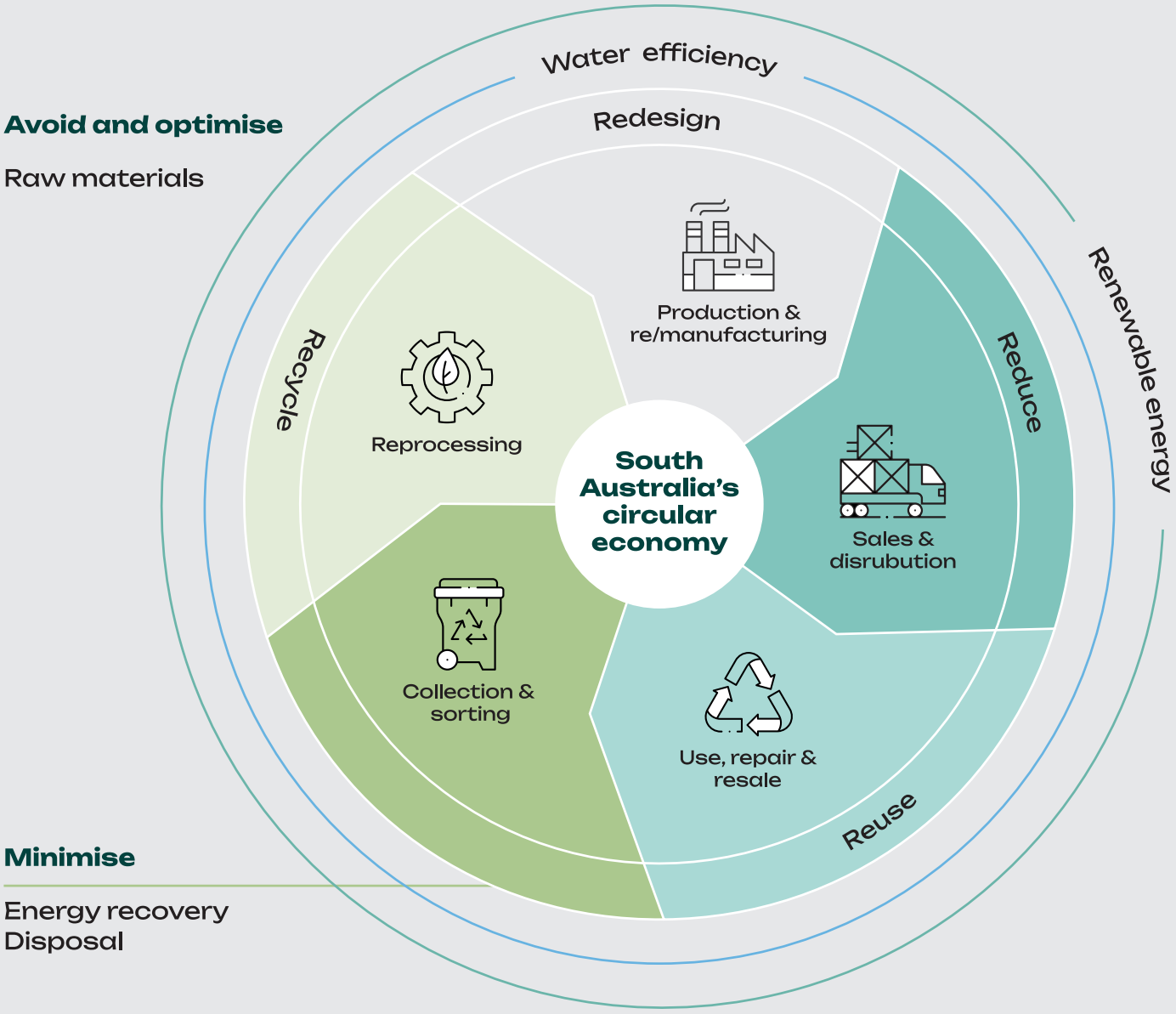
South Australia is transitioning to a circular economy to improve and sustain our environment, increase our wellbeing, and grow our economic prosperity in a sustainable way. Changing from a 'take-make-waste' linear economy to a circular economy requires a collaborative approach across government, business, industry and the community.

The three key principles of a circular economy are:

1. Reduce – design out waste and pollution.
2. Preserve – keep products and materials in use and at their highest possible value.
3. Regenerate – regenerate natural systems and natural capital.

Waste recovery

Source 12: Green Industries SA - Circular economy



Land for waste and resource recovery

The capacity of South Australia's waste processing and recovery centres will need to grow in step with population growth to handle the increasing amount of waste generated and ensure these resources are repurposed rather than being simply sent to landfill. Land for these industries should be considered during structure planning processes for growth areas.

Waste and resource recovery facilities should be appropriately located and measures in place to manage the interface with sensitive land uses to ensure new and existing facilities can operate without impediment. Associated mapping identifies key waste and resource recovery locations, together with appropriate buffer distances, to assist in planning for future employment and residential lands.

Waste collection services

Councils provide services to residents such as household waste and recycling collection and disposal services, with most offering a three-bin system (general waste, co-mingled recyclables, and organics).

With space at a premium in strategic infill areas, innovative and efficient waste management systems need to be incorporated into the design of the development. Waste management systems should be considered early in the planning process along with other space, infrastructure and activity requirements.

The *Better Practice Guide – Waste Management for Residential and Mixed-Use Developments (2014)* provides practical guidance on designing waste management systems for medium to high density and mixed-use developments.

This publication is proposed to be updated to include the latest best practice and innovative solutions that assist in achieving the Code's performance-based outcomes. There is an opportunity to review on-site bin storage for general infill as part of this process, with findings informing the Plan's action relating to an infill design quality Code amendment.

Supporting a circular built environment

The building sector is one of the biggest emitters of greenhouse gas emissions (globally responsible for half the world's raw material use and 40% of landfill waste), with the largest contribution coming from the use of concrete, steel and aluminium. Extending the use of buildings, and adapting them for different purposes, could reduce global greenhouse gas emissions by 1.3 billion tonnes of carbon dioxide equivalent per year in 2050.

The planning system can promote the adaptive reuse and retrofitting of existing building stock as well as designing new buildings for adaptability and/or disassembly. This approach avoids waste creation, reduces the need for new building materials, and preserves the embodied energy of existing structures, leading to significant environmental and financial savings. It fosters innovative design, retention of buildings that may be important to the character of local areas, and the overall enhancement of sustainability outcomes.

The government recognises the intersections between addressing climate change and reducing waste from our building and construction industry by promoting circular economy principles. The government has committed to exploring how the planning system can advance the circular economy, alongside waste treatment and management policies that consider climate change and urban infill scenarios.

Actions – Waste and Resource Recovery

Title	Action description	Timing	Lead	Spatial application
Investigation Embodied Carbon Policy	To aim for carbon neutrality, investigate policy approaches that enable the consideration of embodied carbon.	5 Years	DHUD *(PLUS)*	29
Guideline Waste Management Systems	Update the *Better Practice Guide – Waste Management for Residential and Mixed-Use Developments* to guide the design of waste management systems for multi-unit residential and mixed-use developments.	2 Years	Green Industries SA	30

Mineral and energy resources

Long-term strategic objectives:

1. Protect Greater Adelaide's mineral resources operations, including its extractive industries from incompatible land uses to ensure the supply of building and construction materials for the future.
2. Identify and maintain key infrastructure that supports mineral and energy resource activities and supply chains, including strategic transport corridors and pipelines used for energy transportation.
3. Adequate separation distances between mining activities, housing and other incompatible development are maintained.
4. Facilitate appropriate post-mining land uses.

South Australia has considerable in-demand commodities, including critical minerals which underpin the state's economy and export activities. The availability of these commodities is not limited to regional locations.

Adelaide is uniquely placed compared to other Australian capital cities, as most of its highest-production quarries are located within the greater metropolitan area.

This advantage manifests in lower transport costs and the supply of building materials to the construction sector, however, ongoing challenges exist in:

- Supporting long-term operations of licenced quarrying and mining activities, known as Strategic Resource Areas (SRAs).
- Managing land use interface issues and impacts (including transportation routes through urban areas, viable 'first and last mile' access routes to get extractive minerals to end user locations).
- Recognising the need for identifying new urban areas while protecting current and future extractive minerals and mining activities from urban encroachment.

The Code contains relevant policy frameworks to manage these challenges as they relate to rural or regional areas throughout South Australia, namely the Resource Extraction Zone and the Resource Extraction Protection Area Overlay.

This overlay seeks to maintain the long-term availability of extractive resources land and the ability to extract those resources. The opportunity exists to investigate and consider the application of these Code policy frameworks to licenced activities across the Greater Adelaide region.

There is an opportunity to review the application of the Resource Extraction Protection Area Overlay to apply it to SRAs in Greater Adelaide and to review policy to ensure it balances the needs to protect SRAs with urban uses including the need for new housing supply.

In the long-term, the Plan can also play a role in facilitating and strategically planning for appropriate post-mining land uses by providing up-to-date regional data and strategies and a path for collaboration between mine operators, government and regulators.

Actions – Mineral and Energy Resources

Title	Action description	Timing	Lead	Spatial application
Code Amendment Key Resource Areas	Identify and protect Key Resource Areas across Greater Adelaide including investigating the application of the Resource Extraction Zone and Resource Extraction Protection Overlay and new policy that addresses urban interface issues.	2 Years	DEM	Region-wide

Environment, Natural Resources and Landscapes

Outcome 4: A greener, wilder and more climate-resilient environment

Source: Heart Foundation and Sweet Lime Photo

Our future prosperity, the liveability of our cities and towns, the health and wellbeing of our communities and the resilience of our built and natural environment all depend on how well we adapt to and mitigate the impacts of climate change.

The extreme effects of climate change on urban environments are well established. South Australia is becoming hotter and drier and experiencing extreme events like heatwaves, bushfires and flooding, which are increasing in frequency and intensity. Since the 1950s, hot days and heatwaves have become hotter and more frequent. Heavy rainfall events have also increased in frequency and intensity. Projections suggest temperatures will rise as much as 2.1 degrees Celsius above the long-term average by 2050[29]. It is expected that by 2030 there will be an additional 14 days above 40 degrees Celsius every year.[30]

Adelaide's green credentials have been recognised globally. In 2021, Adelaide was named the world's second National Park City as part of an international movement to improve the health and resilience of cities around the world. National Geographic recognised Adelaide as the sixth most sustainable destination in the world for 2022.

Adelaide is located in a place naturally rich in biodiversity with well over 1,000 native plant species and hundreds of native bird, fish, mammal and reptile species. Beyond its inherent worth, the region's biodiversity is critical to community wellbeing and the resilience of the economy, providing a vital balance in mitigating and adapting to the effects of climate change.[31]

Cities are increasingly being recognised for their important role in supporting biodiversity.

The next generation of regional open space, the Greater Adelaide Open Space System, supports biodiversity, whilst allowing appropriately scaled development, including tourism uses, that can co-exist and safeguard biodiversity values and critical functions.

Within built environments, the concept of Biodiversity Sensitive Urban Design (BSUD) aims to make a positive on-site contribution to biodiversity while meeting other urban greening or development outcomes. Biodiverse greening enhances health and wellbeing, increases habitat for native wildlife and connects people with nature – right on their doorsteps.

Research demonstrates that if a person has trees and other vegetation within view of their home, place of work or school, it benefits their mental health and productivity. Not all residents in Greater Adelaide have equitable access to urban green spaces and in turn, the benefits they provide. It is vital to identify how to best prioritise urban greening investment where it is needed most.

Biodiversity

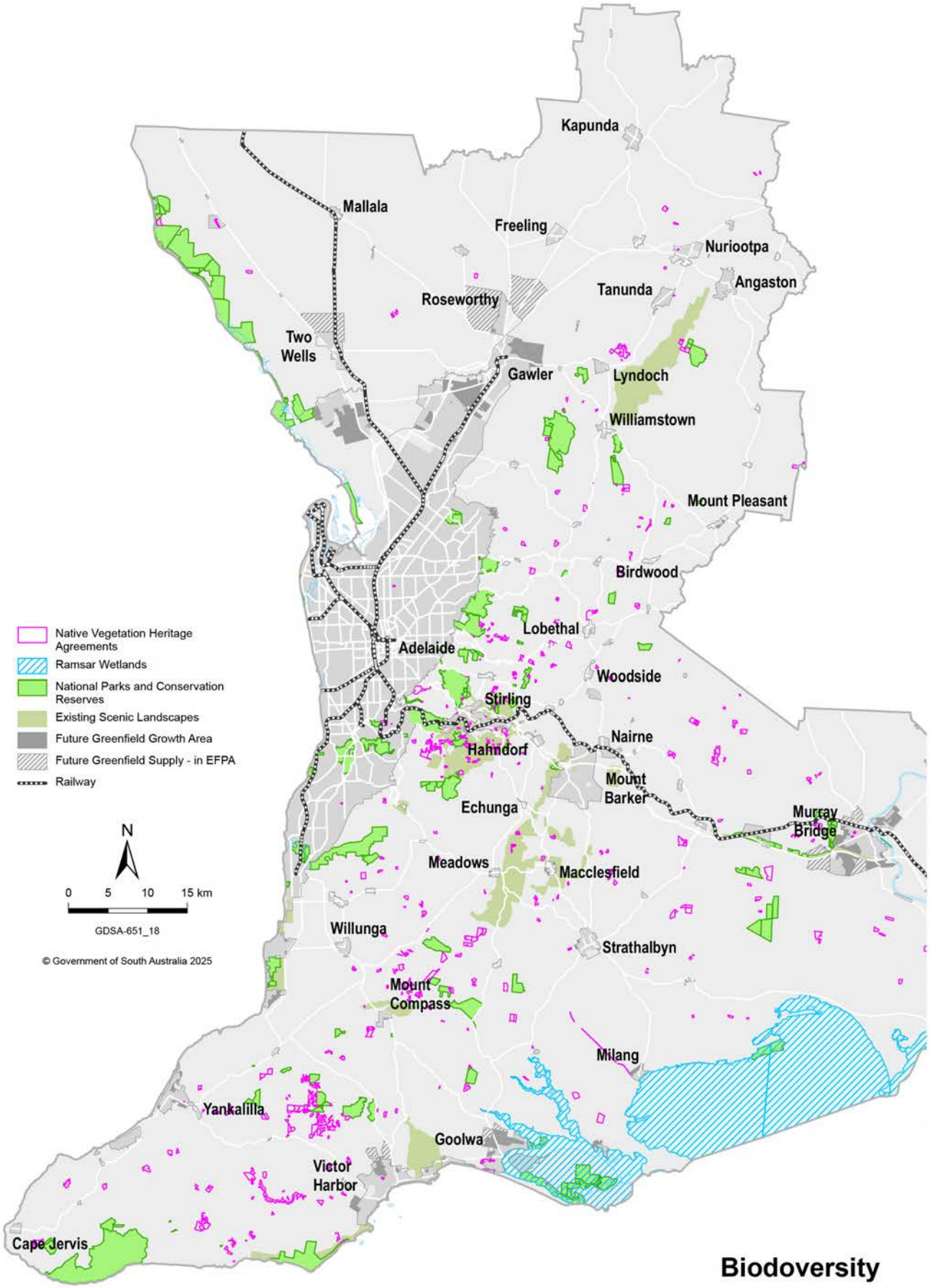
Long-term strategic objectives

1. Minimise impacts of development on areas with high biodiversity value, such as native vegetation and habitat so that critical life-supporting functions can be maintained.
2. Recognise the value of the Greater Adelaide Open Space System and modified landscapes in supporting biodiversity, whilst allowing appropriately scaled development, including tourism uses, that can co-exist with and safeguard biodiversity values and critical functions.
3. Enhance biodiversity in urban areas through a connected network of green infrastructure, including along streetscapes, greenways, Inter-Urban Breaks, urban waterways, the coast and in other strategic locations, and maximise opportunities for carbon sequestration.
4. Encourage the re-introduction of biodiversity or its components in development areas to provide life-supporting functions at low cost, such as Biodiversity Sensitive Urban Design.
5. Retain native vegetation and areas of high biodiversity value wherever possible and enable the investigation of pathways that would provide for minimising and offsetting unavoidable impacts.

It is estimated that only approximately 25.6% of native vegetation remains across the terrestrial portion of the Greater Adelaide region.[32] Without conscious effort to protect and enhance habitat, the biodiversity of Greater Adelaide will continue to decline. Highly diverse ecological communities are more resilient to climate change, pests and disease.

Cities are increasingly recognised for their role in being home to important biodiversity. Even small areas of biodiverse vegetation, such as pocket parks, backyards, streetscapes and along urban waterways, can reinvite and support animal species[33].

Existing water courses such as the River Torrens and creek networks, the coast and riparian zones are important to supporting diverse habitat and ecosystems as these are often the only remaining corridors of connected natural landscape in the urban environment. Greenways and Inter-Urban Breaks as part of the Greater Adelaide Open Space System will also be vital to the capability of biodiversity to adapt to climate change.



Biodoversity

Modified landscapes, most often primary production areas, can support a particular land use as well as biodiversity values. The generally open and undeveloped nature of these landscapes, like those in the Adelaide Hills, the Barossa Valley and McLaren Vale, should be maintained to ensure that the significant environmental values, such as scattered trees, continue to coexist with the existing use. Similarly, sensitive and sustainable tourism enterprises can co-exist with areas of biodiversity value and encourage their retention, management and enhancement.

Native vegetation legislation

South Australia's native vegetation is currently protected by the *Native Vegetation Act 1991* (NV Act) and the Native Vegetation Regulations 2017. The Act prevents broad-scale clearance and minimises smaller-scale clearance, enhances and restores the state's native vegetation, and outlines certain procedures and assessments that need to be undertaken before any clearance of native vegetation can proceed.

Where the Act applies, approval from the Native Vegetation Council must be sought in addition to approvals under the PDI Act.

In March 2024, the government agreed to investigate a recommendation of the Expert Panel for the Planning System Implementation Review to review and refine the intersection between the PDI Act and NV Act to remove confusion within the community and development sector, to ensure native vegetation is retained. This includes clarifying how the two legislative requirements will operate in townships.

As part of a more holistic review to streamline current legislation and enhance biodiversity protection, the government is developing a Biodiversity Act. The draft *Biodiversity Bill 2025* proposes to absorb the entirety of the existing NV Act and wildlife provisions of the *National Parks and Wildlife Act 1972* (NPW Act). This is considered the best opportunity to create a clearer and simpler framework to enhance biodiversity protection and restoration in South Australia.[34]

Links to the PDI Act and future updates to the Plan could enable earlier consideration of biodiversity in decision making processes by, for example:

- Publishing spatial priorities for conservation and restoration
- Consolidating state biodiversity data and making it publicly available for proponents and others.

Our planning system seeks to protect, enhance and re-establish biodiversity through overlays and zone policies such as the Hills Face Zone and Conservation Zone, together with legislative mechanisms such as the EFPA and CPD.

The Plan is an important part of gaining a better understanding of the current landscape, including linkages (biodiversity corridors) and refugia (biodiversity islands) through improved spatial mapping, which highlights where our areas of remnant native vegetation are located, identifies threatened ecological communities of national environmental significance and vegetation land cover. Making this information publicly available along with other considerations for rezoning proposals can assist land use decision making earlier in the process.

At a more local level, the government's *Urban Greening Strategy for Metropolitan Adelaide*[35] promotes Biodiversity Sensitive Urban Design (BSUD), which aims to create built environments that make a positive, on-site contribution to biodiversity while meeting other urban greening or development outcomes.

BSUD projects may target individual species, a group of species and/or entire ecosystems. This means that BSUD can be applied across multiple scales and contexts from small-scale site redevelopment (e.g. green roof retrofits or streetscapes), to master planned new developments or large-scale infrastructure projects (e.g. transport corridors). Importantly, BSUD extends traditional urban conservation frameworks by seeking to incorporate nature and biodiversity into the built environment. Such environments can enhance community health and wellbeing, increase habitat for native wildlife and help people connect with nature.

BSUD guidelines will be developed by Green Adelaide to highlight ways to maximise biodiversity outcomes in new development in a practical and affordable way. Future work should involve investigating how BSUD principles may be embedded in planning policy.

Actions – Biodiversity

Title	Action description	Timing	Lead	Spatial application
Regional Plan Amendment Biodiversity Mapping	Incorporate updated biodiversity and habitat mapping that provides clear guidance on which areas need protection, which areas may be appropriate for development, and which areas need caution to provide greater certainty about regional biodiversity priorities.	3 Years	DEW	Region-wide
Guideline Biodiversity Sensitive Urban Design	Investigate and deliver planning and non-planning mechanisms (including BSUD guidelines) that make it easier for developers to maximise biodiversity outcomes in new development in a practical and affordable way.	2-5 Years	Green Adelaide	Region-wide
Guideline Native Vegetation	Review and refine the intersection between the Planning, *Development and Infrastructure Act 2016* and *Native Vegetation Act 1991* to remove confusion within the community and development sector, including consideration of the outcome of the *Biodiversity Bill 2025.*	2 Years	DEW	Region-wide

Climate change

Long-term strategic objectives

1. Strengthen climate smart planning, building and design policies and their implementation in the planning system.
2. Use best available understanding of climate related risk to provide regionally specific strategic direction for integrated land use planning, transport infrastructure and economic development and identify areas for conservation and protection.
3. Support urban renewal and design of master planned communities that creates walkable, connected neighbourhoods, reduces the need for car journeys and encourages public transport uptake to assist with emission reduction targets.
4. Encourage well-designed public places that increase climate change resilience and future liveability.
5. Facilitate green technologies and industries that reduce reliance on carbon-based energy supplies and directly or indirectly reduce our greenhouse gas emissions.
6. Monitor and review the impact of climate change on hazard risk and update hazard overlays within the Code to manage these risks.
7. Create policies, schemes, education and incentives to promote climate resilient neighbourhoods and support market transition.
8. Encourage regenerative planning processes, focussed on restoring natural systems.

The Greater Adelaide region faces challenges from climate change, including sea level rise, reduced average rainfall, intensification of storm events, more frequent and severe heatwaves, bushfires and droughts.

Figure 10 - Guide to climate projections for risk assessment and planning in South Australia

Source 14: Department for Environment and Water

	Projected Change	Associated Risks
 **Higher Temperatures**	• Higher average daily maximum temperatures • Longer, hotter and more frequent heatwaves.	• Reduced agricultural productivity • Changes in distribution and abundance of pest plants and animals • Increased risks of heat related illness and death.
 **Drier with more time in drought**	• Reduced average annual rainfall • Reduced spring rainfall • More time spent in drought.	• Increased stress on water resources • Reduced condition of water dependent ecosystem • Reduced agricultural productivity.
 **More dangerous fire weather**	• More days of dangerous fire weather • Longer fire seasons.	• Increased risks to public health and safety • Increased damage or destruction of assets, infrastructure and the natural environment.
 **More intense heavy rainfall events**	• More rain falling in extreme rainfall events • More frequent extreme rainfall events.	• Increased flood risk • Increased damage to assets, particularly roads and bridges • Increased damage to food crops.
 **Rising sea levels**	• Increasing average sea levels • Increased height of extreme sea level events.	• Increased coastal flooding • Increased erosion of beaches and damage or destruction of coastal assets.

These are likely to impact on agricultural production, public health, community wellbeing, natural landscapes and wildlife habitats, and public and private infrastructure.

The government is committed to working with business, industry and community to build a strong, net zero emissions future and adapt to climate change.

Net zero emissio ns by 2050

South Australia has targets for at least 60% reduction in net greenhouse gas emissions by 2030 (from 2005 levels) and net zero emissions by 2050. It also has an ambitious aim to reach 100% renewable energy generation by 2027. The *South Australian New Zero Strategy 2024-2030* supports further action to transition the state to an economically strong net zero future (See: South Australia's Net Zero Strategy)

The transport sector plays a critical role in supporting our economy and reducing the state's greenhouse gas emissions, with the sector currently contributing to almost 30% of all emissions[36] The Plan works towards aligning land use and transport planning to supporting low emissions transport outcomes.

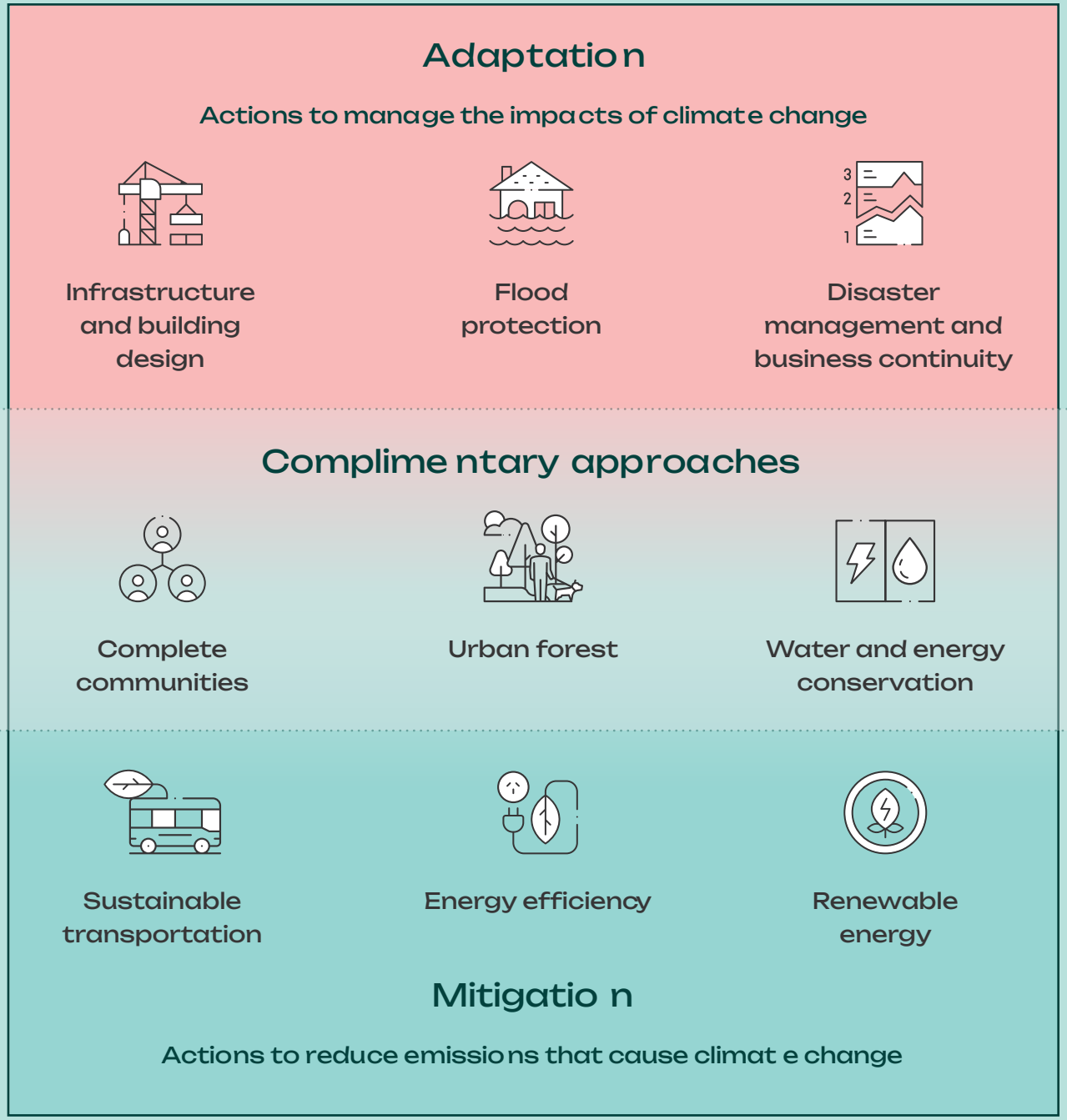
Additional actions for climate resilient built and urban environments align with the state government's Climate Change Resilience and Adaptation Actions (South-Australian-Government-Resilience-and-Adaptation-Actions.pdf).

Adaptio n and mitigatio n

Consistent with the government's approach, the South Australian planning system aims to promote climate change mitigation and adaptation (Figure 11). By undertaking both mitigation and adaptation solutions, we can deliver tangible climate change outcomes as well as many co-benefits including cost savings, energy conservation and improved community connection.

Figure 11 - Planning: Adaptation and mitigation approaches

Source 15: Greater Adelaide Regional Plan Discussion Paper



Growth area planning

Both greenfield and infill land supply types must consider the challenge of addressing climate change and achieving more sustainable urban growth. The Plan does this at a regional level by promoting housing growth in locations that create more walkable and connected neighbourhoods and that support public transport uptake.

State significant infill areas and local infill investigation areas were identified in areas well serviced by public transport and other infrastructure to support the uptake of alternative transport opportunities (including active travel).

Greenfield growth areas were identified to take advantage of current and planned city shaping infrastructure projects, including opportunities for future public transport, with reasonable proximity to employment, shops and services to reduce commutes. Areas of high hazard without prospect of mitigation within the next stages of detailed investigations were avoided.

Within both infill and greenfield areas, the Living Locally concept aims to create connected, convenient, cohesive and climate-smart communities, and to reduce the need for long-distance car travel. This concept is embodied by targeting higher densities and mixed-use development around public transport and employment and designing places to encourage walking and cycling to daily activities.

Code policies will be reviewed for new greenfield development to establish performance measures for new communities - including minimum housing diversity targets, accessibility to shops and services, environment sustainability standards and open space provision.

The design and location of new public realm elements and public infrastructure should also be resilient to climate risks. The enhancement of natural habitats will be critical to supporting the region's social and economic prosperity.

Supporting climate resilience in the built environment

Long-term land use decisions should consider the most up to date climate projections and risks, including the increased intensity of natural disasters, reduced rainfall, increased temperatures and sea level rise. The Plan was informed by the *Climate Change Projections Viewer* and *Guide to Climate Projections for Risk Assessment and Planning (2022)*, prepared by the Department for Environment and Water. Mapping layers within the Plan will be revisited as mapping, modelling and information on how risks from flood, bushfire, extreme heat and coastal inundation will be affected by climate change is further understood, and standard climate impact timeframes, data sets and assumptions are adopted by the government.

Mitigation and adaptation considerations will form part of the structure planning and detailed infrastructure analysis of the growth areas identified in the Plan.

For development assessment, the Code contains several hazard overlays which include policies to recognise sea level rise, bushfire (development siting, asset protection) and flood hazard. Recent work to update these overlays and other policies in the Code for flood and bushfire hazard will contribute to climate change resilience.

There are, however, opportunities for further areas of investigation to update the Plan and guide further improvements to the Code, Design Standards or other components of our planning system.

These improvements can also support cross-government efforts to respond to climate change, such as:

- Implementing the Urban Greening Strategy for Metropolitan Adelaide.
- Aligning with the Urban Water Directions Statement.
- Supporting waste and circular economy initiatives in the South Australian Waste Strategy.
- Reviewing policies to increase participation in carbon farming.
- Supporting renewable energy legislation.
- Continuing to strengthen alignment of land use, transport and infrastructure planning to support low emissions and liveability.

Actions – Climate Change

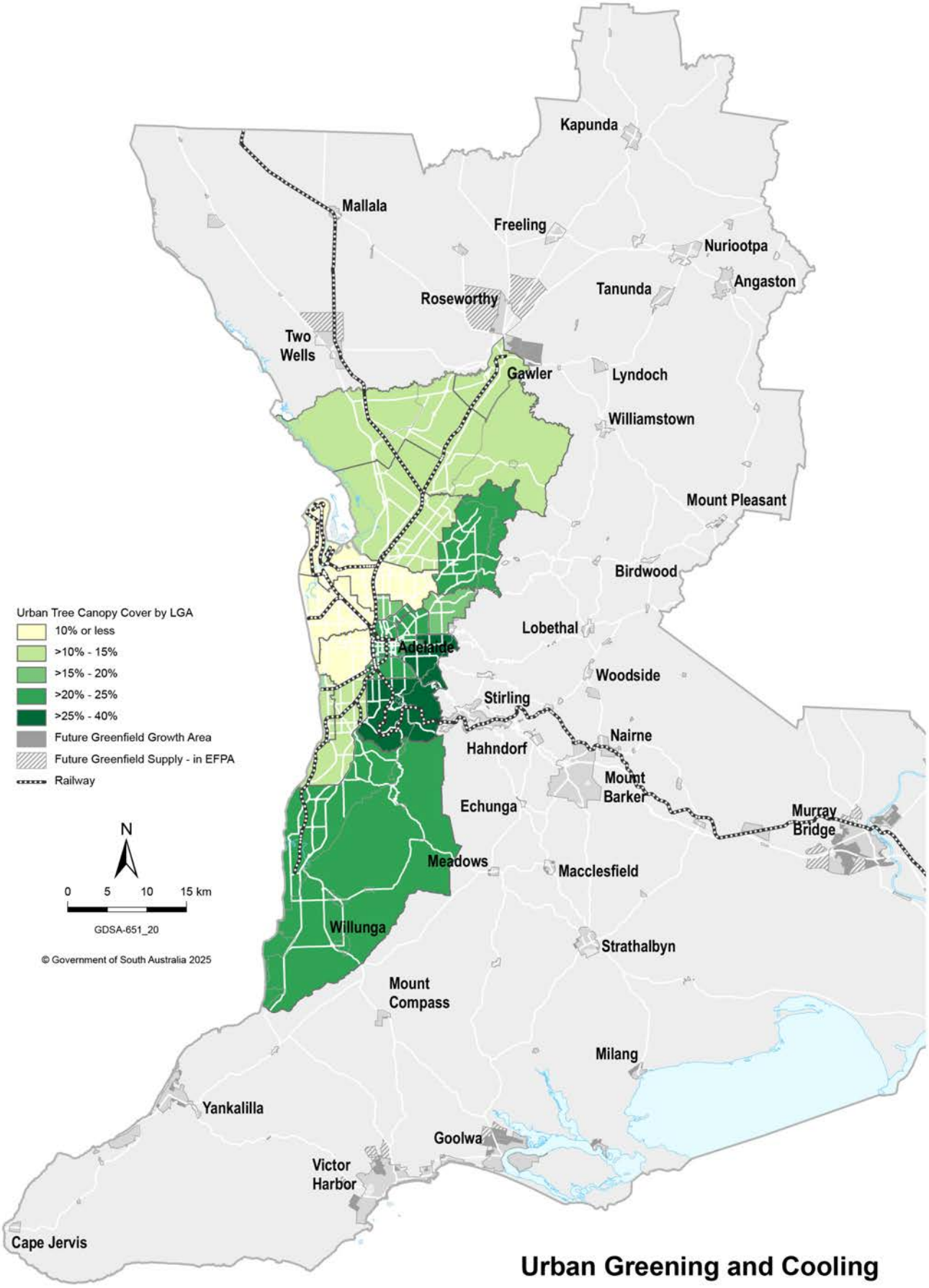
Title	Action description	Timing	Lead	Spatial application
Guideline Regenerative Planning Framework	Develop a regenerative planning framework and toolkit to assist State Government, Local Government, and the private sector in applying regenerative approaches to planning.	5 Years	DHUD	Region-wide

Urban greening and cooling

Long-term strategic objectives

1. Mitigate the impact of extreme heat events by designing public spaces and developments to create cooler microclimates using green infrastructure, appropriate building materials and water sensitive urban design.
2. Encourage more trees and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods with access to nature.
3. Prioritise tree canopy along transit corridors, active transport linkages and places with high-pedestrian activity to improve comfort for users and cool the local microclimate.
4. Enhance Greater Adelaide's tree canopy through the protection of existing trees and planting of new trees on both public and private land.
5. Facilitate investment in urban greening where it is needed most to meet tree canopy targets.

It is projected that Greater Adelaide will experience an increase in the average maximum temperature with more heatwaves of a longer duration. This has the potential to increase the risk of heat related deaths, particularly for more vulnerable people.



Urban Greening and Cooling

Evidence shows that urban areas can experience the urban heat island effect, which increases the temperatures of cities due to the absorption and retention of heat by hard surfaces like asphalt, concrete and artificial grass.

Urban heat intensity measures additional heat in the landscape that is attributable to urban development. The average urban heat intensity in metropolitan Adelaide has increased by 0.2 degrees Celsius between 2014 and 2023.[37] While this indicates a relatively stable trend on average, urban heat varies geographically depending on the proportion of impermeable surfaces (such as roads, car parks, and buildings) as well as bare earth.

The planning system can mitigate the impacts of rising temperatures by encouraging water sensitive urban design, green infrastructure and other design responses.

Urban heat mapping

The most optimal technology, method and frequency of future measurement of urban heat has not yet been determined. Analysis technology for urban heat is an evolving aspect of environmental monitoring, which is likely to continue to advance in the near future, and the benefits and downsides of each option must be weighed up.

As part of the implementation of the Urban Greening Strategy for Metropolitan Adelaide, Green Adelaide will work with partners to identify the best technology and methodology to track urban heat into the future. Green Adelaide will also investigate appropriate urban heat spatial mapping and identify policy response options as a short-term action of the Plan.

In the meantime, existing heat data is being used to help prioritise cooling efforts through greening where it is needed most, and to improve the understanding of different materials on urban heat.

Tree canopy

Improving tree canopy across Greater Adelaide is one way of reducing the impacts of climate change and improving liveability. Currently, tree canopy varies across the region and is influenced by natural landscape features or protected areas, historical patterns of development, areas available for tree planting, and the nature of tree controls and protections that are in place. It is important to prioritise growing shady street trees and other vegetation in areas of high heat, high socio-economic vulnerability and low canopy.

The Code contains policies aimed at encouraging tree retention and planting on private land.

Under the Code, there is mandatory tree planting policy in urban infill areas to ensure at least one tree is planted per new dwelling. Where tree planting is not feasible on-site (e.g. when soil types are prohibitive), a payment is required into the Urban Tree Canopy Off-set Scheme (Scheme). The Scheme enables contribution into a fund that can be used to plant trees in parks, reserves and nature strips, or to create new parks.

Greater Adelaide Regional Plan tree canopy target

The 30-Year Plan contained a target for urban green cover in metropolitan Adelaide. This target was reviewed in 2024 as part of the preparation of the Urban Greening Strategy for Metropolitan Adelaide.

The Plan's target aims to achieve 30% tree canopy cover across metropolitan Adelaide by 2055.

As of 2022, tree canopy cover was 16.7% across the metropolitan Adelaide region (LiDAR captured in 2022). This figure has been adopted as the target's baseline.

There are two measures to help achieve this target:

- For the tree canopy cover to reach 30% across metro Adelaide by 2055, tree canopy will need to grow by around^ 2 percentage points every 5 years.
- New master planned greenfield development and strategic infill sites should plan to achieve a 30% canopy cover once their landscaping matures.

There is significant local variation – regionally, across individual suburbs (ranging from 1.4% to 56.4% and across land-use types (ranging from 5.12% to 50.72%).

Some of this canopy variability is due to historical landscape differences, such as topography, soil, and rainfall (for instance, there are more trees along the hills-face compared to coastal areas). Other changes are more recent, due to human land management impacts. Additionally, some council areas contain protected areas or other large open spaces, while others have airports, commercial areas and remnant grasslands that are less suitable to accommodating more trees.

Therefore, while 30% tree canopy cover is the overall target for the metropolitan Adelaide region, it is important to recognise that some areas and land-uses will likely always have less, and others more, than 30% canopy cover.

A short-term action of the Plan is to investigate differential tree canopy cover sub-targets for different land-use and landscape types to guide further refinement to the tree canopy target.

Source: Urban Greening Strategy for Metropolitan Adelaide 2025 –2030, Green Adelaide

Strengthening tree protection

In May 2024, the government introduced new planning regulations to better protect Adelaide's urban tree canopy and safeguard large, significant and regulated trees from removal.

The Minister for Planning has also requested the Commission undertake a program of tree policy work, including:

- Preparing a Design Standard to provide minimum urban tree planting and maintenance requirements for public areas in greenfield developments.
- Amending planning rules to also consider a tree's urban canopy contribution as part of assessing whether it can be removed.
- Strengthening planning rules to support design innovation and flexibility to retain large trees.
- Investigating an appropriate assessment pathway for trees within 3 to 10 metres of a dwelling or swimming pool where offset fees are paid.
- Extending urban tree canopy requirements to greenfield developments in Master Planned Neighbourhood Zones and townships.
- Extending regulated and significant tree protections to townships, capturing urban areas beyond metropolitan Adelaide.

These regulations and planning policies will work to facilitate the achievement of the Plan's Tree Canopy Target, and will important way of measuring the impact of these new legislative and Code requirements and identify any opportunities for enhancement.

Many councils have also adopted strategies and policies in relation to tree canopy cover and greening and are continuing to increase plantings on public land.

DIT also has a significant role to play in increasing canopy cover. It has committed to identifying and pursuing feasible opportunities to expand green infrastructure on public land, focusing on priority areas that provide for active travel and new infrastructure projects.

DIT's *Green Infrastructure Commitment (2021)* comprises focus areas and commitments to:

- increase urban canopy cover on DIT managed land
- enhance liveability (including amenity, health and wellbeing) by targeting canopy cover over footpaths and bikeways
- implement water sensitive urban design (WSUD) on infrastructure projects
- pursing opportunities for BSUD through landscape design and species selection.[38]

Water-sensitive urban design

Adelaide's low rainfall and long, hot, dry summers mean that water availability is potentially a limiting factor for successful urban greening that can meaningfully mitigate high temperatures. Unless carefully planned for, many trees and other vegetation planted in today's climate may not thrive, or even survive, without significant irrigation water.

Urban landscapes also often disrupt the natural connections between water and plants. Conventional roads, roofs and other hard surfaces prevent rainwater soaking into the soil and typical stormwater pipes drain water directly into the St Vincent Gulf. It is important to reduce impermeable surfaces, where possible, to help improve stormwater management, retain healthy soils, reduce the 'urban heat island' effect, and increase the available space for planting trees and other greenery.[39]

The planning system plays a role in facilitating good design outcomes that ensure new development protects existing valuable trees, increases site permeability, enhances diversity of plantings, and provides sufficient space for new urban greening, supported by adequate soil and water infrastructure.

Integrating WSUD through residential and commercial developments, including in carparks, is an effective way to manage stormwater, improve water quality, and maximise the growth of trees and other vegetation.

Policy improvements, education, advisory material, incentives and new practices supported by strong evidence and data are all needed to strengthen the response to urban greening and cooling.

Actions – Urban Greening and Cooling

Title	Action description	Timing	Lead	Spatial application
Code Amendment Tree Protection and Planting	Finalise and publish the Tree Protection and Planting Code Amendment, which seeks to update tree protection policies, promote design innovation to retain large trees, and extend both the Regulated and Significant Tree Overlay and the Urban Tree Canopy Overlay to cover more parts of South Australia.	2 Years	DHUD	Region-wide
Investigation Urban Tree Canopy Target	Investigate differential tree canopy cover sub-targets for different land-use and landscape types.	2-3 Years	DEW – Green Adelaide	Metro Adelaide
Investigation Urban Heat	Investigate appropriate urban heat spatial mapping and identify policy response options.	5 Years	DEW – Green Adelaide	Region-wide

Coastal environment

Long-term strategic objectives

1. Maintain and enhance public access to open space along the metropolitan coastline in a manner that is sensitive to biodiversity conservation priorities.
2. Protect and enhance coastal and marine environments for their contributions to biodiversity, open space, economic productivity, and hazard risk mitigation.
3. Protect the high blue carbon storage values of areas such as mangroves and salt marshes.
4. Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges, and ensure new coastal development incorporates appropriate adaptation measures including nature-based solutions.
5. Recognise and continue to protect the Adelaide International Bird Sanctuary, Adelaide Dolphin Sanctuary and Marine Parks through appropriate policy within the Code.
6. Investigate the potential to develop Coast Park as a continuous public park from North Haven to Sellicks Beach.

Coastal areas support important ecological systems and environments and play a key role in the state's economy through aquaculture, recreation and tourism, transport and industry.

The coastline can be a contested space. Legislation provides high level guidance and policy for a balanced approach to the range of competing interests for development while recognising its environmental, cultural and economic significance.

The legislative framework for the management of South Australia's coast includes:

- *Coast Protection Act 1972.*
- *Environmental Protection Act 1993.*
- *Adelaide Dolphin Sanctuary Act 2005.*
- *Planning, Development and Infrastructure Act 2016.*

The Coast Protection Board (CPB) is the statutory authority responsible for administering the *Coast Protection Act 1972.*

The Environment Protection Authority (EPA) has a responsibility through the *Environment Protection Act 1993* to ensure water quality and discharge into coastal waters are appropriate and will not cause environmental harm or nuisance.

High conservation value coastal areas

There are a range of high conservation value coastal areas within the region which are protected from encroachment and disturbance, such as the Adelaide International Bird Sanctuary and Adelaide Dolphin Sanctuary, as well as a range of remnant coastal habitats, such as Minda Dunes, Curlew Point / Port Stanvac, Maslin Beach, and Tokuremoar Reserve.

Most of the coastline of Greater Adelaide is protected by a strip of open space or Conservation Zone within the Coastal Areas Overlay. This zoning preserves the open nature of the coast, promoting public access and limiting the development of structures. Where gaps in the zone / overlay exists, such as at Port Stanvac, appropriate zoning should be applied to protect significant remnant coastal, intertidal and marine habitats, and Aboriginal heritage along the coastline.

Blue carbon

Blue carbon is the carbon captured and stored in coastal ecosystems including seagrass meadows, saltmarshes and mangroves. These ecosystems are carbon sinks, accumulating and retaining carbon in the plants themselves and in the soils below. Much work has been done to investigate blue carbon potential across South Australia. This work has identified the benefits of tidal reconnection and coastal wetland and seagrass restoration. The protection and realisation of the values of blue carbon will also involve enhancing the biological and ecosystem services which these areas provide.

Coastal storms and sea level rise

Climate change is expected to increase the frequency, intensity and impacts of some weather events, such as coastal storms. Sea level rise leads to increased frequency and depth of flooding in coastal areas.

Therefore, it is important to identify areas that are likely to be affected by storm events to determine the most appropriate management strategies, such as avoid, retreat, accommodate or do nothing. Sea level rise and the risk of coastal flooding and erosion is a major risk to existing and future infrastructure and development in proximity to the coastline. Code amendments should consider sea level rise implications (for erosion and flooding) to the year 2100, noting that ongoing sea level rise beyond this point is expected.

Actions – Coastal Environment

Title	Action description	Timing	Lead	Spatial applicatio n
Code Amendment Coastal Processes and Hazard Mapping	Update coastal processes and hazard mapping including coastal flooding and storm surge, dune drift and coastal mangrove and saltmarshes to inform spatial amendments to the Coastal Areas Overlay and Coastal Flooding Overlay.	3 Years	DEW	Region-wide
Code Amendment Coastal Areas Overlay	Initiate a Code Amendment to amend the Coastal Areas Overlay, to update coastal flooding policy and associated finished ground and floor level Technical and Numeric Variations.	3 Years	DEW	Region-wide

Natural hazards

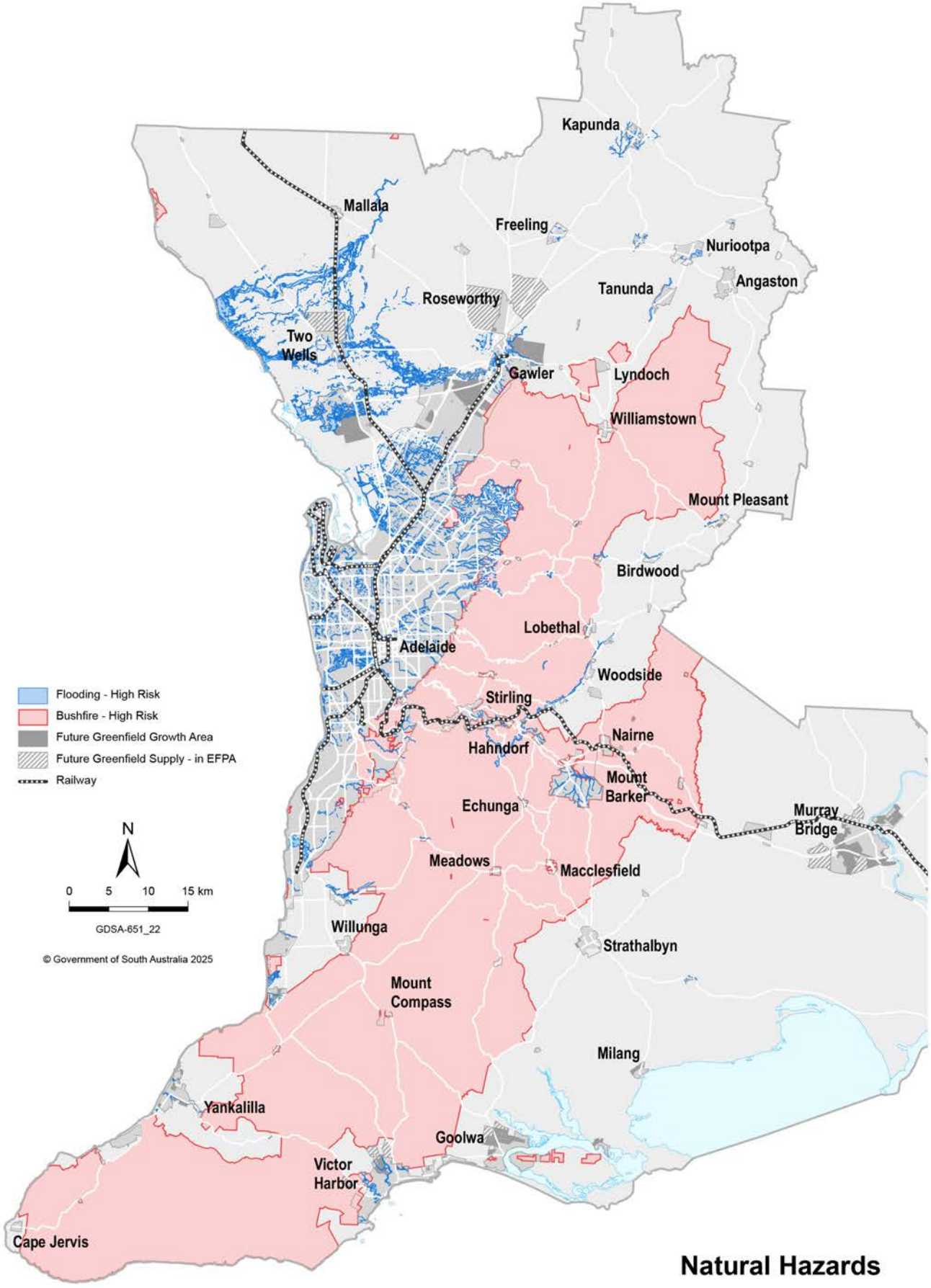
Long-term strategic objectives

1. Avoid locating future growth and sensitive developments (such as hospitals, major transport infrastructure and critical services) in areas of high natural hazard risk where the mitigation strategies are unable to bring risks to an acceptable level.
2. Maintain contemporary data and mapping for areas that are at risk of natural hazards including bushfire, flooding, acid sulphate soils, erosion and other hazards.
3. Provide a risk-based approach to policies within the Planning and Design Code with consistent application of state interest overlays.

South Australia's climate and geography place our people and property in the path of natural hazard events. Our land use planning system needs to be dynamic and continue to evolve to safeguard our communities, infrastructure and environments as the frequency and intensity of natural disaster events increases due to climate change.

Natural disasters can have significant financial and social impacts on individuals, communities and businesses. The economic, social and environmental cost of disasters can be reduced by prioritising consideration of the impact of natural disasters in land use strategies and planning for them appropriately. This will safeguard affordability, create more resilient communities and reduce recovery timeframes.[40] The likelihood and impact of natural hazards varies across the region.

Introducing a consistent, state-wide approach to identifying, modelling and spatially representing natural hazards, particularly flood and bushfire in the planning system will support strategic planning, provide direction on suitable locations for essential infrastructure, and inform key land use policy decisions around suitable growth areas. This work is happening now and can be seamlessly incorporated into the Plan. For example, the Statewide Flooding Code Amendment is looking to utilise section 71 of the PDI Act to enable the updated flood mapping data to be reflected in the Code, which can also be linked to the Plan.



Natural Hazards

Providing a planning framework that is adaptable and responsive to changing conditions, including the role of development in mitigating impacts, will ensure that the appropriate level of risk is addressed through planning and development. This involves decision making to be informed by contemporary, evidence-based climate science to reduce the need for future adaptive responses.

Greenfield development should consider working with a site's topography and natural watercourses, adopting grey water solutions, managing stormwater flows taking account of future storm events, and protecting against hazard risks such as bushfire.

Infill development should incorporate measures to help mitigate the effects of extreme weather events such as heatwaves and heavy rainfall. Good infill design that considers shade, urban greening, stormwater management and other measures will assist urban areas transitioning towards warmer temperatures and heavy rain events. Installation of rainwater tanks, or other water sensitive urban design features that allow for capture or infiltration of stormwater, is an important part of stormwater management and can help avoid or delay local stormwater infrastructure upgrades.

The Stormwater Management Authority identifies stormwater management planning priorities for Adelaide and surrounds. The priorities have been developed based on factors that are considered to most strongly reflect the need for a stormwater management plan. They include flooding and drainage, water security and stormwater reuse, water quality, climate change adaptation and development pressure. The stormwater management planning priorities can be found on the Stormwater Management Authority's website: Stormwater Management Authority – Government of South Australia.

Actions – Natural Hazards

Title	Action description	Timing	Lead	Spatial application
Regional Plan Amendment Bushfire mapping	Update the bushfire mapping in the Greater Adelaide Regional Plan to align with the finalisation and publication of the State-wide Bushfire Hazards Overlay Code Amendment.	1 Year	DHUD	Region-wide
Code Amendment Flood hazard mapping	Finalise the State-wide Flood Hazard Code Amendment, and update floodwater mapping in the Greater Adelaide Regional Plan to align with the finalisation and publication of the Code Amendment.	1-2 Years	DHUC	Region-wide

Emissions and hazardous activities

Long-term strategic objectives

1. Protect communities and the environment from risks associated with emissions and hazardous activities.
2. Support state significant operations and industries and protect them from encroachment by incompatible land uses and/or sensitive receivers.
3. Assess and manage risks posed by known or potential site contamination to enable the safe development and use of land.

Emissions and hazardous activities, including air and noise pollution and site contamination, may result from lawfully operating industries and operations that make significant contributions to our economy.

Our planning system seeks to protect communities and the environment from risks associated with these emissions and hazardous activities, whilst ensuring industrial development can continue to operate through:

- Supporting a compatible land use mix through appropriate zoning controls.
- Appropriate separation distances between industrial sites that are incompatible with sensitive land uses.
- Controlling or minimising emissions at the source, or where emissions or impacts are unavoidable, at the receiver.

Ensuring suitably zoned land with required infrastructure is available for a range of industrial and infrastructure uses provides greater certainty for industry, helps to safeguard our air, water and soil quality, and protects communities from unacceptable noise and/or other emissions. Similarly, the location of future residential or employment growth land should be identified with a view to ensuring appropriate separation from established industries that may give rise to adverse noise and air quality impacts. The identification of growth areas will be guided by best practice policy and updated mapping with respect to established and designated industrial areas, which may cause emissions or involve hazardous activities.

The Plan identifies current EPA licensed sites, including 16 operational and closed large landfill sites that have a higher risk of generating landfill gas at a rate that could be hazardous if appropriate management and monitoring were not applied.
The Interface Management Code Amendment will further strengthen planning policies in relation to the management of interfaces between sensitive land uses and existing industrial and employment activities.

Site contamination

The Code provides means by which relevant authorities can assess and manage risks posed by known or potential site contamination to enable the safe development and use of land.

With a current focus on the renewal of existing urban areas, it is critical that site contamination issues are identified and addressed to safeguard communities and the environment. Land should not be developed for more sensitive uses unless site contamination risks have been investigated and where necessary, appropriate fit for purpose remediation measures put in place.

With scientific understanding and technologies to assess and remediate site contamination constantly improving, the Commission seeks to oversee targeted improvements to site contamination policy and practice, where site contamination investigations and assessment are undertaken commensurate to the level of risk.

Actions – Natural Hazards

Title	Action description	Timing	Lead	Spatial application
Policy Review Interface Management	Identify significant lawfully operating industries that may benefit from improved interface policy such as the application of the 'Interface Management Overlay' or 'Significant Interface Management Overlay.	4 Years	EPA	Region-wide

Transport and Infrastructure

Outcome 5: An integrated and connected region

Land use planning that is successfully integrated with transport, essential services and social infrastructure, allows for more sustainable and coordinated growth, providing for liveable and connected neighbourhoods and supporting economic productivity.

Infrastructure is the physical assets and structures that enable the services necessary to sustain or enhance the economy, environment and liveability of South Australia.[41]

The growth of all cities requires infrastructure, including new schools, hospital beds, emergency service, roads, water/wastewater etc. Integrated planning will enable the timely provision of services that communities expect and require for quality of life. It may also help avoid previous pitfalls where development was not supported by adequate infrastructure planning and financing and is now experiencing an infrastructure backlog.

Successfully integrating land use and transport systems help people move safely, efficiently and to more places, help provide an improved return on public investment in transport infrastructure, and encourage growth in private sector investment. Locating jobs and higher density housing closer to public transport to reduce private vehicle travel will achieve a more sustainable pattern of development, reducing greenhouse gas emissions and mitigating climate change.

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. The provision of social infrastructure is delivered by Commonwealth, state and local governments, as well as the private sector, and can vary considerably in function and scale. For example, social infrastructure could include a local swimming pool or a major regional hospital. Locating social infrastructure where it is needed most means planning and reserving land ahead of need. Planning for accessibility and connectivity should also be integral to site selection and design.

In a similar way, reserving land for essential services such as power and water are also critical to productivity, health and wellbeing. Designing infrastructure with a view to the future, including climate change adaptation and carbon reduction, will help create robust and resilient places.

The Plan is also key component of the government's Housing Roadmap, which identifies several additional initiatives to improve supply and infrastructure delivery, including an additional $1.2 billion to 2028 on SA Water infrastructure.

Digital Infrastructure

Digital connectivity infrastructure is a key enabler for economic growth and bridging regional, metropolitan and socio-economic divides. It serves to connect communities, and unlock new markets, new business and service delivery models, and productivity.

While parts of Adelaide have excellent connectivity through programs such as GigCity[42], more regional areas have digital connectivity challenges, which limits expansion opportunities for business, flexible arrangements for workers and access to new service delivery models.

In greenfield growth areas, it is also important that residents of new communities have access to modern telecommunications services, including broadband and voice, to ensure digital connectivity and inclusion outcomes.[43]

While the government is a strong advocate for improved digital infrastructure to grow the economy and provide more digital services, the Australian Government and the private sector are responsible for the majority of infrastructure.

The Australian Government has published its Telecommunications in *New Developments (TIND) Policy,* which provides guidance for developers, property buyers, occupants and telecommunications carriers on the provision of telecommunications in new housing estates. This Policy outlines the obligations of property developers to ensure the inclusion of modern fixed and mobile telecommunications infrastructure in the design of new master planned communities or expanding suburbs.

The latest version of the TIND policy took effect on 17 February 2024.

Infrastructure in greenfield and infill areas

New homes and businesses need new or augmented infrastructure and services regardless of their location, type, or density. A combination of greenfield and infill development is envisaged to support Greater Adelaide's future population. Each approach presents its own unique challenges, noting the total cost to community needs to be considered.

Successful greenfield development is contingent on the timely and coordinated release of land, relative to the provision of available infrastructure. When this is done effectively, it reduces the costs to community and ensures people have access to necessary facilities and services in a timely manner.

Infill development has played a critical role in accommodating growth in recent years. While its associated impacts require careful management and clear policies, Infrastructure SA research has shown there typically are efficiencies in accessing infrastructure in infill areas that can result in lower costs and access to services sooner in comparison to greenfield areas. However, this is highly variable and dependent on the capacity of existing networks.

Strategic transport networks

Preserving land for infrastructure

Access to good services and infrastructure is essential for community wellbeing. It can also lower living costs and help create greener, safer, healthier and more successful communities. The Plan provides clear direction and allocates actions to agencies to ensure the delivery of infrastructure aligned to growth.

State agencies and utility providers will ensure suitable land within newly identified growth areas is preserved for key infrastructure to support Greater Adelaide's growth over the next 30 years.

Securing these sites early in the planning process provides more certainty to growing communities and is generally cheaper compared to when it is done after development commences.

How and when will land be preserved

The structure planning process is the primary vehicle for the identification and preservation of land for state infrastructure requirements for new greenfield growth areas. Extensive investigations are required in conjunction with state agencies and infrastructure providers to inform the location and size of these sites.

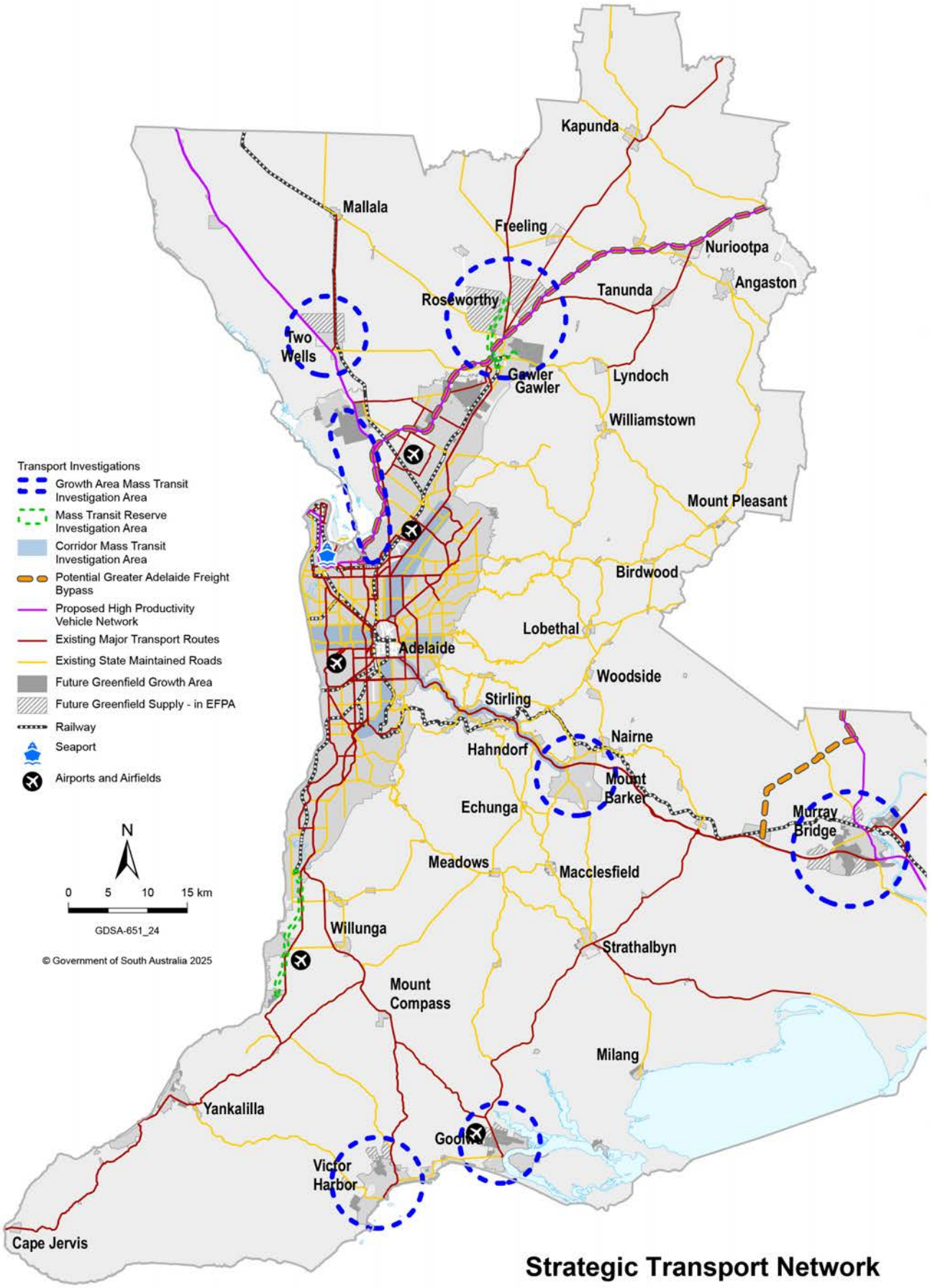
This will in turn inform amendments to the *Planning and Design Code* (rezoning) and the creation of infrastructure schemes for new growth areas.

The *Planning, Development and Infrastructure Act 2016* (PDI Act) also sets out a process to reserve land and streamline approval processes for infrastructure through the creation of an 'infrastructure reserve'. Where specific infrastructure needs have been identified, infrastructure agencies and utility providers should utilise this mechanism under the PDI Act to strategically reserve corridors or sites for future assets or rebuilding of aged assets to assist with long-term infrastructure planning to accommodate future growth.

What infrastructure is needed to support the development of growth areas?

Significant infrastructure investments are required to support the development of Greater Adelaide's major greenfield growth areas. While not an exhaustive list, the following maps contain a series of high-level estimates of the enabling trunk infrastructure that is required to support the full build out of major greenfield growth areas in the east, north and south to 2051.

The estimates are subject to change as further planning work on these growth areas is carried out in partnership with state agencies and utility providers during the next five years.



Strategic Transport Network

Long-term strategic objectives

1. Plan residential and employment growth areas to integrate with, and capitalise on, existing and planned strategic transport infrastructure.
2. Identify and protect the operations of key strategic transport passenger and freight infrastructure, including corridors, intermodal facilities and nodes.
3. Allow for the future expansion and intensification of strategic transport infrastructure and service provision for passenger and freight movements.
4. Enhance freight transport infrastructure to deliver more efficient supply chains for our export industries and freight networks.
5. Support the increased use of a wider variety of transport modes, including public transport, walking and cycling, to support liveability and emissions reduction.
6. Reduce conflict between Movement and Place in strategic infill areas to ensure communities remain highly liveable.
7. Align public transport planning and investment to state strategic infill locations and future greenfield growth areas, including future mass transit and redesigned bus networks.

Transport is the backbone of South Australia's economy and lifestyle. It provides the linkages to support business activity, employment and trade[44] and connects people with friends, family and the unique destinations across the region.[45]

The transport system is made up of a variety of transport modes that work together to move people and goods throughout the state and to interstate and international gateways. The government invests in, operates, and maintains a range of road, rail, public transport, cycleway and marine networks.

South Australia also relies on an efficient and reliable aviation sector and seaports. Aviation plays an essential role in tourism and provides critical transport, medical, business, education, social and other services to interstate and regional areas. Seaports, in conjunction with our freight road and rail lines and intermodals, are critical to the state's resource and mining sectors.

These strategically significant transport systems are vital to achieving the state's economic and liveability priorities and are planned, delivered and protected differently to the local transport networks. State-level planning and coordination is required to:

- Align transport and land use with population growth and economic objectives.
- Identifying and protecting strategic transport corridors and nodes, especially to support regional development and city-shaping infrastructure investments.
- Integrate planning and delivery so that people, including those in growth areas, have genuine choice in how they connect.
- Prioritise mode-shift toward public and active transport to support liveability and emissions reduction, as well as health and social equity outcomes.
- Reducing the conflict between Movement and Place in strategic infill locations to ensure communities remain highly liveable.

South Australia's Transport Strategy

South Australia's Transport Strategy, prepared by the Department for Infrastructure and Transport (DIT), is an overarching strategy document with a 30-year horizon that guides how infrastructure investment decisions will be made, justified and explained.

The Transport Strategy outlines how transport underpins South Australia's key priorities:

- Quality roads, public transport and active transport options to support housing growth.
- Efficient supply chains strengthen South Australia's competitiveness, driving economic opportunities and prosperity.
- A safe, accessible public transport system will meet the needs of a ageing population.
- Explaining road space for cars in the most expensive and least sustainable way to move people through and good through urban areas.
- Focusing on reducing the environmental impact of the transport sector.

To facilitate integrated planning across government, the Transport Strategy sits amongst a suite of key long term planning documents that work to define the aspirations and future direction of the state, including the *South Australian Economic Statement, South Australia's Net Zero Strategy 2024–2030*, the *20-Year State Infrastructure Strategy*, and the *Greater Adelaide Regional Plan.*

As a seminal piece, the Transport Strategy guides and is supported by sub-strategies including the Freight and Supply Chain Strategy and Road Safety Strategy to 2031. It sets direction for future sub-strategies that are under development, such as the Public Transport Strategy and Active Transport and Personal Mobility Strategy.

These sub-strategies will reflect the future growth areas and priorities of the Plan, providing opportunities for further mapping and policy integration, and the coordination of delivery is discussed further in Implementation and Delivery.

Click here for more information on South Australia's Transport Strategy.

Freight and supply chain networks

South Australia's freight task is managed through intrastate, interstate and international supply chains, with most of the freight travelling via road (>77%)[46], followed by sea, rail and air.

Freight demand will continue to grow as population and industry grows. A well-functioning freight and supply chain sector relies on a physical network that can safely support the current and future freight task. Improving freight and supply chains improves efficiency and contributes to economic growth.

Intermodal facilities support the transfer of freight between different modes. Greater Adelaide has intermodal terminals located at Penfield, Gillman, Islington, the Flinders Adelaide Container Terminal at Outer Harbor, the Adelaide Freight Terminal at Regency Park, and Adelaide Airport. There are also multiple distribution centres in northern Adelaide precincts, such as Edinburgh Parks. The strategic use and integration of intermodal exchanges improves the efficiency of freight transport by maximising the ability to combine appropriate freight modes for each section of a freight journey.

Strategic planning must facilitate growth, improve safety outcomes and promote greater cohesion between competing land uses, by ensuring freight networks are accommodated and appropriately incorporated into the built environment.

Reducing interaction between freight and community

As more goods are moved within close proximity to people and communities, greater focus must be given to infrastructure and policy settings to enable efficient freight movements in as safe a way as practicable.

Heavy vehicles will always have a presence in Adelaide to support metropolitan freight movements to link producers, manufacturers and suppliers to consumers.[47] However, more densely populated areas can create greater safety risks due to increased interactions between freight and community.[48]

These interactions can also bring large freight vehicles in closer proximity to more vulnerable road users such as pedestrians, cyclists and community activities such as schools, local shops and parks. It is therefore important to explore opportunities that will optimise both freight movements and safety outcomes.

One such investigation priority is the Greater Adelaide Freight Bypass to enable trucks to be diverted from the South-Eastern Freeway onto the regional north-south freight route and the Sturt Highway, reducing the need for a proportion of heavy vehicles to travel through the metropolitan area. If realised, opportunities for future diverse housing options could be considered where a change in corridor function results.

Another priority is the master planning for the Lefevre Peninsula as this area comprises a growing residential population, mixed with significant industry development, including the Port of Adelaide and Osborne Naval Shipyard.[49] The importance of this area in delivering the state's economic vision is reinforced by the status of employment land in this area being identified as an SSIEP.

State road infrastructure

Adelaide's urban road network is critical to the transportation of freight and plays a critical role in the mass movement of people as the private car continues to be the dominant mode of travel in Greater Adelaide.

The interface between key movement corridors and residential neighbourhoods must be carefully managed to avoid health impacts through exposure to emissions, noise and vibration. Ensuring these interfaces are well managed is critical to our new urban form and the health and liveability of our neighbourhoods.

As growth continues, road widening becomes increasingly difficult without acquiring land, so it is important to consider transport system investment that provides greater transport choices as a long-term solution to road congestion. This is critical in supporting Living Locally and will help free up the limited road space for essential journeys, such as freight and commercial vehicle movements, which support our economy that otherwise cannot happen through other modes.

North-South Corridor

The NSC is one of South Australia's most important transport corridors. For more than two decades, the federal and state governments have invested significantly in upgrading the NSC.

The NSC is the major route for north and south bound traffic, including freight vehicles, running between Gawler and Old Noarlunga, a distance of 78 kilometres. It provides essential transport links to residents and businesses, as well as to key employment centres and international gateways, including Adelaide Airport and Port Adelaide.

The NSC will improve the state's competitiveness in a national and global market by delivering improved freight connections between Port Adelaide and South Australia's primary industries and businesses.

The project enables residents, businesses, and industries to pursue more opportunities and to enjoy more reliable, safer journeys across Adelaide.

The Torrens to Darlington (T2D) Project will be the final section of the NSC to be completed. Main building works are proposed to start in 2025, with project completion expected in 2031.

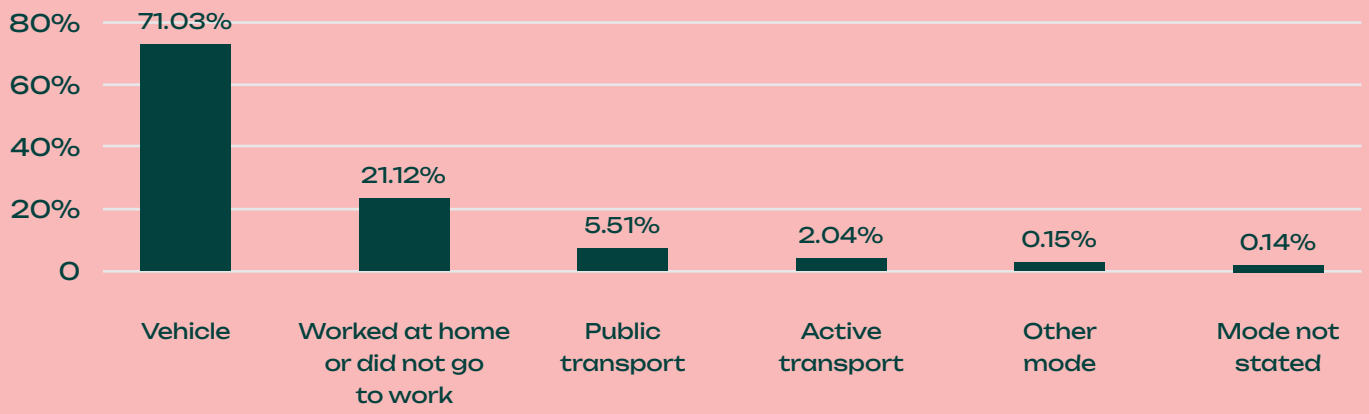
The planning and design stage for the T2D Project incorporates two tunnels in the project design, comprising approximately 60% of the length of the T2D corridor, will minimise the impacts to many heritage places and particularly places of importance to the community.

Source: Project benefits - River Torrens to Darlington - Department for Infrastructure and Transport (t2d.sa.gov.au)

Public transport

The most effective way to move people around, and to reduce congestion, is through greater use of public transport. Currently, private motor vehicles remain the dominant mode of transport in Greater Adelaide (Figure 12). Public transport patronage in Adelaide has traditionally been lower than other capital cities and fell significantly during the COVID-19 period, with commuters avoiding buses, trains and trams in favour of private cars.

Figure 12 - Journey to work mode share for Greater Adelaide (2021) [50]



A modal shift to public and active transport can reduce road congestion across the metropolitan network. This is particularly important during peak commute times, facilitating journeys to work, school, and other key destinations. Beyond reducing traffic congestion, public transport also lowers carbon emissions, supports economic growth by connecting communities, and provides an affordable, accessible travel option for all.[51]

The current public transport network is concentrated in metropolitan Adelaide, comprising a mix of buses, trams and trains that follow a mainly 'hub and spoke' network model, converging on the CBD. In outer areas, buses feed into train services. This network structure means there are limited orbital or cross-suburb public transport services.[52]

Planning can support increased investment in public transport through a more compact urban form, mixed land uses and increased population density around transport nodes.

Most strategic infill housing is targeted for the CBD, transit corridors, regional centres and urban renewal areas. They represent the critical land use arrangements to achieve a more compact, efficient and liveable region. DIT will consider efficient ways to improve mass-transit in established areas identified for future intensification in the Plan, through the development of the Public Transport Strategy. Infrastructure SA also recommends implementing public and active transport targets to drive a focus on initiatives that increase patronage.[53]

Greenfield growth public transport

New and improved public transport connections will be needed to support development of greenfield areas and satellite cities, improving the accessibility of these areas to jobs and services. Focus on the early provision of these transport options stems from evidence that suggests if public transport options are provided early in the lifetime of new suburbs, residents are more likely to adopt travel patterns that involve public and active transport options. It is essential that a long-term plan for Greater Adelaide provides high-quality public transport choices for new residents in greenfield growth areas and does not compel them to multiple car ownership.

DIT is undertaking public transport planning to accommodate future growth and address existing service gaps. Mass transit investigations areas have been identified for corridors in established urban areas, as well as future greenfield growth areas.

Servicing growing communities on the outskirts of the city and in our regional cities and towns can a challenge, as delivering public transport in lower density areas costs more per capita. Land use planning can support the viability of new and enhanced public transport systems by establishing performance measures for locating more housing options and mixed-use development close to future public transport corridors in master planned neighbourhoods. Structure planning new growth areas will aid this process of integrating transport and land use early in the design of new communities.

Future planning and design of the land division and road network should aim to maximise the use of public transport. Much of public transport's success will depend on the built environment, for example, the ability of roads to accommodate buses and bus indents to support an effective bus network.

Public Transport Strategy

The development of South Australia's Transport Strategy will be followed by an accompanying Public Transport Strategy to inform strategic prioritisation and investment in the state's public transport system. This aims to support an efficient and well-connected network which provides greater opportunities for South Australians to access housing, employment, and a range of services, without the use of a private vehicle.

Development of this strategy will provide the opportunity to reconsider how public transport functions in Greater Adelaide. For example, to improve and optimise the bus network to create a more streamlined and efficient network that provides better cross-suburban connectivity and modal integration. Improving the bus network may encourage a greater modal shift towards public transport and make it the option of choice.

A range of public transport opportunities will be investigated, including the use of shared "on-demand" services. Introducing these types of services as part of the broader public transport network provide a balance between enabling people to choose their time of travel and destination, while also reducing individual passenger trips by grouping passengers together in one vehicle where destinations overlap.

The flexible and demand responsive nature of these services can more closely compete with private car use and encourage people to leave their car at home. This could also reduce the demand on public transport Park and Ride facilities as passengers can use on-demand as a first mile/last mile service with fully integrated ticketing providing cost effective and seamless connectivity.

A short-term action of the Plan is for DIT to undertake public transport planning aligned with the identified growth areas. Once completed, this work will inform refinements and prioritisation of greenfield, infill and employment lands to facilitate the logical and orderly growth of Greater Adelaide.

Protecting transport infrastructure

Planned and existing transport infrastructure should be supported by the planning system. There are a range of statutory instruments that support the creation and protection of transport corridors, including the identification of infrastructure corridors and reserves in the regional plans. In addition, Section 129 of the PDI Act sets out a process to reserve land and streamline approval processes for infrastructure through the creation of an 'infrastructure reserve' in the Code.

There are four stages of infrastructure delivery where different planning approaches can be used:

1. Potential infrastructure is the least certain in terms of infrastructure delivery. It is future or potential infrastructure, identified as required in an approved state policy or strategy and eventually will be identified in the Plan and planning should ensure that the ability to deliver this opportunity is maintained.

2. Planned infrastructure is land reserved through identification in the Plan and the Code.

3. Infrastructure in delivery is infrastructure that is under construction with planning controls in place to support delivery. Overlays within the Code should be used to protect this infrastructure from inappropriate development (i.e. to control access).

4. Built infrastructure is the most certain for planning purpose and the response is generally to protect and improve infrastructure that is already available. This may include strategically planning for growth to capitalise on the opportunity.

Southern rail extension

The government has commenced preservation of a corridor of land for a future extension of the Seaford rail line to Aldinga. This includes a corridor from Quinliven Road to Aldinga Beach Road, providing long-term options for the growing southern suburbs.

Planning work is underway to extend the Seaford line to Aldinga. Reserving the land ahead of time will support funding opportunities and ensure future growth in the southern suburbs will be able to integrate with a future rail line.

Protecting land corridors for expansion or augmentation of strategic transport infrastructure through mechanisms in the regional plans and Code is one of the key ways to support the integration of transport and land-use planning.

Source: Aldinga Rail Extension - Department for Infrastructure and Transport - South Australia (dit.sa.gov.au)

Actions – Strategic Transport Network

Title	Action description	Timing	Lead	Spatial applicatio n
Infrastructure Public Transport Strategy	Undertake public transport planning aligned with the identified growth areas in the Greater Adelaide Regional Plan, to encourage mode shift and support emissions reduction.	2 Years	DIT	Region-wide

Local transport networks

Long-term strategic objectives

1. Support an efficient, reliable and safe local transport network that connects businesses to local markets and people to places (i.e. where people live, work, visit and recreate).
2. Encourage the design of local transport networks to promote the use of public transport and active travel, such as walking and cycling.
3. Facilitate the enhancement of pedestrian and cyclist comfort, security and amenity along local transport connections though appropriate design.
4. Create walkable neighbourhoods and increase the number of dwellings close to public transport nodes.
5. Identify the purpose of the local road hierarchy, using the Movement and Place methodology to understand the role and function of streets.
6. Growth areas to provide a local road network that supports active travel.
7. Incorporate greenways as dedicated walking and cycling routes following public transport corridors or other linear features such as rivers and creeks as part of future planning.

Local transport networks are planned for at the local government level and include roads and active transport routes. These networks feed into and support the strategic transport networks provided for by the state and federal governments, and are crucial to linking people with the places they live, work, visit and recreate within.

Different roads and corridors have different functions that should be understood at the local level and influence long-term planning. The Movement and Place approach recognises that the function of transport connections can focus on the movement of people (Movement) or as a destination in its own right (Place).

From a planning perspective, Movement and Place often compete; great Movement corridors are fast, efficient and minimise travel time, whereas great Places encourage us to linger, stay and extend our time in the area. Establishing the right balance between the two is vital.

Understanding the envisaged functions of transport networks is essential, because it assists in adopting the right type of infrastructure investment and urban design approaches that support local movement.

Central to the Movement and Place methodology is a two-part classification system that categorises a street or its segment according to its strategic importance as a conduit for movement and as a destination. This methodology is further explained in South Australia's Active Travel Design Guide.

Local transport for Living Locally

Living Locally builds on the concept of walkable neighbourhoods and seeks to locate housing near jobs and services so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home. Density underpins the creation of Living Local neighbourhoods by bringing destinations closer together.[54]

The layout of a neighbourhood should support the function and amenity of streets, public transport access and the interface between the public realm and private property.[55] The permeability of the road network is an essential part of creating healthy neighbourhoods that promote cycling, walking and the use of other forms of active transport.

Living Locally is easier to achieve in some contexts than others. Many older, established neighbourhoods and town centres already offer access to everyday needs within a short walk, cycle or public transport journey from home. This is particularly the case in some of the inner areas of Adelaide where local trips are outstripping longer trips on the strategic transport network.

It is more challenging to retrofit integrated walking and cycling networks in established middle-ring and outer metropolitan suburbs, which were designed around the car. Many of these areas lack connected street layouts and discourage active travel more generally. As these areas intensify through infill development, strategic planning will be critical to ensuring these areas encourage vibrancy and support active modes of transport.

Master planned communities provide a unique opportunity to design neighbourhoods from the beginning to achieve the goals of Living Locally. New performance measures will be established in the Code to guide the planning and development of master planned communities, including street and subdivision patterns that make walking easier, providing more direct routes to shops, services, transport and open space.

Active transport

Promoting walking, cycling and other active modes of transportation reduces reliance on fossil fuel-powered vehicles, decreasing air pollution and emissions, contributing to improved air quality and combating the impacts of climate change.

Prioritising active travel modes in street design reduces traffic congestion, enhances social interaction and community connectivity, and makes neighbourhoods more pleasant and liveable for everyone. Encouraging more physical activity also contributes to healthier communities with reduced risk of chronic illness.[56]

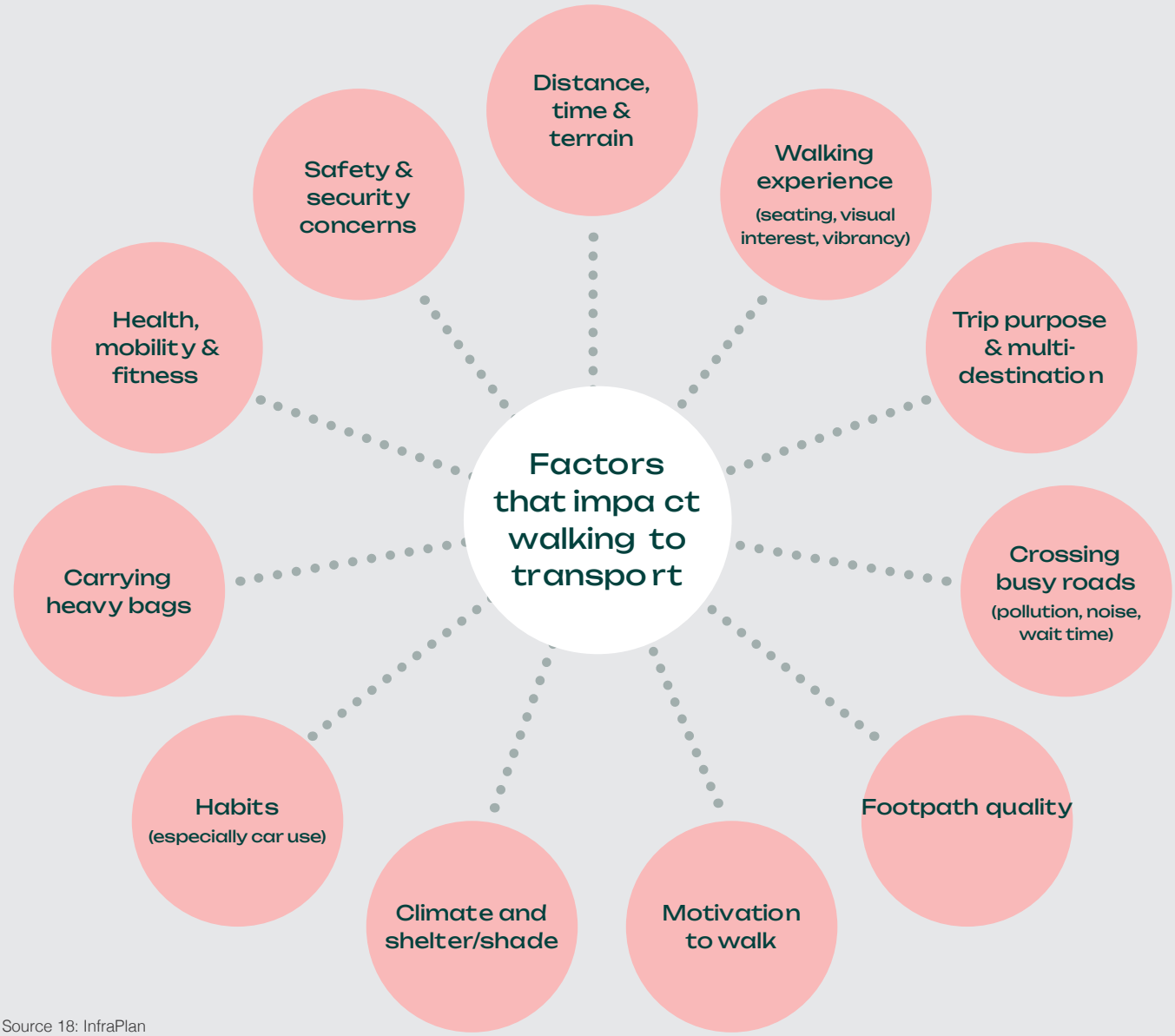
There are many factors that can either facilitate or discourage active forms of transport (Figure 13). Active travel networks need to be safe, connected or appealing for people to choose these modes of transport. Poor lighting, unsafe crossings, and inadequate footpaths, particularly in suburban and regional areas, are significant deterrents to active travel.[57]

Active transport has expanded from cycling and walking to include new forms of transport mobility, including e-scooters and other micromobility options.[58] The government will need to play an increasing role as an enabler and regulator of new technology, supporting their safe integration into the transport system and ensuring they are accessible for all.

The Department for Infrastructure and Transport is preparing an *Active Transport and Personal Mobility Strategy* that draws on *South Australia's Transport Strategy* and its ambition to increase walking, cycling and personal mobility. This strategy will provide an overarching plan to guide planning, investment and priority actions for active transport.

The *South Australian Active Travel Design Guide* developed by DIT also offers practical guidance on how to achieve active travel objectives through effective design practices.

Figure 13 - Factors that impact walking to public transport



Source 18: InfraPlan

E-scooters and other personal mobility devices

E-scooters (electric scooters) have become popular in many cities around the world. They offer a sustainable alternative transport option for short journeys.

The Statutes Amendment (Personal Mobility Devices) Act 2024 enables privately owned e-scooters and other personal mobility devices to legally be ridden on roads and in other public areas from mid-2025. The new legislation will provide greater active and multi-modal transport options, helping achieve the outcomes of Living Locally for a broader catchment area.

Detailed regulations around device dimensions, areas of access to the road environment, speed limits, minimum age for riders and the road rules they must follow are being formed and will consider current research and consultation with experts and stakeholders.

The government has agreed to review the operation of the new laws after their first 12 months, to ensure the regulatory regime is fit-for-purpose, safe and enforceable.

Source: Government commits to review of e-scooter laws after first year of operation | Premier of South Australia

The Code contains policies which envisage the development of walking and cycling links such as greenways and supporting infrastructure such as bicycle parking. Contemporary land division policies specifically aim to create a compact urban form that supports active travel, walkability and the use of public transport.

Further guidance on benchmarks and how active travel can be integrated into the relevant road hierarchy could be developed in the form of Design Standards.

Design Standards

The PDI Act enables the Commission to prepare Design Standards relating to the public realm and infrastructure. This is an important innovation and represents the first time a system-wide approach to public realm design has been provided for in planning legislation.

A quality streetscape is a key ingredient to creating a more walking and cycling friendly environment. Design Standards ensure that developers and the community share consistent expectations regarding the design of infrastructure and the public realm. It will also assist with the integration of development between private land and the public realm.

The *South Australian Active Travel Design Guide* also provides design principles tailored to support active travel and green infrastructure development in South Australia.

The primary aim of this guide is to provide a foundational framework for approaching design considerations to support active travel. The principles in this guide are founded upon best practices, Australian Standards, and local design conventions for creating vibrant, cycling and pedestrian-friendly streets. The potential to introduce this guide as Design Standard under the PDI Act will be explored.

Integrated water management, security and quality

Long-term strategic objectives

1. Greater Adelaide's water supply catchments are protected and support a healthy environment, vibrant communities and a strong economy.
2. A climate resilient water supply and supporting infrastructure meets the needs of a growing population and economy while balancing affordability.
3. 3An adaptive planning approach supports clearly defined benchmarks for investment decisions to develop new large-scale supply and wastewater system options, as well as investment in more localised small-scale solutions.
4. Fit-for-purpose integrated water and wastewater management systems and innovative infrastructure solutions facilitate the timely delivery of infrastructure to support housing and employment growth.
5. Water Sensitive Urban Design principles are incorporated in all development to manage water quantity, detain peak flows and manage risks to water quality, and to support urban greening and cooling.
6. Improve stormwater management governance, prioritisation, planning and funding models across urban stormwater catchments and major (regional) stormwater systems.
7. Stormwater infrastructure capacity is investigated and planning and funding mechanisms established within existing urban areas such as infrastructure schemes and the investigation of fixed charges.

As water scarcity becomes more pronounced due to increasing housing, agricultural and industrial demands and climate change, innovative solutions to meet the growing needs of urban populations, while maintaining and enhancing our water-dependent ecosystems are needed.

A resilient and sustainable water future must balance affordability with the maintenance of ongoing water supply and ensure liveability in the face of climate change impacts and a growing population.

Stormwater management has a role to play in managing the increasing risk of urban flooding and in providing a resource to support a greener, wilder and climate resilient urban environment.

Water supply catchments

Greater Adelaide's urban water system currently relies heavily on climate dependent sources, such as inflows to the Mount Lofty Ranges watershed (watershed) and water allocations from the River Murray. We need to reduce our reliance on these water supplies, further diversify and integrate our water sources and improve our water use efficiency.

The River Murray provides safe drinking water to Adelaide and regional towns from the Eyre Peninsula to the southeast of the state.[59] The lower Murray catchment also provides essential water for irrigated agriculture, stock, industry, domestic and recreational use.

The watershed covers an area of approximately 1,640 square kilometres and is 90% privately owned[60], comprising multiple uses including urban areas, townships, horticulture, viticulture, forestry and grazing.

Protecting Greater Adelaide's water supply catchments from inappropriate intensification and conflicting land uses is therefore critical to securing our long-term water needs.

The way we manage water in our urban areas has an impact on our natural environment. Stormwater runoff can carry pollution (e.g. sediments, nutrients or microplastics) into creeks, rivers and the ocean. These environments make significant contributions to the economy as sites for tourism and recreation and as breeding grounds for economically important fish species.

Planning for future water

Planning for future water needs requires projections of both supply and demand as they change over time. Both are influenced by variables such as climate change, population growth, demographics and economic conditions.

Modelling this can indicate the volume of water required to meet the projected needs under different plausible scenarios. It is also important to ensure that water supply can be maintained during extreme events such as drought, bushfire, or flood events and can maintain the health of our natural environments. Projections of future water demand also inform the design of water treatment and distribution infrastructure.

In a scenario with high population growth, high-end climate impacts and full use of the Adelaide Desalination Plant, Adelaide would need significant investment in its water network and a new water supply by as soon as 2032. A high-growth scenario would also see the Fleurieu Peninsula and Murray Bridge needing water security investment in the early to mid-2030s. Integrating water management systems, including climate-independent supplies (Figure 14), can strengthen resilience of water supply systems over time.

Figure 14 - What is climate-independent water?

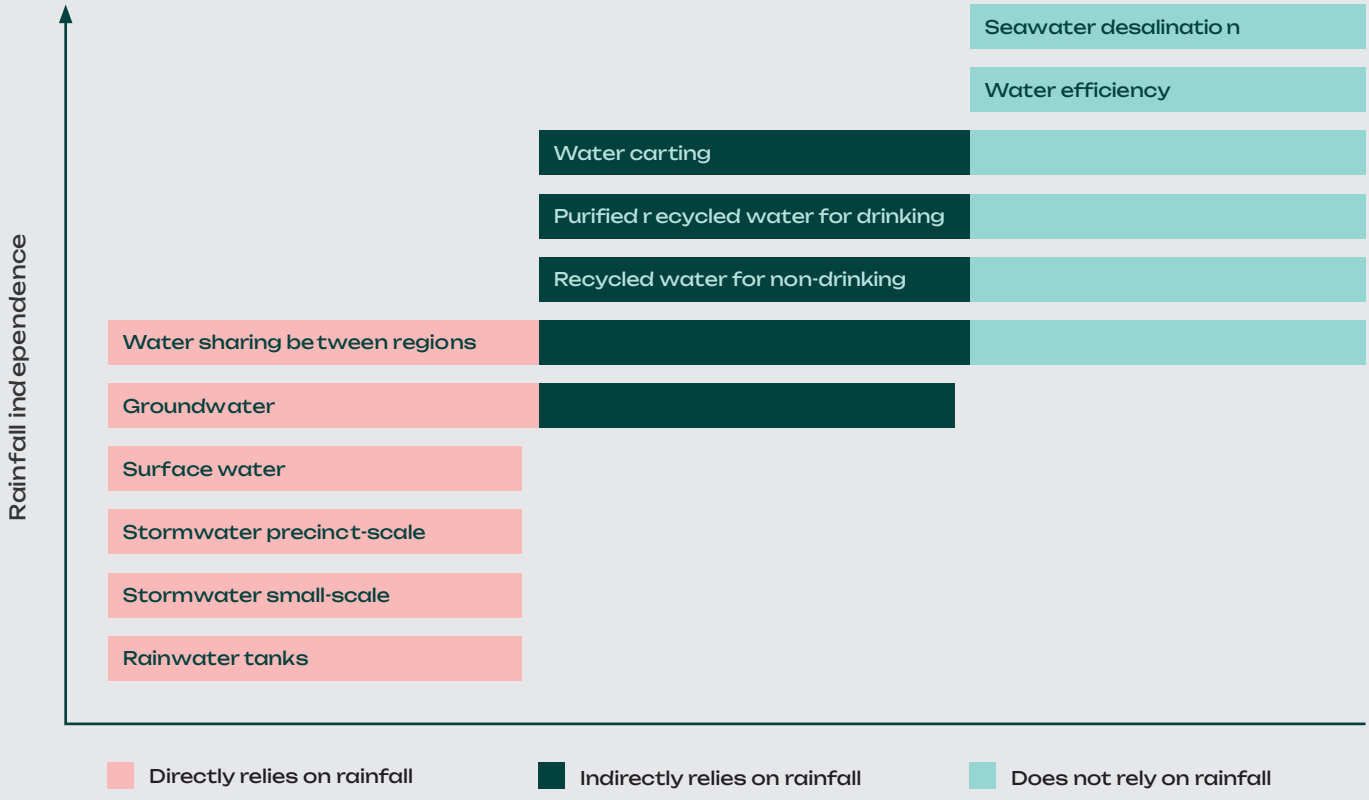
Greater Adelaide requires both rainfall-dependent and independent water sources to balance security, cost, and network constraints, while meeting communities' diverse and evolving expectations for water, wastewater and stormwater services.

The Water Services Association of Australia (WSAA) has developed a rainfall independence spectrum (Figure 18) to show the dependence of urban water supply options on rainfall in general terms, where an option either:

- directly relies on rainfall
- indirectly relies on rainfall
- does not rely on rainfall.

We can balance supply and demand most efficiently by considering diverse water sources, including:

- climate-dependent sources, such as the Western Mount Lofty Ranges or River Murray
- climate-independent water supply options, such as desalination water or purified recycled water
- treated stormwater.



Source 20 SA Water

Integrating water management systems

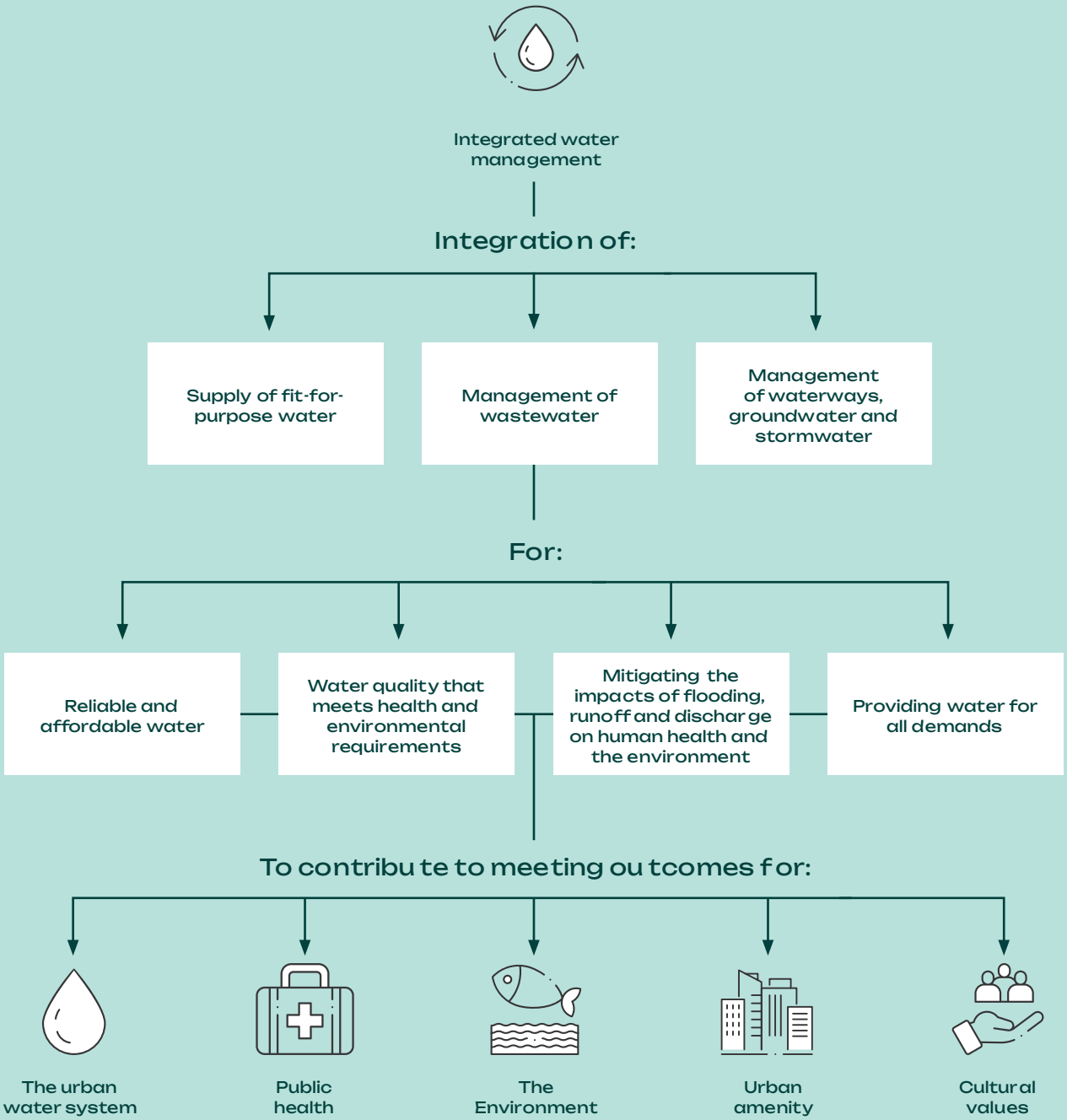
Integrated water management considers how the delivery of water, wastewater and stormwater services can contribute to water security, public and environmental health and urban amenity.

All water sources will need to be considered to support future growth in a timely and cost-effective manner – surface water (rivers and streams), groundwater, desalinated seawater, stormwater harvesting, recycled water and purified recycled water.

The Adelaide Desalination Plant provides a climate-resilient water source, which, together with other non-traditional water sources such as recycled water, stormwater and groundwater, contributes to a more climate-independent water supply system.

Enhanced cooperation in the delivery of water, wastewater, recycled water and stormwater services is required to support water security, public health, environmental, urban amenity and cultural outcomes that South Australians value and expect (Figure 15).

Figure 15 - What is integrated water management?



Some parts of the drinking water system have a lower resilience due to their location and the way in which they are connected to the water supply network. This may be due to a network constraint that limits the ability to get water to an area or where a part of the network relies on a single source.

A reticulated sewerage system provides better environmental and public health outcomes (compared with on-site disposal) and provides a coordinated collection system for easier water recycling.[61]

The combined supply of wastewater from SA Water wastewater treatment plants and local government Community Wastewater Management Schemes, together with stormwater capture and reuse, are all becoming increasingly important to meet water demand and reduce environmental impact.

Stormwater management, from large scale capture and reuse schemes (managed aquifer recharge) through to street scale infrastructure, plays an increasingly important role in managing the quantity and quality of urban runoff. Through the implementation of stormwater management plans and appropriate planning responses to address stormwater and flood management risks, the opportunities for realising the benefits of stormwater capture and reuse can be maximised.

Stormwater and urban drainage

A growing population means larger cities with greater areas of impervious surfaces, generating more stormwater run-off, with rapid onset of flash flooding and poorer quality stormwater. Poor stormwater quality impacts the health of urban waterways and has an impact on the seagrass of the Gulf St Vincent. Suspended sediments affect the seagrass and contribute to their decline. There are a range of challenges for the stormwater system in Greater Adelaide:

Ageing infrastructure

Much of the drainage in established areas was built many decades ago and will require replacement. Urban infill has also generated a greater volume of runoff and peak flow rates which is reducing the ability of the system to perform at original Design Standards.

Climate change

More intense storms will result in drainage network capacity being exceeded more often, which will contribute to increased localised flood events. Increasing storm severity and sea level rises will increase the vulnerability of coastal areas to more frequent and severe flooding. Remediation and mitigation costs will also increase.

Unclear roles and responsibilities

Stormwater management infrastructure and funding is primarily the role of local governments. However, the planning system, developers, councils, water utilities, and individual landowners all have a responsibility to ensure watercourse integrity. Current legislative frameworks were designed with a narrow focus but there are opportunities to improve this legislative framework to consider multi-objective stormwater and urban watercourse management.

Urban watercourse management can be challenging because of their diverse functions, the complexity of issues that arise with these functions, and the broad range of stakeholder interests and perspectives.

A range of strategies are required to ensure improved urban stormwater management in the future:

- Improved water-sensitive urban design (WSUD) and integrated water management principles for new developments including opportunities for amendments to the Code.
- Exploring additional opportunities for decentralised and closed loop water, wastewater and stormwater systems.
- Improved prioritisation, governance and funding mechanism including consideration of stormwater management across whole catchments.
- New funding mechanisms including the introduction of infrastructure schemes for stormwater infrastructure to support new growth and investigation of fixed charges for stormwater.

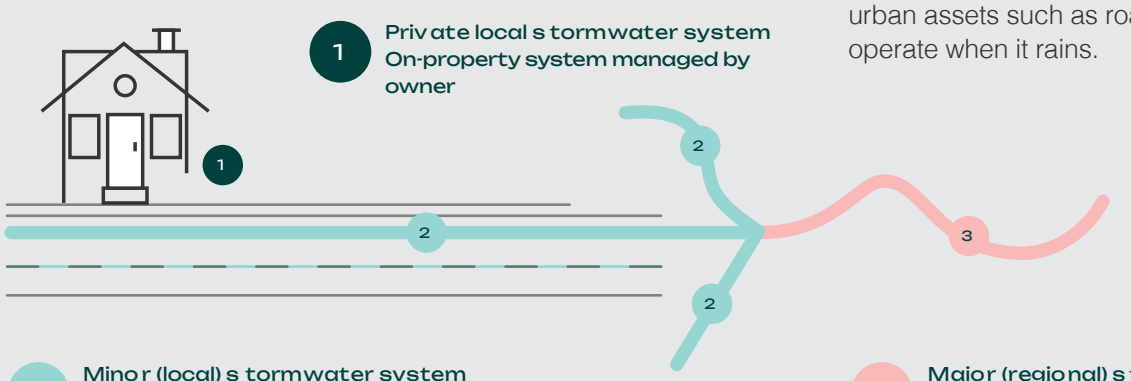
Greater Adelaide's urban drainage

A typical urban drainage system has two parts that work in tandem: the underground minor pipe system and the overland major system.

The underground minor system transports stormwater during smaller storm events that typically occur once every 2 to 5 years and includes drainage pipes from private property located within the verge, kerb gutter, side entry pits and underground stormwater mains.

The major system transports stormwater during larger storms with heavier rainfall that occur less frequently, typically once every 10 years or more. During these storms, the underground stormwater system fills and reaches its capacity, causing stormwater flows to bypass side entry pits. The stormwater level in the gutters then begins to rise and may reach levels where the road, and then the council verge, are completely submerged. This is known as overland flow.

Since the mid-1950s, Adelaide's minor–major approach to urban drainage has prevented Adelaide and other cities and towns from experiencing frequent major floods. It is also the reason why most urban assets such as roads can effectively operate when it rains.



1 **Private local stormwater system**
On-property system managed by owner

2 **Minor (local) stormwater system**
Includes: inlets, street and roadway gutters, roadside ditches, small channels and swales, and small underground pipe systems which collect stormwater runoff

3 **Major (regional) stormwater system**
Includes: natural waterways, large constructed drains, large water impoundments and the road network for carrying excess surface runoff

Source: Stormwater - What happens when it rains on the urban landscape - YouTube

Priorities for water and wastewater infrastructure

South Australia is facing its largest water and wastewater infrastructure challenge in a generation, affecting the state's ability to meet current and future housing needs. SA Water has worked with the government and industry to find viable water and wastewater solutions to enable housing growth. This starts with the immediate and significant investment in essential water and wastewater infrastructure, co-funded by the government, SA Water customers and developers of new property.[62]

Most of the growth constraining capacity of the state's water and wastewater systems has occurred in towns and suburbs through infill development. This is particularly the case in northern Adelaide where development is occurring across a 25-kilometre front from east to west.

Although most of this investment will be concentrated in Adelaide's north, SA Water is committed to enabling future growth across the region and will work with all developers in setting a profile of proposed infrastructure and costs for 2028 to 2032 and beyond.[63]

Better alignment of growth areas and infrastructure investment is also needed to address water and wastewater infrastructure challenges to ensure the viability of the longer-term growth areas anticipated by the Plan. Major water and wastewater infrastructure investment is required in the short to medium-term and will be considered in the prioritisation of growth in areas with existing water and wastewater infrastructure.

Water security is a priority for primary production regions within Greater Adelaide, including both the Barossa Valley and McLaren Vale. These areas are seeking further water from the River Murray and/or access to additional recycled water to maintain productivity and support economic growth.

Investing in the right options at the right time

The Plan provides new growth assumptions that will be used to inform investment decisions and priorities for water and wastewater infrastructure.

A continual process of decision-making, planning and investment will be required to ensure that water security and infrastructure services are maintained within the urban water system as the future unfolds. This will include investment decisions which secure existing supplies, develop new large-scale supply system options (which can take multiple years to deliver), as well as investment in more localised small-scale solutions.

Figure 16 - How water supplies may change over time

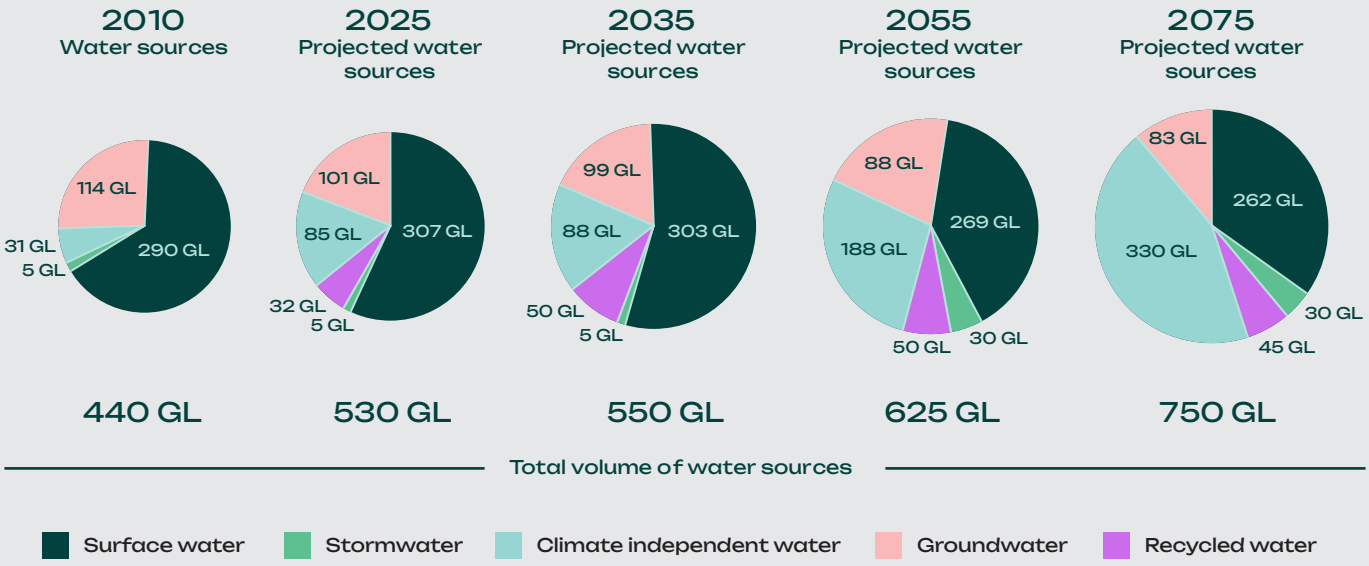


Figure 16 highlights how the water supply mix has changed in the last 15 years, and how it may potentially change moving forward to meet projected demands.

There is often a high cost associated with building resilience into urban water systems and long lead-in times required for options to have their desired impact. An adaptive planning approach is required with clearly defined triggers for decision-making to enable the identification and evaluation of alternative adaptative pathways rather than committing to a fixed long-term plan.

With a hotter and drier climate likely, Greater Adelaide must take an “all options on the table” approach, which gradually shifts to more climate independent water sources to ensure that there is sufficient water to support the prosperity and liveability of our region, with enough water for all needs.

While the current water priority is to build and upgrade large-scale water and wastewater network infrastructure in Adelaide's north and south, medium-term priorities are to:

- Increase the volume of desalinated water transferred north through expansion of the North South Interconnection System.
- Identify and deliver a climate-independent source of water and a major uplift in wastewater treatment capacity for northern Adelaide using an 'all options on the table' approach.
- Identify opportunities to increase diversity of supply options for towns that are dependent on a single source of supply, including Goolwa, Victor Harbor and Mount Barker.
- Identify opportunities to increase our use of stormwater and recycled water.
- Maintain our efforts in smarter and more efficient water use as a cost-effective, sustainable approach to reducing demand on drinking water supplies.

Infrastructure provision and charging

Historically, those who benefit from new infrastructure have paid through augmentation charges. Those who have built in greenfield growth areas have paid for infrastructure, while the vast majority of those who place pressure on existing infrastructure when they build houses in existing suburbs and towns have not.

To meet the critical need for water infrastructure, new fixed charges have been introduced. Where a new property does not connect to SA Water's wastewater infrastructure or water infrastructure, payment will not be required. Where a development is out of sequence with the delivery of SA Water trunk infrastructure, the beneficiary will need to pay augmentation costs or supply water and wastewater through the private third-party provision of infrastructure.

New residential infill developments in the Greater Adelaide region will also contribute based on the number of new households connecting to SA Water's network. This charge will see infill developments contributing to the cost of the assets required to serve them.

Apartment developments are exempt from the new augmentation charges. Build-to-rent, community and not-for-profit housing will also be exempt in recognition of the role those developments play in delivering affordable housing outcomes.

The government will consider whether legislative change is required regarding the regulatory arrangements around water pricing, including reviewing the role of the Essential Services Commission of South Australia (ESCOSA).

Opportunities for decentralised systems

New master planned communities, which in some cases are distant from the existing SA Water trunk infrastructure network, provide opportunities to consider decentralised systems that support the timely delivery of housing and adopt integrated water management systems and innovation at a local level. These solutions would need to be consistent with long-term water security strategies and relevant technical standards.

While the legislation already allows for residential development proponents to construct required water and wastewater infrastructure, it is recognised that the process is complex. The government will put in place arrangements to help navigate these processes and the interfaces with public and private utilities and local government. It will do this through the proposed Coordinator-General, a new office which is being established to facilitate major and complex projects and developments.

This will enable infrastructure to meet standards compatible with existing networks and ensure equity and consistent level of service to the community. Appropriate standards and regulatory requirements will need to be established to minimise the risk to government of needing to call on supplier of last resort provisions.

Land Supply Dashboard

The Land Supply Dashboard (Dashboard) is an important tool to help keep everybody up to date on land supply and development activity in the state. The Dashboard makes urban land supply and development activity data more timely, accessible, transparent and interactive through an online platform. The interactive tool will be updated to display information on the current location and future planning of water and sewer infrastructure.

Actions – Integrated Water Management, Security and Quality

Title	Action description	Timing	Lead	Spatial application
Infrastructure Update the Land Supply Dashboard	Update the Land Supply Dashboard to provide a transparent program of water infrastructure planning linked to housing and employment growth.	1 Year	SA Water	Region-wide

Social infrastructure

Long-term strategic objectives

1. Co-locate shared facilities in mixed-use precincts that combine health, education and social facilities with residential and commercial development to drive collaboration, job creation, learning and innovation.
2. Facilitate the expansion of existing education facilities and the establishment of new education hubs to support lifelong learning in established areas and new growth areas, to accommodate future demand.
3. Continue to provide opportunities for compatible non-residential uses such as education, health, recreational and community services near where people live.
4. Plan new capacity to capitalise on previous or planned investments in major physical and social infrastructure (e.g. roads, schools, healthcare, water).
5. Provide easy access to social infrastructure benchmarks to enable the consideration of priority areas for additional social infrastructure capacity.
6. Reserve land for future social infrastructure in growth areas.

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.

Our growing and ageing population, increasing migration and advancements in technology will increase demand and change the expectations that people have for the variety, quality and accessibility of social infrastructure services and assets.[64]

Ease of access to and quality of social infrastructure varies for different types of social infrastructure, particularly for vulnerable groups. The planning and delivery of social infrastructure often lags behind the increased demand in growing infill and greenfield areas.

The need for better integration and alignment with growth area planning is recognised. At the macro scale, the Plan sets the strategic direction and land use intent to inform social infrastructure planning and support growth, noting that the planning and management of social infrastructure is complex.

Responsibility for policy development, funding and service delivery lies across all levels of government, while the role of private and not-for-profit providers is also recognised. The government has the lead responsibility for planning, regulating, funding and operating the state's largest and most expensive social infrastructure assets, including education and health services, major entertainment facilities, justice facilities and cemeteries (Figure 17).

Figure 17 - Social infrastructure funding, planning, operating - state and local government responsibilities

Education services

Education infrastructure is the buildings, facilities and campuses which support learning for both children and adults, including:

- Early childhood education.
- Primary and secondary education.
- Tertiary education.

The number of school-aged children will increase by over 18,000 over the next 20 years, placing increased demands on existing education facilities.[65]

The capacity for primary and secondary schools to cater to future demand varies across Greater Adelaide. Most public secondary schools, and some public primary schools, are zoned schools and there has been increasing use of capacity management plans over the last decade to respond to increasing population growth and demand for preferred schools. The largest projected enrolment increases by 2041 are expected in Adelaide North, Inner Metro and Mount Barker.[66]

The average building age across public schools, pre-schools and children centres is approximately 44 years old in South Australia, with 75% of education assets projected to be at or beyond end of life by 2052.[67]

Consideration will need to be given as to how to best upgrade and increase capacity of existing assets in different contexts, based on land holding constraints and demand.

TAFE SA and public universities

For the 2023–24 financial year, metropolitan campus-based students made up approximately 84.8% of TAFE SA students. Of these students, 75.1% are based at Regency Park, Tonsley, and Adelaide City campuses.[68]

Greater Adelaide is also home to several public universities, including Flinders University, and the merge of the University of Adelaide and the University of South Australia into Adelaide University. Higher education will need to consider its evolving role towards lifelong learning, and how to best provide service delivery in low population areas, including online delivery.[69]

Early childhood services – Kindy care trial

The Office for Early Childhood Development will identify the long-term infrastructure needs for 3-year-old preschool. Funding of $339.7 million over five years was announced in the 2024-25 State Budget for the delivery of universal 3-year-old preschool, a portion of which will be invested in infrastructure capacity in government and non-government settings, including long day care centres.

20 preschools are currently trialling new models of wrap-around care, which is designed to provide greater flexibility, accessibility and support for families by increasing care outside of the regular preschool operating hours. Three operating models are being trailed, including:

- The Department for Education operating the service (similar to rural care).
- Third-party providers providing the service.
- In-venue family day carer to provide the service.

Any future changes to national childcare policy together with the state's reforms to early childhood services will require coordinated planning for early childhood infrastructure.

Source: https://www.earlychildhood.sa.gov.au/for-parents-and-carers/early-childhood-services

Health se rvices

Health services are delivered by a variety of public and private providers in a range of settings, and includes illness prevention, health promotion, the detection and treatment of illness, rehabilitation and end-of-life care.[70]

Our growing and ageing population places increased pressures on health systems. Our health infrastructure faces challenges due to its scale, age, complexity and fragmented nature.

Different areas across Greater Adelaide have varying levels of health care needs. Acute health services are generally at capacity in various regions across Greater Adelaide. Consideration will need to be made over time regarding how the health system can provide more distributed community health services in order to reduce pressure on the state's hospital system and provide improved access to healthcare, particularly in regional areas,[72] while recognising that some health services require a critical population mass to operate efficiently.

Social housing

Social housing is the umbrella term for public and community housing. Currently there are around 43,000 households living in social housing in South Australia.[73]

SA Housing Trust's (SAHT) public housing services are part of a greater social housing support system. Public housing provides housing to those most in need in our communities, and who are at greatest risk of becoming homeless. SAHT delivers a range of public housing services, including low rental housing options and housing for Aboriginal peoples.

Other social housing options include community housing, which is provided and managed by organisations who are independent of government. They have strong links to their community and provide housing to specific groups in the community.[74]

National Agreement on Social Housing

Discussions are continuing with the Australian Government about housing initiatives and seeking further funding to support public and social housing.

As part of the new National Agreement on Social Housing and Homelessness, the Australian Government will provide the state government with $67 million to enable infrastructure to expediate housing development and new social housing.

Source: HousingRoadmap.pdf (treasury.sa.gov.au)

Recreation and sport facilities

While local government is typically the major provider for community-scale recreation and sport facilities, the Office for Recreation, Sport and Racing sets out strategies to support state places and spaces, including:

- Supporting the delivery of the state's significant active places and spaces
- Optimising the utilisation of places and spaces for active living.[75]

As Greater Adelaide continues to grow, the need for communities to have access to appropriately sized and fit-for-purpose open space including sporting facilities becomes increasingly important.

Having services in place in advance of fully realised demand is a challenge. Playing fields in particular have been problematic given they generally require significant space. Given this, it is important that engagement between developers (if involved), councils, state sporting organisations and state government occurs early in the land use planning process.

Many sporting facilities across Greater Adelaide are ageing and in need of major redevelopment, or in some cases replacement, to remain fit-for-purpose and sustainable to operate and maintain.

There are opportunities to identify current or new sites for the development of multi-use community sporting hubs which are designed and programmed to meet a broad range of community services of not only sport and recreation but other services such as childcare centres or allied health services.

[47] ORSR, State Sport and Recreation Strategic Plan: 2021-2025, p. 21

Planning for cemeteries

Adelaide Cemeteries Authority (ACA) is established under the Adelaide Cemeteries Authority Act 2001 and is responsible for managing four major cemeteries in the Adelaide metropolitan area, including Cheltenham Cemetery, Enfield Memorial Park, Smithfield Memorial Park, and West Terrace Cemetery, as well as assisting a number of councils with the ongoing management of their cemeteries.

Current land utilisation of each of these cemeteries is summarised as follows:

Cemetery	Cemetery area	Current land in use
Cheltenham Cemetery	14.57 ha	14.57 ha (100%)
Enfield Memorial Park	29 ha	19.6 ha (68%)
Smithfield Memorial Park	53 ha	6 ha (11%)
West Terrace Cemetery	27.6 ha	27.6 ha (100%)

Identifying new cemetery land is largely based on land value, its availability and ability to secure appropriate locations with minimal social and environmental impact and disruption. New growth areas on urban fringes should consider the need for more cemetery land.

New service delivery models also need to be considered to make more efficient use of existing land. The Evergreen Community Precinct at Enfield Memorial Park opened in 2023. This new multi-function facility is a $25 million investment in the service offering to the community and a leading, modern approach to memorialisation services.

Source: Adelaide Cemeteries - Plans of Management 2023-2028

Justice and e mergency facilities

Justice and emergency services infrastructure comprises the buildings and facilities which protect and support the safety of our communities.

Justice infrastructure includes police stations, courts, correctional facilities, and forensic health facilities. Justice services occupy a large amount of land and are therefore important to align planning for these assets to the projected distribution of population growth to assist with even distribution in relation to population density and good proximity to other services.

Police resourcing, in particular, must be considered early in the planning process for new growth areas due to the range of services provided daily to help make these communities safe places to live. To achieve this, South Australia Police (SAPOL) aim to take a highly visible prevention-first approach[76], which can be compromised if increases in personnel and infrastructure do not keep up with population growth and urban expansions, affecting accessibility and waiting times.

Other emergency services infrastructure includes fire and ambulance stations, and other state and local emergency response facilities, such as state emergency services.

Planning for and managing risks from natural hazards is critical to ensuring the ongoing liveability, resilience and safety of our communities. This includes ensuring we plan and provide future capacity for emergency services, such as the South Australian Metropolitan Fire Service (MFS), the South Australian Country Fire Service (CFS) and South Australian State Emergency Service (SES).

The South Australian Fire and Emergency Services Commission (SAFECOM) ensures that volunteers and employees across the fire and emergency services sector are provided within the resources and support they need to conduct vital emergency services work.[77]

Planning for growth areas

Social infrastructure should be fairly and equitably distributed across urban areas, however the capacity of infrastructure to support growth varies across locations. The timing of delivery of social infrastructure tends only to occur after initial residential development and future capacity will typically be located closer to bigger populations to provide service efficiency.

The Plan provides direction for future growth, including the population growth assumptions, which will assist social infrastructure providers to forecast and plan future investment. In the first instance, focusing new growth in locations with existing services and facilities is the most cost-effective option.

Over the coming 30 years, consideration will need to be given as to whether existing social infrastructure facilities should be expanded to accommodate additional population in the region, in addition to whether land should be strategically set aside in new locations in the future.

In greenfield growth areas, it is important to set aside future land for regional-scale social infrastructure. Securing these sites early in the planning process will generate significant savings on land costs. The preservation of land for government social housing will also need to be investigated as greenfield growth occurs in the future.

Planning for new communities also needs to be supported by local infrastructure such as libraries, community centres and cultural facilities that reflect local needs and community priorities that support inclusion and cultural diversity.

Local community facilities play an important role in 'community building' by providing focal points for services and programs, in addition to providing facilities and public spaces for social interaction and community activities.

Within existing established areas, increases in population densities has flow-on effects for demands on social infrastructure assets. Capacity expansion in these contexts is challenging where land supply is constrained, and acquisition is often at residential rates.[78] The future design of facilities and different service models will need to be considered to increase capacity in line with future demands and growth.

South Australia's first vertical school

The Adelaide Botanic High School is considered the first truly vertical school in South Australia, with students learning across six-stories, and is considered an adaptive service delivery model in the context of constrained land availability.

Source: Adelaide Botanic High School. Image: Chin Tan, Cox Architecture

Social infrastructure benchmarking

To facilitate early planning for future social services and assets, Infrastructure SA, in conjunction with state agencies, have prepared benchmark principles based on cost and population for expansion of social infrastructure.

The Social Infrastructure Benchmarking, as well as Population Projections, will form the initial basis for considering thresholds and capacity. Additional engagement with agencies and local government throughout the structure planning process should inform the specific needs of a locality.

Thresholds will be maintained for state-level social infrastructure by the Growth and Infrastructure Coordination Unit (GICU) to ensure transparent infrastructure planning benchmarks inform state, local and private planning processes.

The use of agreed growth projections and monitoring and agreed infrastructure thresholds will be critical for alignment of land use planning and infrastructure delivery.

Actions – Social Infrastructure

Title	Action description	Timing	Lead	Spatial application
Benchmarks Social Infrastructure	Establish and maintain publicly available social infrastructure benchmarks to assist with planning for new growth areas.	1 Year	DHUD	Region-wide

Energy

Long-term strategic objectives

1. Provide an energy supply system that is resilient, flexible and affordable, and that takes advantage of South Australia's success in renewable electricity generation and transition to a decarbonised economy.
2. Identify the appropriate location and types of infrastructure assets required for future energy requirements for housing, business and industry growth.
3. Minimise the impacts of encroachments by incompatible land uses near energy supply infrastructure and corridors, taking a risk-based approach that supports public safety and security of energy supply.
4. Provide for strategic energy infrastructure corridors to support the interconnection between South Australia and the National Electricity Market.
5. Provide electric vehicle charging stations and infrastructure that is readily available and accessible to users.
6. Facilitate renewable sources of energy supply, such as solar and wind, at the local level.

The provision of sustainable, reliable and affordable energy is essential in meeting the basic needs of communities and ensuring the long-term supply of housing, businesses, services, economies and future enterprises. Renewable and sustainable energy supply is also critical to a successful decarbonised economy in mitigating the impacts of climate change (refer to Climate Change).

South Australia is at the forefront of change, with the highest per-capita percentage of rooftop solar photovoltaic installations in Australia and the second largest wind-to-load ratio in the world (2024).

While these emerging technologies and economic factors are contributing to a reduction in the energy consumed from the grid, the transmission and distribution network will continue to play a vital role into the future.

South Australia's renewable energy generation

South Australia generates more than 70% of its electricity from renewable sources. By 2025-2026, this is projected to reach 85%, with a target of 100% net renewable energy by 2027.

Clean electricity is essential to South Australia meeting its commitment to reduce net greenhouse gas emissions by at least 50% by 2030 (compared to 2005 levels). Off-grid energy systems generate electricity for homes, businesses, communities and towns. They can be standalone or mini-grids.

Standalone systems usually generate electricity from solar photovoltaic panels, wind turbines or diesel generators and store it using battery or fuel cell technology.

Mini-grids, also called micro-grids, comprise a set of electricity generators and may include energy storage systems connected to a distribution network. The energy is provided to a local group of consumers.

Source: Our electricity supply and market | Energy & Mining (energymining.sa.gov.au)

There are challenges and opportunities in the delivery of energy, its storage and supply, existing infrastructure costs, and the costs in retrofitting new technologies into our urban landscape. Grid stabilisation, for example, becomes more challenging with rapid adoption of rooftop solar and batteries and the resulting decentralisation of energy systems.

Existing strategic electricity substations, transmission and distribution lines will require ongoing protection from incompatible land uses or activities. Further investigations in collaboration with key electricity infrastructure providers are required to identify future strategic corridors to ensure the region's long-term electricity needs can be met, which will form the basis of a future amendment to the Plan.

Similarly, where relevant to the Greater Adelaide region, careful planning is required to preserve and prioritise land required for the interconnection between South Australia and the National Electricity Market (NEM). Increased interconnection within the NEM is vital to achieving affordable and reliable electricity supplies.

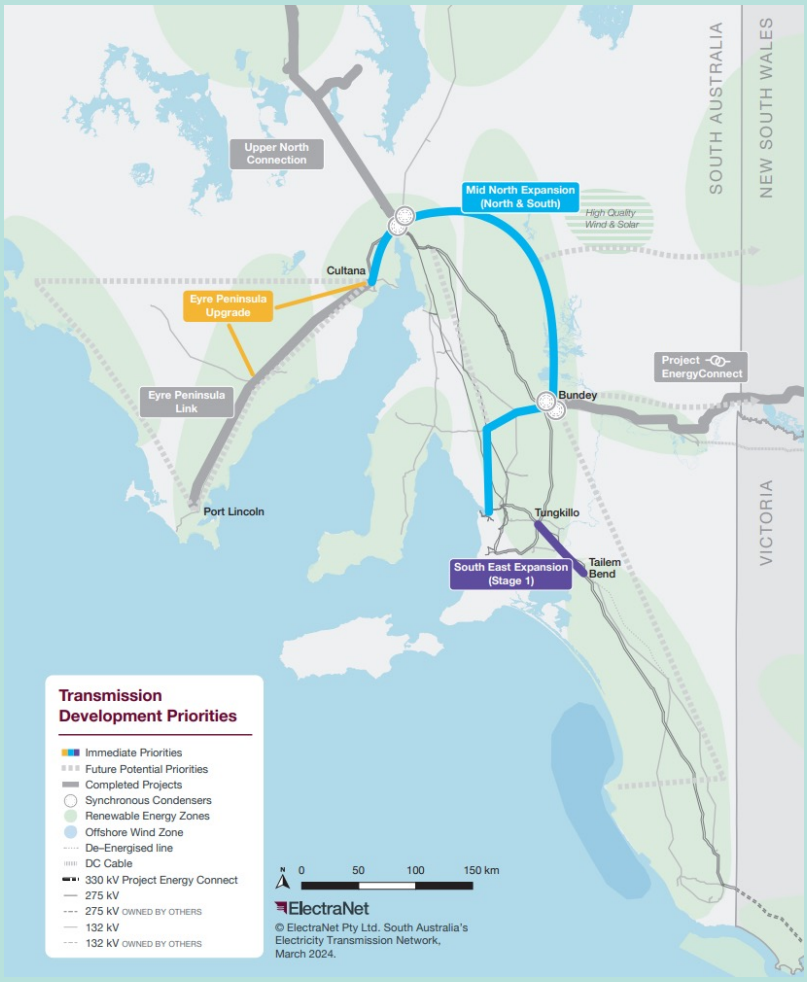
As noted in ElectraNet's 2024 Network Transition Strategy, the development of major transmission assets typically requires five to seven years from initial planning to delivery, and failure to adequately plan for transmission assets can potentially delay development and lead to increased costs.[79] Construction of the South Australian component of Project EnergyConnect (a new high-voltage interconnector between South Australia and New South Wales) was completed in December 2023. The project will ultimately help improve the security and resilience of the state's power system and enable more renewable energy development exports.

ElectraNet has also identified a number of near-term network developments for priority action, including:

- Mid-North Expansion (North & South) – a project to enable higher transfers of renewable energy through a diverse transmission path to Adelaide as supply becomes more dependent on distant renewable sources.
- South-East Expansion (stage 1) – a project to increase transfer capability and unlock renewable resources in the south-eastern region.

Figure 18 - Transmission Development Priorities

ElectraNet Network Transition Strategy, March 2024, page 23



Supporting the development of efficient, smart electric buildings that can optimise energy use and participate in demand-side flexibility programs will also be vital to enable energy use to be shifted to times when electricity is plentiful and cheaper, thereby benefiting consumers, the distribution network and the broader market. The government's Energy Masters collaboration with SA Power Networks to trial and demand flexibility and home energy management technologies is a good example of these new innovations.

The planning system will need to be sufficiently responsive and adaptable to emerging green energy technologies, battery storage (including community batteries) and supporting infrastructure for electric vehicles and future innovations that may emerge as part of planned urban growth.

Infrastructure corridors and reserves

Long-term strategic objectives

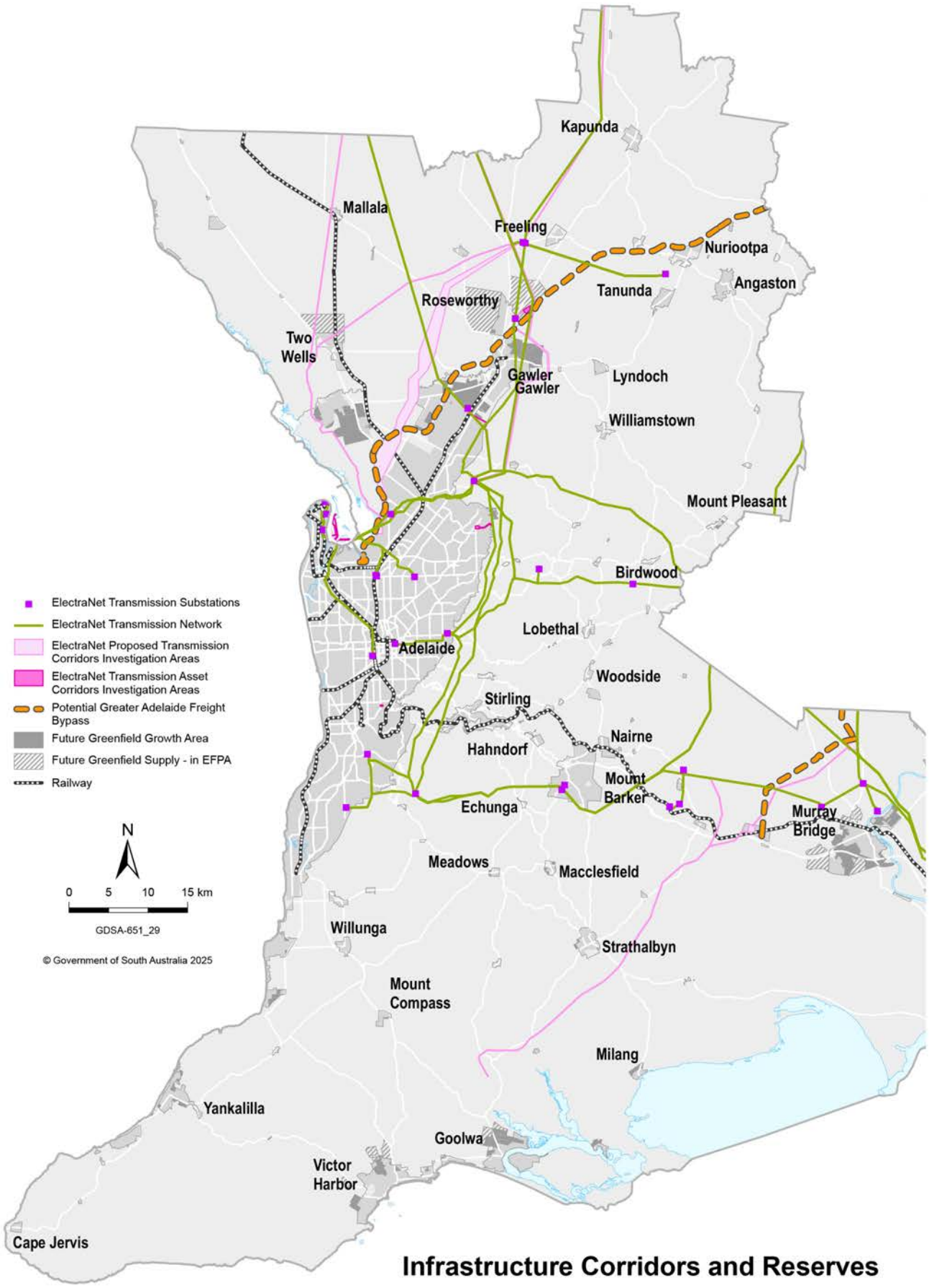
1. Identify and set aside land required for future strategic infrastructure corridors and facilities to accommodate growth, new technologies and changing demands.
2. Infrastructure reserves are planned and coordinated to service multiple uses including opportunities for regional open space and recreation opportunities.
3. Reserve land to facilitate new essential and social infrastructure through structure planning and establishing infrastructure reserves in the Code.

To support growing communities, it is critical to pre-plan infrastructure requirements to enable efficient roll out during, or in advance of, land development. Reserving land ahead of demand provides greater certainty for establishing future infrastructure that is of key importance to a planning region or the state, including infrastructure such as:

- The generation, distribution, or transmission of electricity or other forms of energy.
- Gas transmission pipelines.
- Water infrastructure or sewerage infrastructure.
- Transport networks or facilities (including roads, railways, busways, tramways, ports, wharfs, jetties, airports, and freight-handling facilities).
- Health, education, community, police, justice, or emergency services facilities.
- Coastal hazard adaptation infrastructure.
- Stormwater management infrastructure.

Section 129 of the PDI Act sets out a process to reserve land and streamline approval processes for infrastructure through the creation of an ‘infrastructure reserve’. Including infrastructure services within the Code, which are supported by standard infrastructure designs, has the potential to significantly streamline assessment processes.

Infrastructure agencies and utility providers should utilise this mechanism under the PDI Act to strategically reserve corridors or sites for future assets or rebuilding of aged assets to assist with long-term infrastructure planning to accommodate future growth. A good example of this would be the establishment of infrastructure reserves for electricity transmission lines, establishing connections through northern Adelaide to renewable energy facilities in the Yorke Peninsula and Mid North, and the Far North regions.



Infrastructure Corridors and Reserves

A range of factors will drive the need for new infrastructure and infrastructure corridors. For example, significant future growth in demand for electricity due to electrification (including electric vehicles), potential desalination plants to provide water security and large-scale customer loads to support economic growth such as data centres and manufacturing.

Opportunities exist to coordinate infrastructure planning to facilitate multi-use corridors. Different categories of infrastructure will have different needs, and these will need to be understood when infrastructure reserves are established.

Strategic transport corridors

The government has commenced preservation of a corridor of land for a future extension of the Seaford rail line to Aldinga. This includes a corridor from Quinliven Road to Aldinga Beach Road, providing long-term options for the growing southern suburbs.
Planning work is underway to extend the Seaford line to Aldinga. Reserving the land ahead of time will support funding opportunities and ensure future growth in the southern suburbs will be able to integrate with a future rail line.

Protecting land corridors for expansion or augmentation of strategic transport infrastructure through mechanisms in the regional plans and Code is one of the key ways to support the integration of transport and land-use planning.

Actions – Infrastructure corridors and reserves

Title	Action description	Timing	Lead	Spatial application
Code Amendment Future Infrastructure corridors and reserves	Undertake a Code Amendment to introduce infrastructure reserves to preserve land required to facilitate future infrastructure provision (e.g. rail, utilities), with consideration to be given to early commencement in 2025.	1-2 Years	DHUD	Region-wide

Implementation and Delivery

Outcome 6: Coordinated delivery of land use and infrastructure planning

To deliver more housing, South Australia needs a better way of doing things, which includes infrastructure providers working together (Housing Roadmap 2024).

The successful delivery of the Plan requires several important elements to be in place:

- Improved coordination of planning and implementation processes.
- Effective governance arrangements.
- Fit-for-purpose funding mechanisms.
- A schedule for monitoring, measuring and reporting progress.

Implementing successful land use and infrastructure planning requires an iterative approach to align assumptions, planning and asset management. It requires the ongoing collaboration and coordination across government, councils and the private sector acknowledging that there are numerous processes occurring simultaneously, typically at different stages and with different horizons.

New tools and governance arrangements within the Department for Housing and Urban Development, including the Growth and Infrastructure Coordination Unit (GICU) and the Infrastructure Coordination Group will coordinate infrastructure investment and facilitate well-serviced developments.

The alignment of the Plan with key infrastructure strategies, including the 20-Year State Infrastructure Strategy and the South Australian Transport Plan, present an opportunity to deliver a truly integrated plan for Greater Adelaide.

All three documents align on major infrastructure planning and investment actions required. For example:

- Planning for the infrastructure needed to accommodate forecast population growth in an integrated and coordinated manner.
- The need to encourage a greater uptake of public transport and improve the connectivity and sustainability of our transport system.
- The need to protect strategic infrastructure corridors.
- Acknowledging the important role of asset management.

The PDI Act provides the tools to implement some changes quickly, while other initiatives will need investigation and investment. Effective delivery of the Plan will benefit from the suite of new digital tools in the state's new planning system. It will keep government, industry and councils up to date with trends in land supply and demand for housing and employment land use, and enable faster responses to changes.

Online delivery, reporting and measuring progress

Digital regional plans have been developed to provide all South Australians access to a state-wide planning and infrastructure framework that will:

- Support targets and actions for land use, transport infrastructure and the public realm through interactive maps, dynamic data and spatial plans.
- Increase the availability, accuracy and relevance of data to inform integrated land use and infrastructure decisions, including current and forward projections, statistical data and analysis.
- Allow faster implementation of planning strategies to respond quickly to housing demand or employment growth by streamlining zoning changes.
- Incorporate whole-of-government strategies and mapping data so that they can be integrated into the relevant regional plan and updated as required. This ensures mapping data and policies remain consistent, relevant and aligned. Amendments to planning instruments, including regional plans, can be driven by a range of government agencies and infrastructure providers, enabling them to update information in the Plan to align with their long-term strategies.
- Require the state to maintain a 15-year rolling supply of zoned residential land across greenfield and infill areas. A further target will be investigated to require the state to maintain five years of development-ready supply (i.e. land that is serviced and can be built on now).
- Track housing supply every quarter to ensure we do not fall short of these targets. The Department for Housing and Urban Development will actively monitor the number of homes being built, and respond to any blockages.
- Set housing targets for each local government area in the Plan based on each area's future population projections and unique constraints and opportunities.
- Require councils to undertake the necessary planning to ensure sufficient land is zoned to accommodate these targets over 10-year periods (across 30 years).

Targets and measures

Region-wide targets and measures

Four foundational targets have been identified for the Plan. These assist in monitoring the effectiveness of actions and strategies within the Plan or may inform other government policy or investment decisions.

These targets aim for:

- A timely, efficient and continuous supply of residential land and housing across Greater Adelaide to support greater choice of housing in the right places.
- Providing timely, efficient and continuous supply of employment land across Greater Adelaide to ensure we can maximise the opportunities to build a strong economy.
- A cooler and greener urban environment.

Additional targets will be established and refined over time to measure the outcomes of the Plan based on available data. A short-term action of the Plan is to establish targets and measures to support the Living Locally concept, including consideration of proximity to open space, public transport, activity centres and walkability. Infrastructure SA also recommends implementing public and active transport targets to drive a focus on initiatives that increase patronage.[80]

Target 1: Residential land supply

Outcome: More housing in the right places

A timely, efficient and continuous supply of residential land across Greater Adelaide will support greater choice of housing in the places that are well-serviced.

Target	**Target 1:** Maintain a 15-year rolling supply of zoned residential land.
Measure	• Land supply reporting on capacity (known and estimated). • Utilise region-specific discounts and yields to estimate supply over undeveloped zoned and future land supply.
Geography	• Greater Adelaide Planning Region • Land supply region
Frequency	• Annual
Data source	• Land valuation • PlanSA Development Application data • Land division spatial layer

Target 2: Region and local ar ea housing targets

Outcome: More housing in the right places

A timely, efficient and continuous supply of housing across Greater Adelaide and local government areas will support greater choice of housing in the places that are well-serviced.

Target	**Target 2.1:** Regional housing targets to 2051 based on high population growth projections. **Target 2.2:** Local government housing targets to 2051 based on high population growth projections.
Measure	• Dwellings built
Geography	• Greater Adelaide Planning Region • Land supply region • Local government area
Frequency	• Annual
Data sour ce	• Land valuation • PlanSA Development Application data • Land division spatial layer

Target 3: Employment land supply

Outcome: A strong economy built on a smarter, cleaner future

Providing timely and a continuous supply of employment land across Greater Adelaide will ensure we can maximise the opportunities to build a strong economy.

Target	**Target 3:** Maintain a 15-year rolling supply of zoned employment land.
Measure	• Land supply reporting on capacity (known and estimated)
Geography	• Greater Adelaide Planning Region
Frequency	• Annual
Data source	• Land valuation • PlanSA Development Application data • Land division spatial layer

Target 4: Urban tree canopy

Outcome: A greener, wilder and more climate resilient environment

An increased urban tree canopy will ensure a cooler and greener urban environment.

Target	Achieve 30% tree canopy cover across metropolitan Adelaide by 2055. **Baseline: 16.7% (2022 LiDAR)**
Measure	**Measure 4.1:** For the tree canopy cover to reach 30% across metro Adelaide by 2055, tree canopy will need to grow by 2% ever 5 years. **Measure 4.2:** New master planned greenfield development and strategic infill sites should plan to achieve a 30% canopy cover once their landscaping matures.
Geography	• Metropolitan Adelaide
Frequency	• Approximately every five years
Data source	• LiDAR data • Zoning and generalised land use

Actions – Targets and Measures

Title	Action description	Timing	Lead	Spatial application
Targets and Measures Living Locally	Undertake a Regional Plan Amendment to establish additional targets and measures the support the Living Locally concept, including proximity of population and housing to open space, public transport, activity centres and walkability.	3 Years	DHUD	Region-wide
Target and Measures Development ready Supply	Determine definition of residential development ready land supply and establish a new target in the Plan, linked to the Land Supply Dashboard, once infrastructure issues / capacity mapping have been updated by state infrastructure agencies and more widely available.	3 Years	DHUD	Region-wide

Short-term actions

The Plan is a strategic document that looks over a broad time horizon of 30+ years. It contains long-term strategic objectives and short-term 0–5-year actions that work to achieve the long-term objectives.

The Plan will accommodate an up-to-date implementation plan, with five-year rolling actions. Regular and dynamic reporting will be a hallmark of the digital solution to track the implementation by theme, location and the entity responsible.

Actions seek to be specific, measurable and outcome focused. Actions may include:

- Recommendations to modify the Code either through wording of policy, the spatial application over overlays or a mixture of the two.
- Recommendations to develop new mapping or datasets to assist in informing future versions of the Plan.
- Developing guidelines and toolkits to assist practitioners with processes to give effect to strategic guidance in the Plan.
- Creating or applying infrastructure schemes or charging mechanisms for infrastructure or 'future proofing' corridors.
- Recommending new benchmarks be developed to measure the success of the development of specific growth fronts or of region-wide scope.

These targets and actions, including their implementation status, will be visible in the Plan's dashboard, and will sit alongside a broader suite of other metrics, including the Land Supply Dashboard, the Code Amendment Tracking System and the annual Performance Indicators Scheme (for development assessment) to provide system-wide transparency to industry and the broader community.

Coordinatio n and d eliv ery

Long-term strategic objec tives:

1. State government leadership in planning and coordinating new greenfield growth areas and state significant urban renewal and infill areas.
2. Provide clear governance and reporting frameworks that strengthen the relationship between urban growth and infrastructure planning and that deliver coordinated and consistent decision-making.
3. Develop and maintain infrastructure capacity mapping and data in collaboration with state agencies, local government and utility providers to assist with refining and prioritising growth areas.
4. Establish and maintain contemporary benchmarks and trigger measures to identify the type and timing of infrastructure required to support growth, and to inform investment decisions.
5. Create a transparent land supply and infrastructure prioritisation plan(s) that can be digitally represented with clear plans describing land supply, serviceability and infrastructure requirements.
6. Empower local government to achieve housing and employment growth targets and to align infrastructure investment strategies and plans with priority growth areas.
7. Identify and implement sustainable funding mechanisms for infrastructure provision to support growth, including incentivising integrated development and infrastructure delivery with out-of-sequence development incurring additional costs borne by beneficiaries.

Effective alignment of land use and infrastructure planning will allow for a more integrated and accurate view of the infrastructure required to deliver better outcomes for growing communities over the next 30 years, requiring ongoing collaboration and coordination across government, councils, industry and the community.

New tools and governance arrangements, within the Department for Housing and Urban Development, including GICU and the Infrastructure Coordination Group, will coordinate infrastructure investment and facilitate well-serviced developments.

Logical and orderly growth

Meeting the needs of a growing population requires a strategic and coordinated approach to rezoning to help balance the supply of infill development in existing suburbs and expansion into greenfield areas. It will also help ensure there is land for future industrial and commercial developments and encourage diversity of supply.

Land should be rezoned based on the timely and coordinated delivery of new or upgraded infrastructure alongside additional housing supply, or the delivery of housing development should be prioritised in areas with additional infrastructure capacity.

When done effectively, this reduces the total cost to community and ensures people have access to necessary facilities and services, including utilities such as water and power, and social services such as health and education, or a reliable local bus network.

Importantly, the orderly expansion of infrastructure to support growth is not about providing all future infrastructure needs upfront as this is not practical or affordable for governments and taxpayers.

Coordinated and integrated planning is about proactively identifying and planning for the housing and population thresholds that will require new and upgraded infrastructure across our cities as they grow, and ensuring infrastructure is operational when triggers are met.

Essential trunk infrastructure required to unlock growth, such as power, water and sewer, needs to be provided up-front, while other types of infrastructure, such as health and education facilities, can follow based on housing and population triggers as a new suburb establishes.

Housing choice and infrastructure provision

While there is at least 15 years of land already zoned for housing available in Greater Adelaide, one of the contributing factors to the current housing crisis is the lack of serviced and well-located land that is ready for housing developments.

In part, this is a result of a lack of prioritising and coordinating the release of land, resulting in multiple disconnected growth fronts establishing across Greater Adelaide, which are competing for investment from governments for transport, water and social infrastructure.

This also affects the everyday life of our residents and the liveability of our city. The symptoms of this can include over-enrolment in schools, increased congestion on roads, and a lag in delivering public transport and local community services, such as new schools which can entrench patterns of behaviour, such as car use.

Overcoming this requires collaboration across all levels of government and with industry, as well as a shared understanding of infrastructure needs based on the desired outcomes for a place and the community, rather than outcomes for a sector. This has significant impacts for housing affordability.

Planning roles and responsibilities

A collaborative, whole-of-government approach is required to meet the Plan's land supply and housing targets and to successfully coordinate infrastructure provision. The role of key planning entities is identified below.

Role	Responsibility
Growth prioritisation	The **State Planning Commission** will identify and prioritise land for future development and maintain an up-to-date growth prioritisation plan in the Plan. This work will be supported by the **Department for Housing and Urban Development** working with landowners, state agencies, infrastructure providers and local government.
Structure planning for greenfield development	The **Department for Housing and Urban Development** is responsible for structure planning for greenfield growth (housing and employment). Structure plans will inform specific land uses, future zoning and strategic transport and trunk infrastructure requirements to inform Code amendments and infrastructure funding.
State-significant infill precinct planning	The **Department for Housing and Urban Development** is responsible for the planning of state-significant infill, regional activity centre and corridor locations. **Renewal SA** is the lead agency for planning state-significant urban renewal precincts including unlocking land for state significant industrial precincts. The **South Australian Housing Trust** is the lead for state-significant renewal projects with a high proportion of SA Housing Trust properties.
Urban corridor planning	The **Department for Housing and Urban Development** is responsible for the policy review and zoning of urban corridors in collaboration with the **Department for Infrastructure and Transport** due to the strong alignment required with the state's public transport planning.
Infrastructure planning	**State infrastructure agencies and utility providers** are to undertake capacity analysis and long-term infrastructure planning to align with the Plan's projections and identified areas for future infill and greenfield residential and employment growth.
Infrastructure coordination	The **Department for Housing and Urban Development** is responsible for facilitating infrastructure provision for housing developments across the state, and ensuring it is well planned and coordinated in the development process.
Infrastructure benchmarking	The **Department for Housing and Urban Development** is responsible for maintaining social infrastructure benchmarks to assist government and private sector to plan for new growth areas.
Local area planning	**Councils** are responsible for local area planning to identify how each local government area can meet the projected housing target in the Plan in a manner that considers local character, housing needs, infrastructure and Living Locally principles.

Improving coordination and monitoring performance

Infrastructure coordination is complex for several reasons including the high number of stakeholders involved, the spread of planning and delivery responsibilities across multiple government departments, and the range of responsibilities of infrastructure providers.

The Regional Planning Portal will provide a contemporary approach to infrastructure coordination, and a mechanism to improve integration of land use and the infrastructure necessary to support Greater Adelaide's anticipated housing and employment growth. It identifies future growth areas based on known infrastructure capacity constraints and opportunities in conjunction with state infrastructure agencies and utility providers.

Collaboration across all tiers of government will be vital, noting that the Infrastructure Coordination Group through the Department for Housing and Urban Development will take a lead role.

Aligning strategic planning processes and developing an integrated structure planning guide will improve the process for new developments and create an implementation tool for growth areas. However, this cannot occur in isolation and needs to involve the community and stakeholders to ensure planning is well informed.

Regional Plan Amendment – Infrastructure and prioritisation

More detailed analysis is required to understand infrastructure capacity and what would be required to augment or deliver new infrastructure to support the long-term growth of greenfield and infill development. This includes working with agencies, utility providers and local governments to understand the capacity of infrastructure such as schools, hospitals, community facilities, roads water, and stormwater infrastructure to support the future growth identified in the Plan.

This work will inform an amendment to the Plan to further define and prioritise greenfield growth and infill locations based on infrastructure and service capacity. It will also identify new infrastructure required to support the development of these communities and inform further work on costs and mechanisms to fund required upgrades. The primary focus will be the Outer North LSR that accommodates a significant proportion of Greater Adelaide's housing growth. This work will commence in 2025 and will involve further engagement with state agencies, local government and local communities.

Land use and infrastructure planning tools

Land Supply Dashboard

The Dashboard will support the implementation of the Plan. The Dashboard will help to integrate future land use and infrastructure investment into the planning process to support improved coordination and collaboration across development fronts and infrastructure sectors, and provide the starting point for more detailed structure planning.

The next generation of the Dashboard will include further infrastructure layers, showing planned infrastructure and therefore identifying areas where there are known deficiencies or gaps. As a high priority, the Dashboard will be updated quarterly to provide for an up-to-date plan that manages orderly growth. This will require ongoing collaboration and commitment from governments and infrastructure providers. It will form the single source of truth for use by all stakeholders. The Dashboard is a document that will be formally recognised and linked to future interactions of the Plan under section 71(b) of the PDI Act, and will be the central point to coordinate and integrate long-term infrastructure plans and land use data.

Consistent data and benchmarking

State infrastructure agencies, utility providers and local governments will be expected to:

- Adopt the common planning assumptions prepared to inform the Plan and plan to the housing and employment targets established for each LSR.
- Evaluate the current and future capacity of their infrastructure based on these common planning assumptions.
- Amend long-term plans based on these common assumptions and amend the Plan to incorporate their long-term infrastructure plans to establish a shared understanding of current and future infrastructure capacity across government, industry and community.
- Maintain contemporary benchmarks to establish a common understanding of trigger points for new infrastructure to inform planning processes at a region-wide and precinct-wide scale, such as structure plans.
- Contribute to developing and maintaining an up-to-date growth prioritisation plan for Greater Adelaide that assists government to make the best use of infrastructure and improve planning and investment decisions.

Infrastructure benchmarks prepared by Infrastructure SA in conjunction with state agencies, will form the initial basis for considering infrastructure thresholds and capacity. Additional engagement with agencies, utility providers and local government throughout the structure planning process should inform the specific needs of a locality. The Social Infrastructure Benchmarking and Population Projections will be formally recognised and linked to future iterations of the Plan under section 71(b) of the PDI Act and the adopted planning assumptions to consider when undertaking long-term planning for land use and infrastructure in Greater Adelaide.

Thresholds for new social infrastructure will be maintained for state level social infrastructure to ensure transparent infrastructure planning benchmarks are provided to inform state, local and private planning processes.

Adaptive planning approaches that use agreed growth projections and monitoring, and agreed infrastructure thresholds will be critical for alignment of land use planning and infrastructure delivery.

Structure plans

Structure plans provide a tool to undertake more detailed planning to implement the housing and employment targets established in the Plan and integrate infrastructure planning and funding with the rezoning of land. Structure plans can be incorporated into the Plan via an amendment to a regional plan undertaken by the state or local government to inform infrastructure agreements and unlock fast-tracked rezoning processes under section 75 of the PDI Act. They can also be incorporated into the Plan where they form part of an approved infrastructure scheme.

Structure plans should:

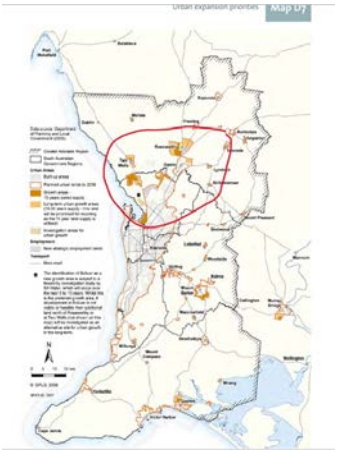
- Provide guidance on specific land uses and their locations including land for housing, employment, activity centres, open space networks and infrastructure (including social infrastructure such as education and recreation).
- Deliver the employment land and housing targets established in the Plan and identify the form and density of development required to achieve this.
- Identify infrastructure needs (including social infrastructure requirements) to inform agreements and the preferred funding mechanism.
- Identify land that should be reserved for infrastructure (including state health, education, transport) which can be incorporated into the Code as an Infrastructure Reserve.
- Specific spatial recommendations to amend the Code that could be incorporated into the Plan and implemented through a section 75 complying rezoning process (subject to community engagement and infrastructure agreements being finalised).

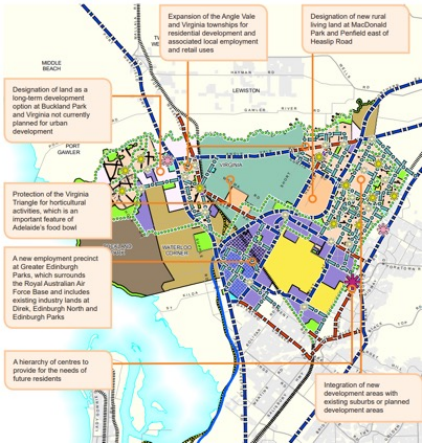
Process for new growth areas

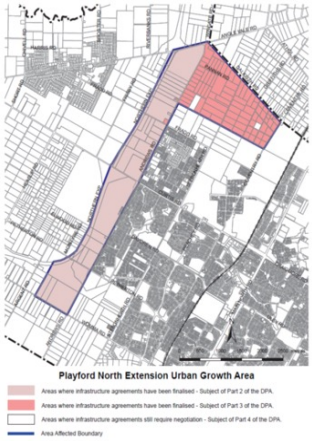
Planning for greenfield growth areas will follow the planning process as outlined:

1. Growth areas are identified in the Plan.
2. Structure planning is undertaken to identify future land use and trunk infrastructure requirements.
3. A Code amendment and associated infrastructure agreements are prepared to rezone the land, reserve land for future infrastructure, and establish equitable funding of new infrastructure.
4. Proponent undertakes detailed planning of the land to inform land division application.
5. Land division application assessed by relevant planning authority.

The government will lead the structure planning and rezoning process of the seven greenfield growth fronts, in collaboration with relevant councils and landowners. Landowners will be responsible for detailed planning their land, following the rezoning process and lodging development applications for staged land divisions, and paying a fair share of infrastructure costs.







Greater Adelaide Regional Plan

- Identifies and prioritises land suitable for urban development (e.g. residential, employment and open space).
- Establishes a common planning baseline including current infrastructure and growth projections.

Integrated Structure Plan

- Implementation tool for growth areas.
- Identify strategic transport and other significant trunk infrastructure requirements.
- Identify opportunities for coordinated infrastructure provision including social infrastructure.
- Investigate and identify features to be preserved including natural systems and cultural heritage.
- Inform Code amendment (specific land uses and zoning).
- Provide clarity regarding the application of infrastructure delivery tools such as where a deed or an infrastructure scheme is appropriate.

Code Amendment and Infrastructure Agreements

- Establish infrastructure funding mechanisms.
- Amend the planning rules to change the policies, rules, or mapping within the Code to implement structure plan.
- Incorporate any relevant concept plans to guide location of land uses and infrastructure in land division approval stage.

Planning for state significan t strategic infill

The government is responsible for the planning and coordination of state-significant infill areas, regional centres and urban corridors. This is because of the range and extent of policy approaches required to deliver these successfully vary from site to site. This may include a simple rezoning process, high-level structure planning work to inform policy changes to the Code, the need to acquire or consolidate land holdings to facilitate outcomes, or the coordination of state-level infrastructure, such as public transport. In some circumstances the planning for these sites will be driven by private landowners or local government, with state involvement and guidance.

The level of government involvement in each strategic location will vary depending on its characteristics. This may include:

- Coordination of delivery of key sites.
- Identification and release of surplus government land.
- Coordination and financing of trunk infrastructure.
- Public transport infrastructure and service improvements.
- Coordination of planning, infrastructure agreements and public realm improvements (i.e. precinct planning).
- Development of shared / consolidated precinct-wide parking in strategic areas that include park and ride opportunities to incentivise development and reduce parking costs.
- Rezoning land through a Code amendment.

Subject to its introduction and passage through Parliament, there will be opportunities under the *State Development Coordination and Facilitation Bill* to further coordinate and facilitate projects of state-significant infill areas. The Coordinator General's Office, once established, may have the opportunity to assist in:

- Establishing specific plans or programs in connection with the coordinated delivery of works and essential infrastructure in the declared area.
- Maintaining general oversight of development and land use in the declared area.
- Arranging or undertaking investigations and preparing plans for the purposes of the management, coordination, assessment and delivery of projects in the declared area.
- The potential compulsory acquisition of land to enable development of a declared area.
- Providing assessment functions to projects of development in the declared area.

Council strategies

At a local level, the government will work in partnership with local government to implement housing and employment land targets. To develop successful strategies, local government must be empowered to collaborate in this process. Part of the core business of councils is to undertake strategic planning for their local area. Strategic planning at a local level should implement the growth targets and identify requirements and timing for local infrastructure and services.

Importantly, the role of councils has been elevated under the PDI Act as a designated entity who can undertake amendments to regional plans. This highlights the desire for councils to be actively refining in improving the Plan.

Alignment between revised population, housing and employment projections and council Strategic Management Plans required under the Local Government Act 1999 such as strategic asset management and long-term financial plans, will establish greater whole of government coordination.

Actions – Coordination and delivery

Title	Action description	Timing	Lead	Spatial application
Strategy Northern Suburbs Infrastructure	Prepare a Northern Suburbs Infrastructure Strategy to inform structure plans over the six major northern growth areas with recommendations for infrastructure delivery and funding, including water, sewer, transport, stormwater, energy, staging and delivery.	2 Years	DHUD	Outer North Land Supply Region
Investigations Long-term infrastructure planning	State infrastructure agencies and utility providers to undertake capacity analysis and long-term infrastructure planning to align with the Greater Adelaide Regional Plan's projections and identified areas for future infill and greenfield residential and employment growth.	June 2026	State Agencies and Utility Providers	Region-wide
Infrastructure Stormwater management	Update the *Stormwater Management Planning Priority Areas for South Australia* in consideration of the future growth areas set out in the Greater Adelaide Regional Plan.	2027	DEW-SMA	Region-wide

Title	Action description	Timing	Lead	Spatial applicatio n
Regional Plan Amendment Growth Area Prioritisation	Initiate an amendment to the Greater Adelaide Regional Plan to incorporate infrastructure investigations undertaken by state agencies and utility providers to inform refinements and prioritisation of greenfield, infill and employment lands to facilitate the logical and orderly growth of Greater Adelaide.	3 Years	SPC	Region-wide
Structure Plans Greenfield growth areas	Prepare structure plans for new greenfield growth areas identified in the Greater Adelaide Regional Plan. Initiate a Regional Plan Amendment to integrate into the Plan, and prepare Infrastructure Schemes to inform future Code Amendments.	5 Years	DHUD	Region-wide
Local Strategic Planning Housing Strategies	Local Government to undertake strategic planning for their local area to plan for the implementation of housing and employment targets through the preparation of a Local Housing Strategy, including the requirements and timing for local infrastructure and services, to inform updates to the Greater Adelaide Regional Plan.	3 Years	Local Government	Region-wide
Reporting Land Supply Dashboard	Update the land supply dashboard to include contemporary reporting on housing and employment land, and incorporate forward plans for trunk infrastructure, such as water, sewer, electricity and transport.	2 Years	DHUD	Region-wide

Infrastructure charging

Long-term strategic objectives:

1. Apply fair, transparent and proportionate contribution frameworks that can be costed into projects up-front, creating investment certainty and unlocking housing supply.
2. Evaluate the most effective and fit-for-purpose infrastructure funding mechanism for projects, such as deeds, infrastructure schemes and fixed charges.
3. Provide transparency of infrastructure costs associated with various housing options and critically analyse the cost benefits prior to land release or rezoning.
4. Develop models where infrastructure and services can be delivered by third parties to expedite projects, while maintaining appropriate quality control, engineering and other standards for construction and maintenance.
5. Apply a range of fit-for-purpose infrastructure funding mechanisms, including deeds, schemes and fixed charges, including investigating new fixed charges for basic infrastructure such as stormwater.
6. Identify infrastructure costs through the structure planning of future growth areas is used to inform infrastructure charges, including the initiation of infrastructure schemes.
7. Establish pilot infrastructure schemes and their use to establish development charges for infill and regeneration areas.

We need to ensure infrastructure keeps pace with growth and is funded fairly.

The delivery of infrastructure has been a planning challenge for many years. Funding models have been the subject of scrutiny by a range of interested parties, often with polarising views on how infrastructure should be funded. Infrastructure funding and delivery needs to ensure that there is a fair and proportional sharing of cost among users and wider beneficiaries of infrastructure. Traditionally, the delivery of essential infrastructure in greenfield developments is paid for through the development process. Cost-reflective pricing would have a significant impact on the ability to deliver houses.

New homes need new or augmented infrastructure and services regardless of their location, type or density. The work of Infrastructure SA and other infrastructure agencies around Australia shows land development costs in urban and township extension areas can be significantly higher than land development costs in established residential areas, but only where capacity remains in existing networks.

While small scale infill development has been benefiting from this capacity, in many cases it hasn't had to contribute. Equitable funding arrangements are required so that costs will be shared between the government and community (via taxes and user charges), alongside the developer and homebuyers.

Different infrastructure tools and models are suited to different circumstances and may depend on the nature of infrastructure required, the known level of detail available, who the beneficiary of the infrastructure will be and the timeframe for delivery.

Charging mechanis ms should be:

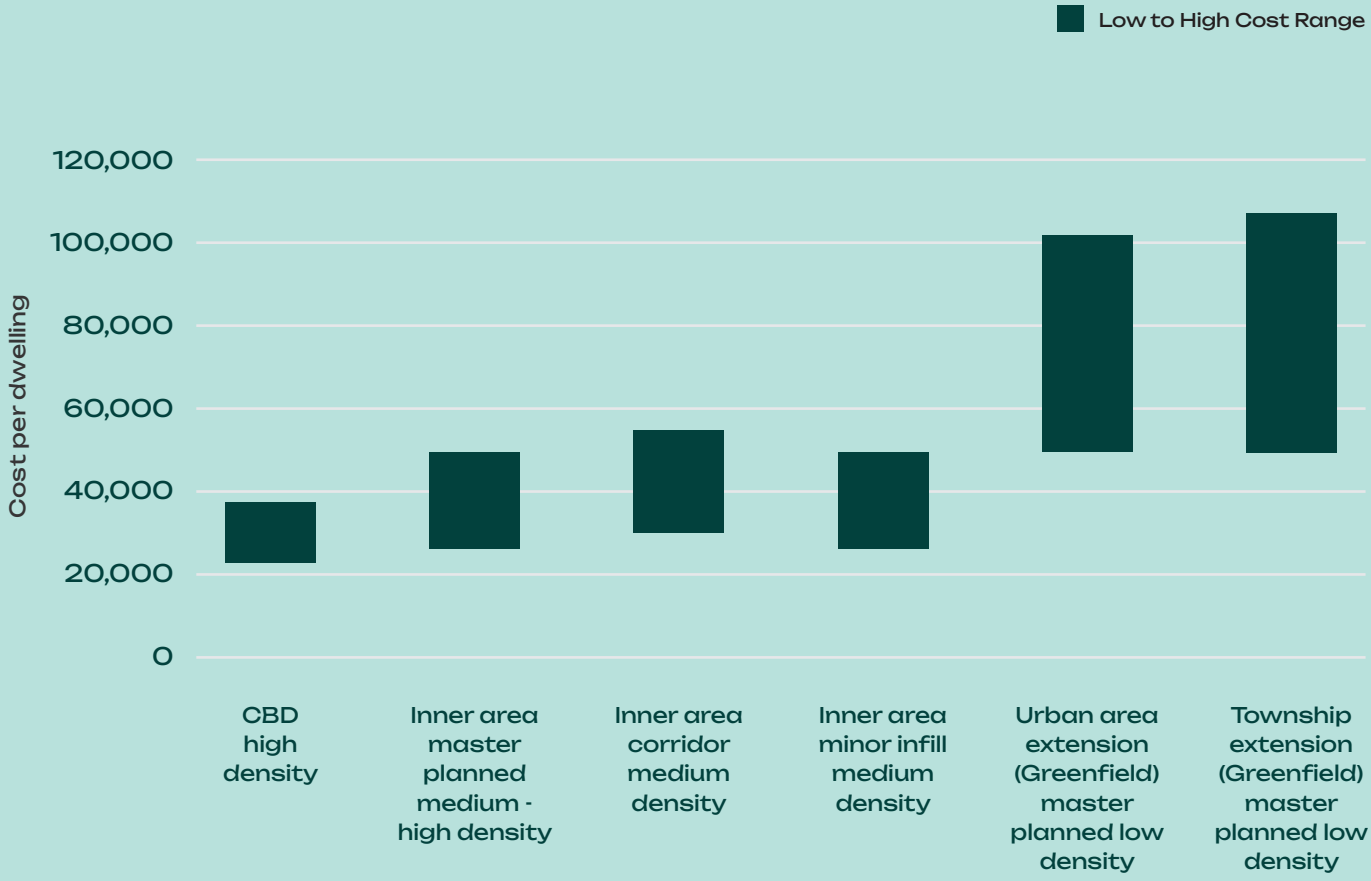
- Fit-for-purpose.
- Proportionate in terms of administrative burden.
- Equitable with contributions based on beneficiaries.
- Evidence-based with accurate costing.
- Transparent with clear governance and accountability for the collected funds and how they are spent.

Infrastructure costs

The Commission has worked with Infrastructure SA to identify infrastructure cost differences between infill and greenfield development. Development of new greenfield areas costs more due to the need for new local roads and stormwater management systems, trunk infrastructure and earthworks. Although it can vary, Infrastructure SA modelling suggests infill development will typically cost less than greenfield development. This is highly variable and based on the capacity of existing infrastructure. As capacity reduces and augmentation is required, costs will increase.

Land development cost real, undiscounted ($)

Source 25: Infrastructure SA, 2023



Infrastructure schemes and other tools

The PDI Act establishes general and basic infrastructure schemes.

Basic infrastructure schemes apply to designated growth areas and provide the mechanism to ensure the delivery of essential infrastructure that is initially required to make a neighbourhood liveable, such as water, sewerage and electricity. They operate as a charge on the land when development takes place.

General infrastructure schemes are broader and envisaged to deliver a wider range of infrastructure including health, education, community facilities, public transport, police, justice and emergency services. These schemes are not yet operational.

The use of infrastructure schemes will ensure that all infrastructure required to build new communities will be planned and coordinated with direct accountability to the Minister for Housing and Urban Development. GICU will oversee the delivery of infrastructure schemes, regularly monitoring infrastructure costs and the delivery of growth areas across the state.

Infrastructure deeds will remain a useful tool in specific circumstances where the use of a scheme is not fit-for-purpose or warranted due to the scale of the project or small number of individual landowners.

The range of mechanisms available and further work required to operationalise these is set out in Table 4.

Table 4 - M echanis ms av ailable

Charging mechanis ms	Role	Further investigatio ns
Deeds and LMAs	Rezoning greenfield land where there are a limited number of landowners and infrastructure interventions are well known.	Best practice guidance on deeds and when they are appropriate, including lessons learned from previous arrangements.
Fixed charge	Defined fixed charge where developers contribute to the payment of infrastructure augmentation.	New fixed charges have been established for the provision of water infrastructure. This model can be investigated for other infrastructure such as stormwater.
Basic infrastructure scheme	Rezoning for new master planned areas or infill areas.	Pilot infrastructure scheme established for greenfield areas and investigated the use of basic schemes to establish charges for urban infill and regeneration areas.
General infrastructure scheme	Rezoning of urban renewal areas or growth areas where social and transport contributions are required.	The provisions for general infrastructure schemes have yet to be made active. Prior to activating these provisions, section 245 of the PDI Act requires that the Commission conducts an inquiry to investigate alternative schemes for the provision of essential and prescribed infrastructure and make recommendations to the Minister for Planning about whether the schemes should be adopted in South Australia.
Precinct authority	Strategic planning and delivery of urban renewal areas and regeneration areas for stormwater in infill growth areas.	The establishment of a precinct requires more time and resources than other mechanisms and has not been utilised previously. A review of legalisation is recommended to ensure that precinct legislation is efficient and reduces administrative burden and development costs.

Fixed infrastructure charges

Up until recently, those who benefit from new water, sewer or power infrastructure pay for it through augmentation charges. The settings for water are consistent with the National Water Initiative 2004 (NWI) in which cost-reflective pricing for the delivery of infrastructure is a central tenant.

In South Australia, those who have built in greenfield growth areas have paid for a range of infrastructure, while the vast majority of those who place pressure on existing infrastructure when they build houses in existing suburbs and towns have not.

To meet critical future housing needs for the state, maintaining the existing method of augmentation charging is unsustainable. It sometimes requires individual developments to fully fund augmentation works that are required (particularly in greenfield situations), which may have benefits outside the immediate development area.

Fixed infrastructure charges can play an important role in ensuring critical infrastructure can be provided fairly across urban and regional areas. These charges are supported by public sector investment through the ordinary budgetary process promoting shared investment.

Actions – Infrastructure charging

Title	Action description	Timing	Lead	Spatial applicatio n
Infrastructure Pilot Infrastructure Scheme	Establish a pilot infrastructure scheme and review charging mechanisms to consider a range of fit for purpose funding mechanisms, including new fixed charges for basic infrastructure.	2 Years	DHUD	Region-wide

Greater Adelaide land supply regions

Greater Adelaide is a large and diverse area that includes the capital city of South Australia, Adelaide, as well as its surrounding suburbs, satellite cities, towns, and rural landscapes. Each of these regions has its own unique characteristics, opportunities and constraints, and will play a different role in the future of growth of the Greater Adelaide region.

Housing and land supply targets

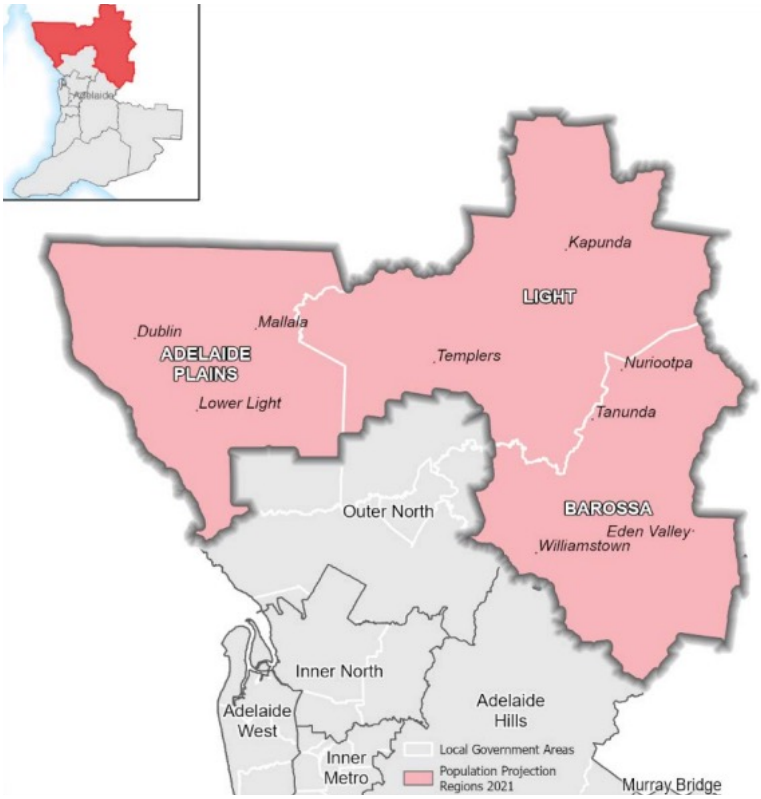
This section outlines the housing and employment land targets for each LSR and local government area. These have been established as a means of significantly increasing the supply of housing and are based on the constraints and known capacity of infrastructure in each area.

How this will be delivered, and the land supply type, will vary according to the area, the local context, constraints on developing land, infrastructure, employment opportunities, and community and market preferences for different development outcomes.

Northern Plains and B arossa

The Northern Plains and Barossa LSR includes the towns of Kapunda, Freeling, Mallala, Dublin, Tanunda, Nuriootpa and Williamstown. It also includes a significant proportion of future growth areas identified to the north of Two Wells. It is an economically diverse area and includes the Barossa Valley wine region, grain and livestock farming and tourism.

Due to the region's proximity to the Adelaide metropolitan area, it is attractive for residential growth. Growth opportunities in the townships are spread across the region, however, are limited due to restrictions imposed by both the CPD and the EFPA, that cover much of the region.



Key opportunities

- Strategic infrastructure such as the Northern Connector make townships more accessible opportunities for additional employment and residential growth, particularly in the vicinity of Two Wells and Roseworthy.
- Significant opportunity for future economic growth and tourism development to leverage off the Barossa and Eden Valley Wine Regions.
- Road infrastructure has made many more townships accessible for more of the broader population.

Key issues

- Future growth potential in many townships is constrained by CPD and the EFPA.
- A dispersed population across multiple smaller townships makes the provision and maintenance of infrastructure and services more expensive.
- Providing opportunities for a growing, ageing population to age in place with good access to health services and appropriate accommodation.
- Management of natural hazards, particularly bushfire and flooding risk.
- The region is also likely to experience warming climates over the coming decades which may impact existing agricultural activities, and therefore other employment activities, such as those relating to renewable energy, should be considered.

Populatio n

By 2051 the population of this vast geographic region is projected to grow by 26,300 people, at around 2.2% per year. This population will be distributed across the region's numerous townships, who will need to manage both a growing and ageing population. This places significant pressure on the provision of appropriate housing in locations easily accessible to health care facilities and other necessary services.

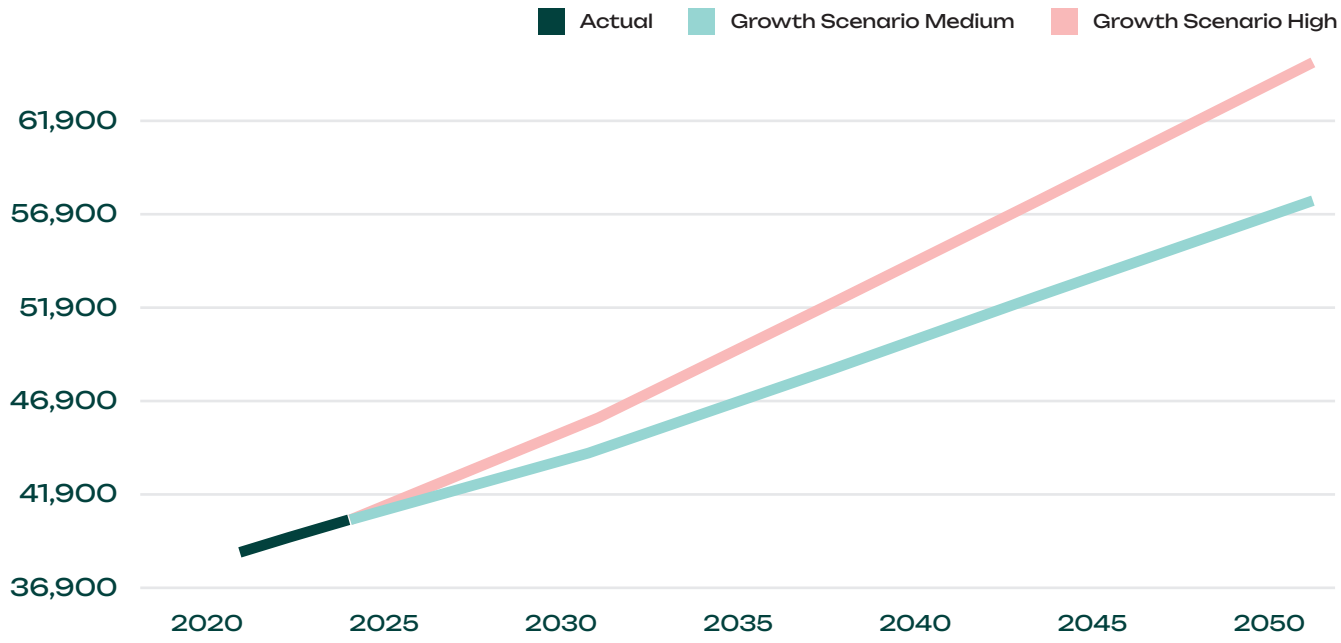
Table 5 - Projected population, Northern Plains and Barossa Region, 2021–2051

Estimate	Medium	High
Total population		
2021	38,797	38,797
2051	57,519	65,102
2021 - 2051 (Total change)	18,722	26,305
Average annual change		
2021 - 2051	625 (1.61%)	877 (2.26%)

Figure 20 - Projected population, Northern Plains and Barossa Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are best placed to manage anticipated growth, housing targets have been created. These targets were formulated using region specific information tied to population projections and household formation to ensure they reflect the likely needs of their growing populations.

Figure 21 - Housing target (Northern Plains and Barossa Land Supply Region)

Figure 22 - Housing Target (by Local Government Area)

Table 6 - Projected Housing Demand and Land Supply, Northern Plains and Barossa Region

Annual housing target, 2021 - 2031	
Annual target	310
Land supply potential (allotments)	
Proposed	1,486
Zoned underdeveloped	3,669
Total zoned supply	**5,155**
Future growth outside EFPA	754
Future growth inside EFPA	9,597
Total future growth	**10,351**

The region will need to find and service land to accommodate 12,700 new dwellings by 2051. On average, just under 200 dwellings are completed within the region per annum. It is likely that growth can be accommodated in the short-to-medium term with existing supply in key townships such as Mallala, Freeling and Nuriootpa. Limited greenfield land supply exists within most townships with potential to support moderate population growth. Most residential development is expected to occur within existing townships, most notably Nuriootpa, Freeling and Tanunda. This is expected to continue to provide a modest, but continuous amount of additional supply as ageing housing stock is upgraded and replaced over time.

Proposed additional supply

The northern portion of the Two Wells future growth area provides the most significant long-term growth opportunity for approximately 9,600 dwellings. The region is also well connected and is located directly adjacent to other large future growth areas at Roseworthy and Concordia, both of which provide significant housing supply opportunities and are unconstrained by CPD protections.

Precinct	Description	Estimated additional dwelling yield
Two Wells (northern portion)	A significant new growth area has been identified to support the long-term housing land supply needs of the region. The growth area is located north of established areas of Two Wells and east of Port Wakefield Highway, on land which is least constrained by environmental hazards and infrastructure.	9,600 dwellings

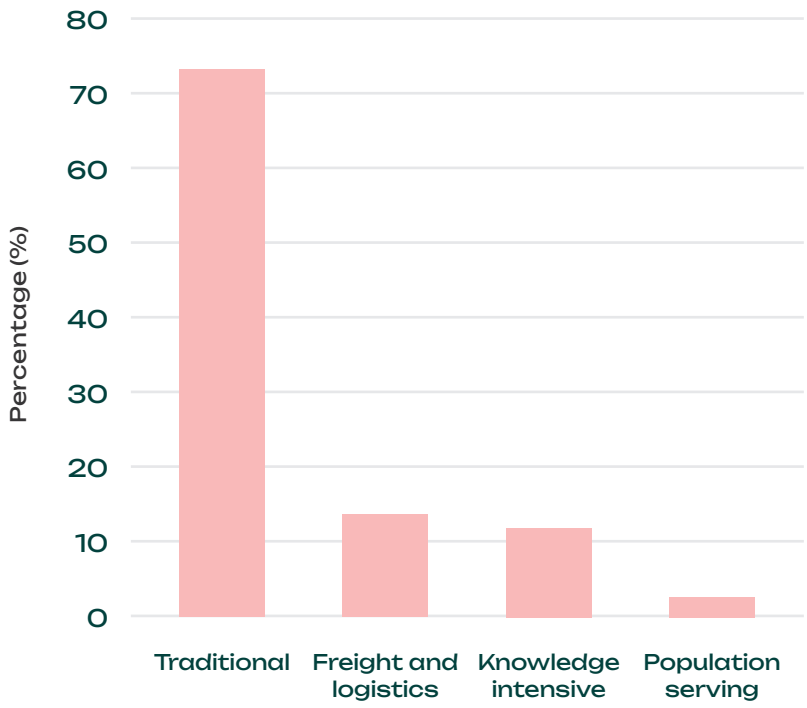
Additional opportunities will need to be considered across a range of townships, noting existing constraints associated with both the CPD (Barossa) and the EFPA Overlays. Local area planning by councils should consider how future housing can be provided to meet local targets that is suited to the unique character of individual townships within the EFPA or the CPD.

Figure 23 - Employment Sectors and Land Uses, Northern Plains and Barossa Region, 2021–2051

Development trends

Vacant land consumption (annual)	0 ha
Demand to 2051	184 ha
Total future area	675 ha

Employment land use mix



Current employment land supply

Occupied	1,376 ha
Vacant	61 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Most of the region's vacant employment land is in the Barossa region in townships such as Nuriootpa and Tanunda. Large parcels of developable land are located south of Dublin, however this is being used, in part, for primary production activities and would require the cessation of these activities and investment in new infrastructure for it to be brought to market.

Expansion of the region's economy and population is expected to result in the need for an additional 184 hectares of zoned and serviced employment land to 2051. Employment land is currently occupied at low intensities throughout the region, therefore, some demand could be accommodated through more intensive and efficient use of existing zoned land. However, significantly more zoned and serviced employment land will be required in the medium to long-term.

To support projected growth, it is expected that approximately 19,500 square metres of additional retail floor space will be required. The demand is likely to be dispersed throughout a range of townships, and much of the demand will likely be accommodated within a network of centres established through the development of Concordia and Two Wells.

Key infrastructure considerations

Port Wakefield Highway and the Sturt Highway are the main transport corridors servicing the Northern Plains and Barossa region, connecting them to central Adelaide, and there is some capacity available on these major road networks to accommodate additional growth in the future.

Bus services within the region provide timetabled connections for schools, smaller towns and centres, and connections to metropolitan Adelaide. Public transport services are generally limited and infrequent due to existing population densities and service viability.

As future growth occurs over time, providing safe and efficient access from growth areas to the main transport corridors will form an important consideration for the region, together with providing modal choice and local active travel options. This includes investigating transport network improvement such mass transit options to support long-term growth in Two Wells and Concordia.

The northern areas of Greater Adelaide will experience the greatest demand for health services due to the cumulative impact of growth across the Outer North, Barossa and Adelaide Plains LSRs. As these regions grow, investment will be required for additional health capacity to service anticipated future demand. Additional opportunities to address the demand for enhanced service capability and capacity in the northern areas of Greater Adelaide will need to be considered over time as population increases.

The northern areas of Greater Adelaide have also been identified as requiring investment in additional educational enrolment capacity in the short to medium-term and will likely require more capacity as the region grows over time.

Developments in this region are located on the edge of existing water and wastewater networks and will require large scale, new infrastructure systems to accommodate new growth and provide reliable services. Under high end climate impact and a high population growth scenario, further investment would be required to ensure there is sufficient water availability into the 2030s, together with investment in water and wastewater treatment including significant investment in trunk mains and increasing capacity of the Bolivar Wastewater Treatment Plant.

Most of the areas in Northern Plains and Barossa region are not connected to SA Water wastewater networks and therefore any future growth of a significant scale will require network augmentation or decentralised wastewater treatment solutions.

Future growth areas and development will need to consider risk profiles and overland flow paths of the Light River in particular, as well as region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered and constraints identified.

Two Inter-Urban Breaks have been identified in the Barossa and along the Light River. These open spaces build on the open countryside and natural landscape character that is protected by the CPD and will form part of the Greater Adelaide Open Space System.

Existing electricity service infrastructure is present in proximity to Dublin, including an existing SA Power Networks substation to the west of Mallala. Additional capacity and other network upgrades would likely be required in the region in the future to support future growth over time.

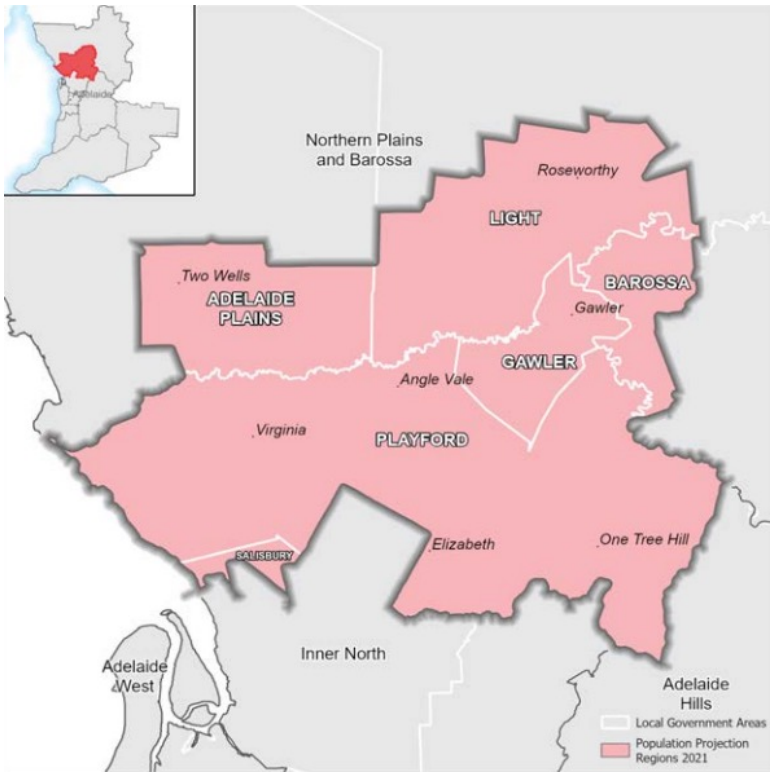
Consideration will also need to be made to future transmission asset planning in the region, including provision for infrastructure reserves to accommodate ElectraNet's Mid-North Expansion project to enable higher transfers of renewable energy through a diverse transmission path to Adelaide.[81]

Outer North

The Outer North LSR includes Gawler, Elizabeth, Angle Vale, Riverlea Park, Roseworthy, Concordia, and a portion of Two Wells.

The area has the greatest stock of greenfield land as well as substantial horticulture areas.

The area has significant retail and commercial centres (Elizabeth, Munno Para, Gawler); health precinct (Lyell McEwin Hospital, Elizabeth); industrial employment zones (Elizabeth, Edinburgh); defence land (Royal Australian Air Force base at Edinburgh); and is a rich agricultural region (Virginia, Roseworthy).



Key opportunities

- The development of an Elizabeth Central master plan to cement the Elizabeth Centre as the key focal point for the outer north and beyond.
- There is a significant opportunity to leverage off existing greenfield growth fronts and infrastructure within the region, including at Riverlea Park, Angle Vale, Gawler East, Roseworthy, Two Wells, Munno Para and Blakeview, to support future housing and employment needs in the region.
- Numerous strategic infill opportunities exist around Elizabeth and Davoren Park to leverage off existing infrastructure provision and provide renewal of ageing housing stock, including housing owned by the SAHT.
- The region is serviced by the Gawler rail line and the Northern Expressway.
- The development of the new Northern Park Lands will support the significant growth in the outer north by providing a new linear park, public recreation and sport facilities connecting the Hills Face to the Gawler River via Karbeethan Reserve.

Key issues

- Existing infrastructure networks have limited capacity to support envisaged future urban growth.
- Rapid development occurring across multiple growth fronts requires improved coordination and alignment between new growth and infrastructure provision.
- Significant investment is required in basic infrastructure such as water and wastewater, and to increase the capacity of social infrastructure such as health and education services as the population and demand for services increases.

Populatio n

In 2021, the region had a population of approximately 140,000. It is one of the fastest growing regions in South Australia, increasing by 10% over the past five years, with an additional 13,000 people.

Significant growth is projected across all age groups within the region. Established workers and people within the 65+ age cohort are projected to increase the most.

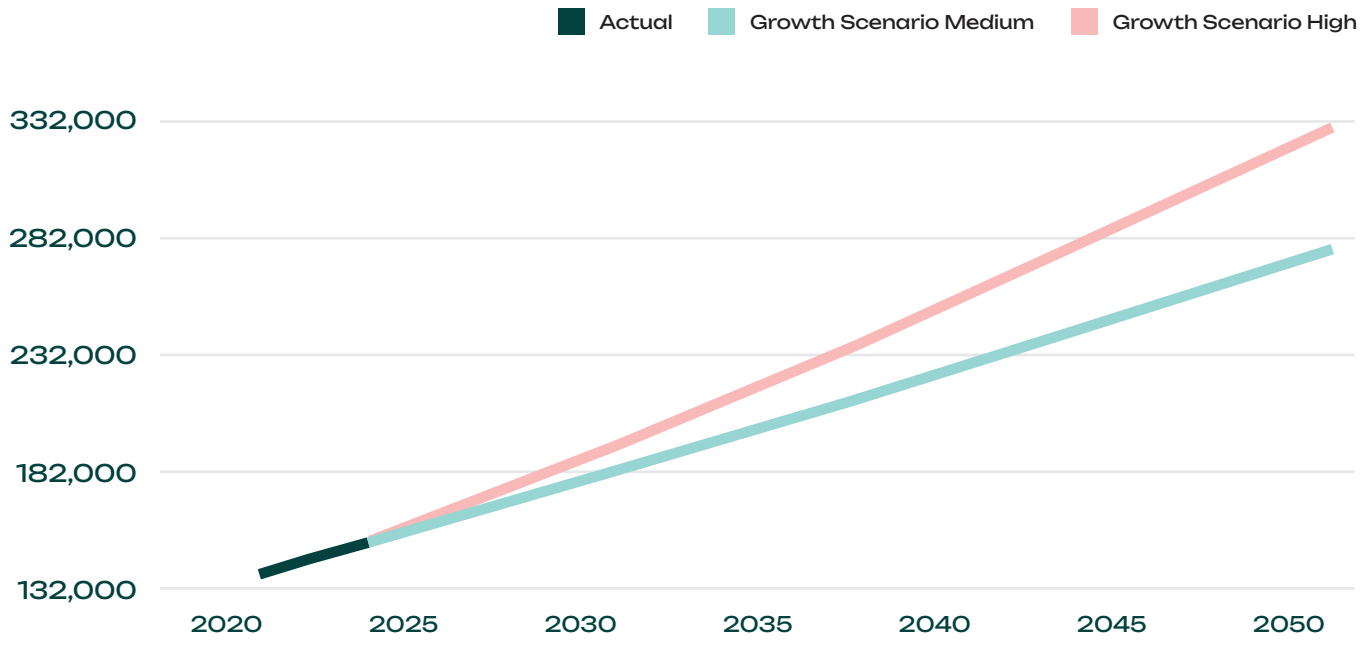
Table 6 - Projected population, Outer North Region, 2021–2051

Estimate	Medium	High
Total population		
2021	139,452	139,452
2051	277,122	328,868
2021 - 2051 (Total change)	137,670	189,416
Average annual change		
2021 - 2051	4,589 (3.29%)	6,314 (4.53%)

Figure 24 - Projected population, Outer North Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region is well placed to manage anticipated growth, local government housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation rates to ensure they reflect the likely needs of their growing populations.

Figure 25 - Land Supply Target (Outer North Land Supply Region)

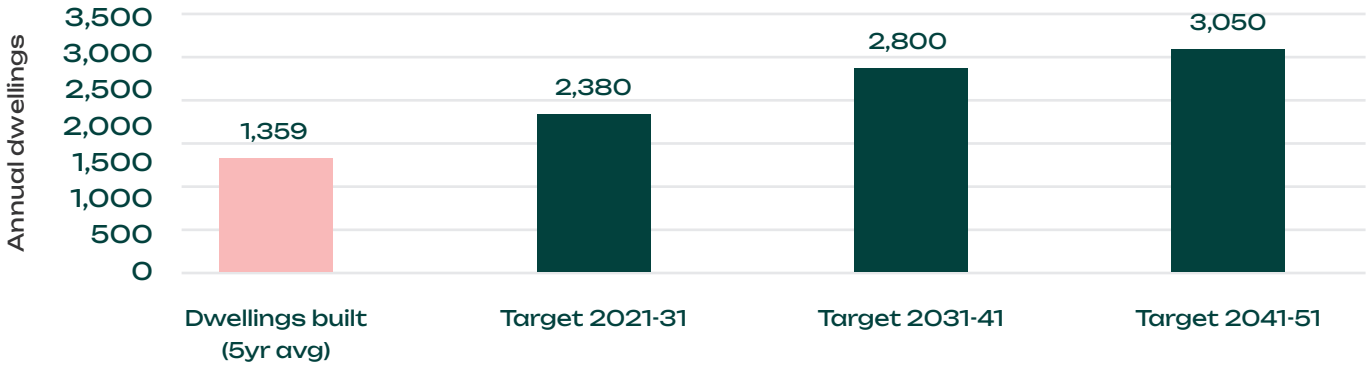
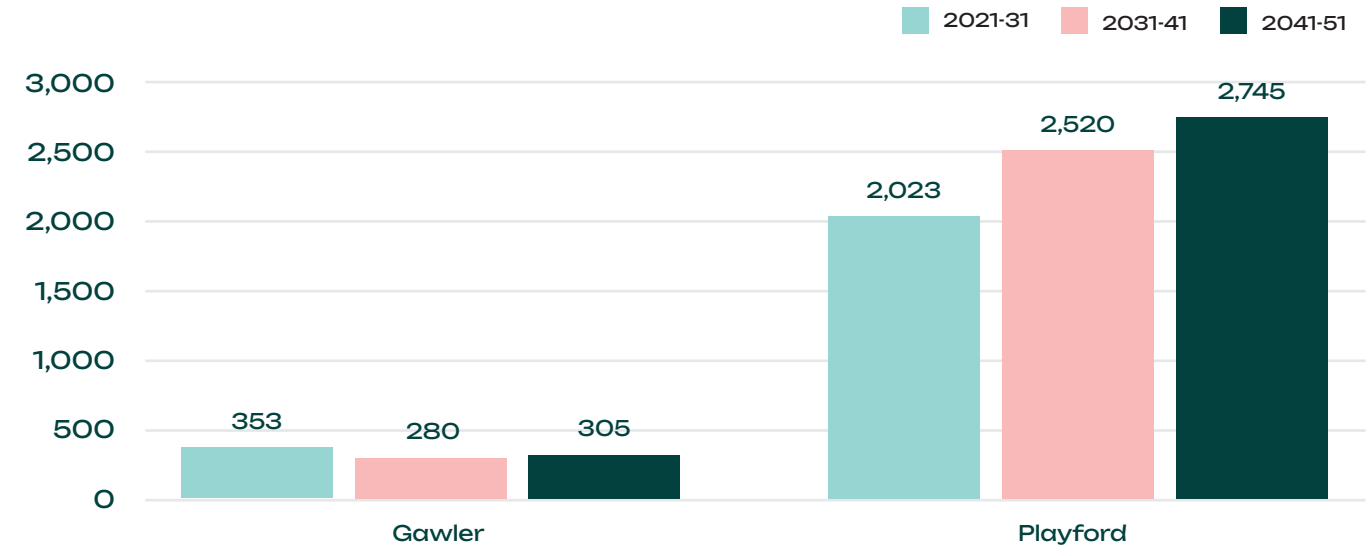


Figure 26 - Land Supply Target (Local Government Area)



NOTE: Light, Barossa and Adelaide Plains LGAs fall partially into the Outer North Regions. These LGA targets can be viewed in the Northern Plains and Barossa section.

Table 7 - Projected Housing Demand and Land Supply, Outer North

Annual housing target, 2021 - 2031	
Annual target	2,380
Land supply potential (allotments)	
Proposed	13,956
Zoned underdeveloped	41,019
Total zoned supply	**54,975**
Future growth outside EFPA	59,554
Future growth inside EFPA	34,486
Total future growth	**94,040**

Most current housing in the Outer North is characterised by detached dwellings or duplexes as a legacy of the original development of Elizabeth and surrounding areas in the 1950–60s. An average of 900 new dwellings are constructed in the region per year, the majority of which are delivered greenfield development areas. This development is currently spread across multiple growth fronts, all of which are experiencing infrastructure issues.

There is a sufficient supply of zoned land to accommodate projected growth in the short and medium-term in key locations such as Riverlea Park, Angle Vale, Virginia, Two Wells, Gawler, Evanston South, Blakeview and Munno Para. However, there is limited housing-ready supply because of lack of available connections to essential infrastructure, particularly water and wastewater. New growth fronts proposed for the region into the future will need to have greater consideration for the appropriate coordination and planning to improve alignment between development and infrastructure provision.

The Outer North contains a significant proportion of supply of additional greenfield land to support Greater Adelaide's long-term housing needs.

Precinct	Description	Estimated additional dwelling yield
Two Wells (southern portion)	A significant new growth area has been identified to support the long-term housing land supply needs of the region. The southern portion of the growth area is located immediately north-east of the established areas of Two Wells on land which is least constrained by environmental hazards and infrastructure. The remainder of Two Wells future growth areas are located within the adjoining Northern Plains and Barossa region.	1,200 dwellings
Riverlea Park	An area of approximately 916 hectares has been identified which is located west of Port Wakefield Highway, immediately south of the currently identified extent of the Riverlea development. This area will be supported by significant parcels of future employment land to the south, identified west of Port Wakefield Highway at Waterloo Corner.	7,700 dwellings

Kudla	A significant new growth area has been identified at Kudla, encompassing several surrounding suburbs and localities including Hillier, Evanston South, Evanston Gardens, Blakeview and Munno Para Downs. This area will be planned to maximise integration with: • The Gawler rail corridor • Significant government landholdings • The future Northern Park Lands • Land suitable for local population-serving employment needs. A state-led structure plan, Code amendment and infrastructure scheme will be required due the fragmented land ownership and coordination of infrastructure required for this growth area. An upgrade to Dalkeith Road is required to support future growth and will be considered in the preparation of an infrastructure scheme, along with potential reconfiguration of passenger rail stations to support improved accessibility to transport infrastructure. Several other major infrastructure upgrades will also be required. The new Northern Park Lands will be established by the state government and delivered in partnership with local government. The parklands will provideproviding a new linear park connecting the Hills Face to the Gawler River via Karbeethan Reserve. This will provide new formal and passive recreation facilities to support the growth of this area and adjacent growth areas such as Blakeview and Munno Para.	**11,600 dwellings**
Roseworthy	Almost 4,000 hectares of land has been identified at Roseworthy, which has the potential to establish a large future community and underpin a significant, long-term land supply pipeline for housing in northern Adelaide. These areas are supported by the identification of a parcel of future employment land located between the Horrocks and Thiele Highways, east of the current established urban area.	**33,300 dwellings**

To facilitate housing choice in the Outer North, strategic infill sites have been identified that can provide alternative housing close to centres and public transport, particularly the Gawler train line. Elizabeth Central and surrounds is identified as a key site for increased density and renewal. The identification of this centre also acknowledges its key role as a focus for the Outer North with the additional population growth expected.

Proposed additional supply	State significant infill areas Total: 19,100 dwellings

Precinct	Description
Elizabeth Central (regional centre)	Elizabeth Centre (formerly Elizabeth City Centre) is the heart of the burgeoning northern suburbs. Redevelopment and renewal of the Centre has the opportunity to deliver across four pillars of growth: housing, infrastructure, employment and amenity. Land to the west of the Gawler line provides the ability to recentre the focus around the Elizabeth train station, providing a public transport backbone to the Adelaide CBD.
Smithfield (urban renewal area)	The recently announced 40-hectare Smithfield site is currently in the early planning stages to deliver a variety of housing choices in close proximity to the Munno Para Shopping Centre.
Smithfield Centre (urban renewal area)	To provide a variety of housing choices surrounding the Munno Para Shopping Centre.
Smithfield Plains and surrounds (urban renewal area)	These suburbs were developed after the initial development of Elizabeth from the 1960s. Some initial renewal has already begun in the area. There is an opportunity for the area to benefit from redevelopment over time, allowing for different housing types and coordination of infrastructure.

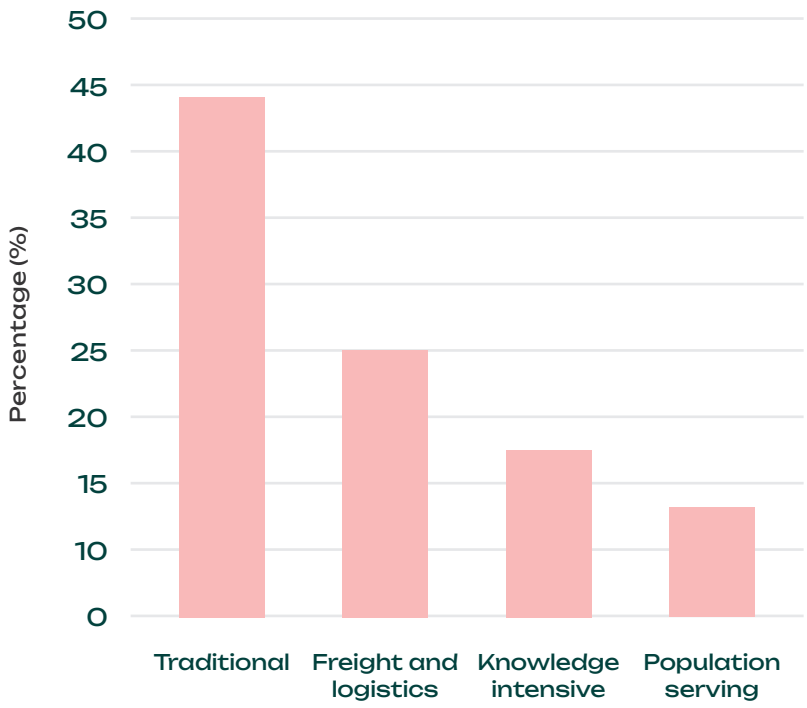
Proposed additional supply	Local infill investigation areas Total: 2,500 dwellings

Precinct	Description
Elizabeth Grove (regeneration areas)	Established in 1957 as part of the ongoing development of Elizabeth, the suburb is typified by primarily semi-detached dwellings. There is an opportunity for the area to benefit from redevelopment overtime, allowing for different housing types and coordination of infrastructure.
Lyell McEwen (regeneration areas)	Opportunity for medium density housing choices in close proximity to health services including the public hospital.

Figure 27 - Employment Sectors and Land Uses, Outer North Region, 2021–2051

Development trends	
Vacant land consumption (annual)	9 ha
Demand to 2051	956 ha
Total future area	3,295 ha

Employment land use mix



Current employment land supply

Occupied	1,235 ha
Vacant	94 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

The Outer North region hosts the largest reserve of identified future employment land. A significant portion of identified zoned vacant land sits within precincts at Roseworthy, Edinburgh North and Greater Edinburgh Parks. However, there are known infrastructure constraints here which is limiting the ability to bring this land to market. Greater Edinburgh Parks is in the largest future industrial precinct in Greater Adelaide and is critical to support the state's manufacturing and defence capabilities. This precinct requires significant investment in infrastructure to make it available to industry.

Demand for industrial land is estimated to be more than 950 hectares over the forecast period, and there is sufficient supply of industrial land in the Outer North, provided infrastructure can be delivered to bring it to the market in a timely manner.

Land constraints in the Inner North and Adelaide West regions will also drive demand for employment land in the Outer North, particularly for freight and logistics. Due to the limited availability of land in these locations, it is likely that it will be displaced to the Outer North where there is available land with rail and road infrastructure. This may make the regional industrial land demand projections summarised above conservative.

In the near term, there is a need for land at Greater Edinburgh Parks to be brought to market to support strong expected growth in demand for employment land across the Outer North. Greater Edinburgh Parks is a SSIEP. The construction of AUKUS nuclear-powered submarines at the Osborne Naval Shipyard will surpass any major project in the state's history and will have significant flow-on effects for demand in Greater Edinburgh Parks. It is critical that there is enough development-ready land to support growth in defence related industries, manufacturing, freight and logistics with a renewed focus on sovereign manufacturing capabilities and defence.

However, most of this land is not currently serviced by essential infrastructure. Significant investment in water, wastewater and stormwater infrastructure is required to make this land development-ready and support new industrial developments.

The region is anticipated to need an additional 150,000 square metre retail floor space over the next 30 years, driven by the population growth of the area. This will result in a greater intensification of existing activity centres in Elizabeth, Gawler and Munno Para, and a network of new activity centres established to support equitable and convenient access to retail and services.

Key infrastructure considerations

The Outer North region is connected to employment and activity centres by road and rail networks. The population growth that has occurred in the Outer North over recent decades has brought with it a significant increase in private car trips along major transport corridors, such as Main North Road and Northern Expressway. The Gawler rail line, which services the northeast spine of the region, provides direct access to Adelaide's CBD. Transport planning priorities include network improvements, integrating growth areas with existing investment in the Gawler rail line, investigating opportunities to improve east-west connectivity within the region, greater integrations of public transport particularly west of Port Wakefield Highway, and walking and cycling networks to support additional mobility options. Investigations will consider future mass transit options to support the region's growth areas in Riverlea, Roseworthy and Concordia.

The greatest anticipated demand in access to health services across Greater Adelaide is in the Outer North region. It is likely to see significant demand for health care services and social infrastructure in the future, and more detailed planning will be required to consider infrastructure requirements in both infill and greenfield contexts.

The region includes the Lyell McEwin Hospital, a public 24-hour emergency service hospital. Opportunities to further address the demand for enhanced health service capability and capacity in the northern areas of the Greater Adelaide region will need to be considered over time including significant long-term investment to support future population growth. A new hospital and health facilities will be required in the longer term to support growth, to be located within the north-eastern growth corridor. Future hospital and health facilities will also be required to service development north of Gawler, including the long-term growth identified in Roseworthy.

The northern suburbs have also been identified as requiring additional education enrolment capacity in the short to medium-term, and a new public secondary school is planned in the Munno Para area to meet growing enrolment demand[82]. Current education facilities do not have capacity to service the anticipated future demand in the region due to population growth, and their location can result in longer travel times for some students. Additional education capacity will be needed in the future to support the education needs of growing communities.

Developments in the Outer North are located on the edge of existing water and wastewater networks and require large scale, new infrastructure systems to provide reliable services. Under high-end climate impact and high-growth scenario, this area will require further investment to secure a climate independent water supply and ensure there is sufficient water availability into the 2030s, together with investment in water and wastewater treatment and transport.

There is significant planned investment over the coming years in water and wastewater infrastructure in the Outer North. This investment will unlock housing growth in suburbs in the Outer North region including Angle Vale, Roseworthy, Virginia, Riverlea Park, Gawler East and Blakeview. This includes:

- Increasing the capacity of Bolivar Wastewater Treatment Plant.
- Expanding the capacity of sewer systems including the Salisbury trunk main that forms the major backbone for the north.
- Providing water supply tanks at Craigmore, Elizabeth East and Sandy Creek.
- Enabling booster pump stations including at Gawler East.
- Delivering several water trunk mains duplications including a number requiring deep excavation.
- Supporting wastewater pump station upgrades and pumping main extensions for Angle Vale.
- Developing new water supply pipeline through the north with the capacity to unlock around 50,000 residential allotments in the north by the 2050s.

The impacts of greenfield development and infill growth over time have a cumulative impact on water and wastewater infrastructure and new planning for new growth areas should consider integrated management approaches, servicing pathways that deliver multiple benefits and the exploration of centralised and decentralised options.

Certain catchment areas within the Outer North region including Two Wells and Lewiston, have been identified as a priority for stormwater management planning, particularly relating to flooding and drainage.

Future growth areas and development will need to consider the flood prone nature of the Gawler River as well as region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered.

As one of the fastest growing regions, with a significant increase in greenfield housing development, the provision of quality open space that delivers a range of social, cultural, environmental and economic benefits, needs to be a key consideration when master planning all new developments.

The development of the Northern Park Lands will support the growth of the outer north by providing a new public linear park that will connect key growth areas with recreation and sport facilities, the Gawler rail corridor, the Hills Face and Gawler River. The new Northern Park Lands will also connect important landscape features and support biodiversity outcomes in the area.

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The electricity network within the southern portions of the Outer North region comprises moderate existing capacity to accommodate small-scale infill growth over time, supported by ongoing upgrades to the network. Other growth areas around Riverlea, Roseworthy, Two Wells and Kudla will likely require additional upgrades to the network including additional substation capacity and transmission infrastructure. Consideration will also need to be made to future transmission asset planning in the region, including provision for infrastructure reserves to accommodate ElectraNet's Mid-North Expansion project to enable higher transfers of renewable energy through a diverse transmission path to Adelaide.[83]

Inner North

The Inner North LSR includes Salisbury, Tea Tree Gully and the eastern part of Port Adelaide Enfield councils. Parafield Airport is central to this region, which contains numerous employment areas. Mawson Lakes, Salisbury and Modbury centres service the community. This is the largest region within Greater Adelaide.

The area is well serviced by transport infrastructure such as electrified rail servicing the western areas, including Mawson Lakes and an extensive bus-rapid transit system connecting to the Adelaide CBD via the O-Bahn. It also includes major road infrastructure such as the North-South Motorway that connects key employment lands and residential areas.

Key opportunities

- The Port Wakefield growth corridor represents significant opportunities for economic development for the region and local job opportunities.
- A combination of ageing housing stock and good access to transport and services provide opportunities to increase the supply of well-located homes, particularly around key centres such as Modbury and Salisbury.
- Dry Creek has the capacity to deliver over 10,000 new homes in the medium-to-longer-term.

Key issues

- An ageing population will result in demand for health care and social infrastructure, and housing to support ageing within the community.
- There will also be increases in the working age population and families, which will increase demand for well-located housing and other services such as education.
- The demand for new housing, close to transport and services will require consideration of local infrastructure capacity and the planning and design of local neighbourhoods.

Populatio n

By 2051, the Inner North region could be home to more than 415,000 people, an increase of almost 30%. Like most of the other LSRs across Greater Adelaide, the Inner North region will experience significant growth in its older population, with the number of people aged 75+ likely to increase by over 90%. This means that there is a need to find sufficient accommodation for varying preferences and maintaining access to health services and facilities.

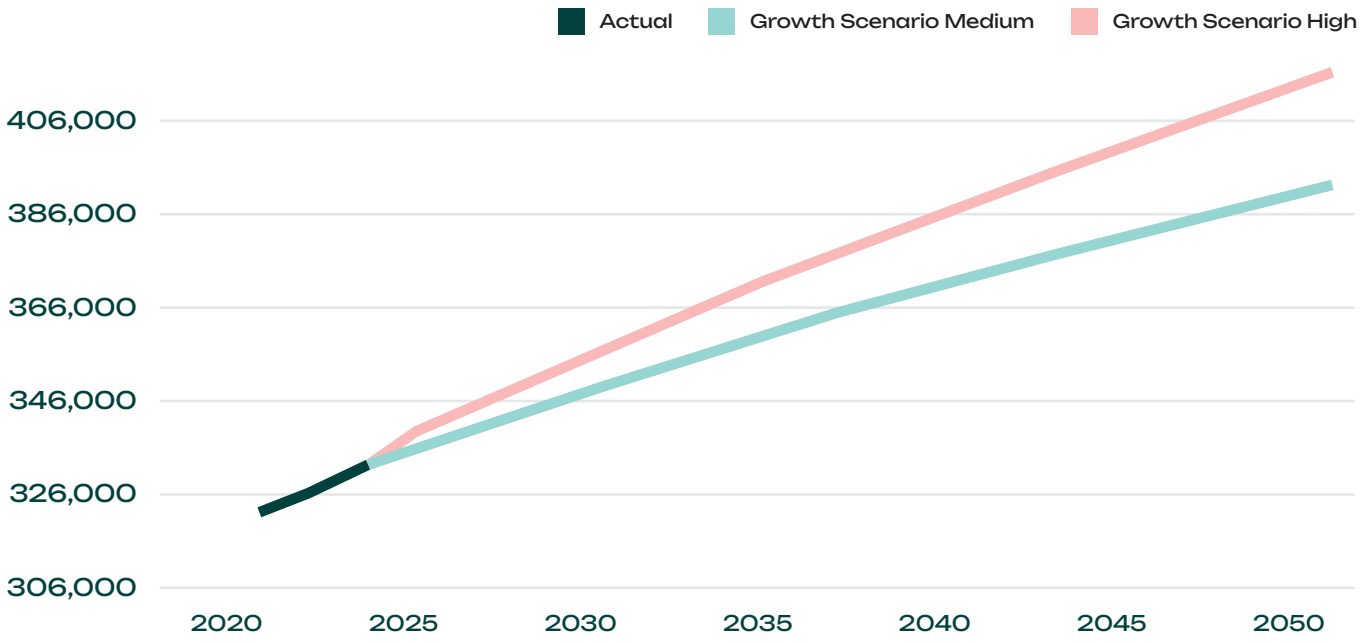
Table 8 - Projected population, Inner North Region, 2021–2051

Estimate	Medium	High
Total population		
2021	321,850	321,850
2051	391,018	415,010
2021 - 2051 (Total change)	69,168	93,160
Average annual change		
2021 - 2051	2,306 (0.72%)	3,106 (0.96%)

Figure 28 - Projected population, Inner North Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 29 - Housing Target (Inner North Land Supply Region)

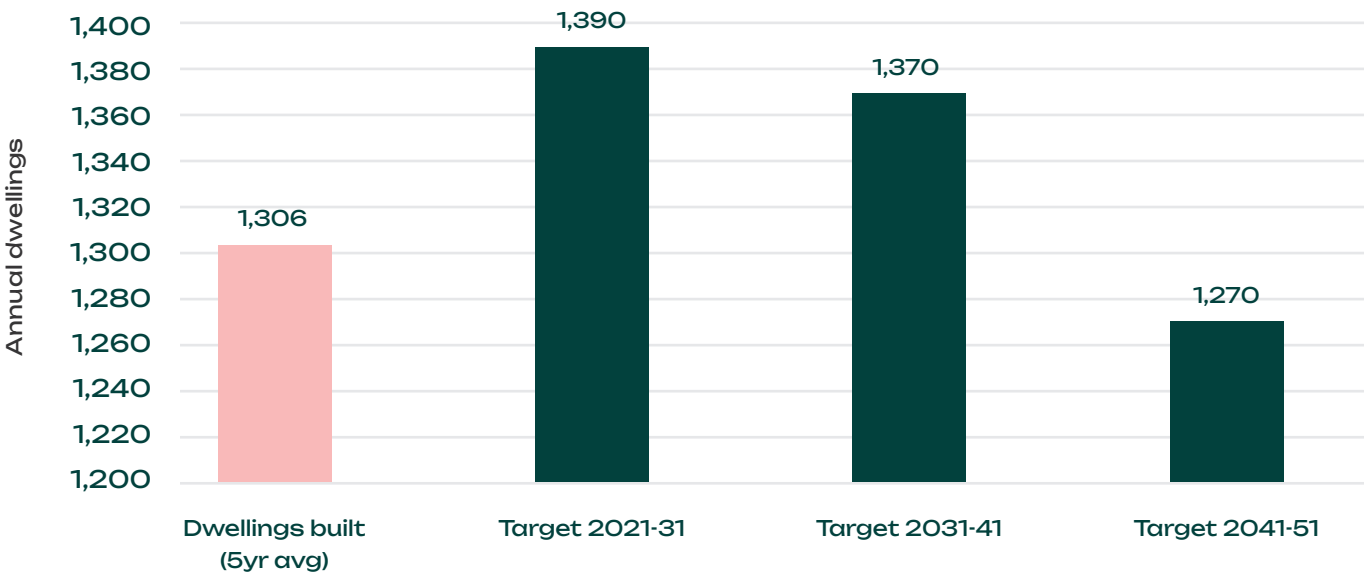
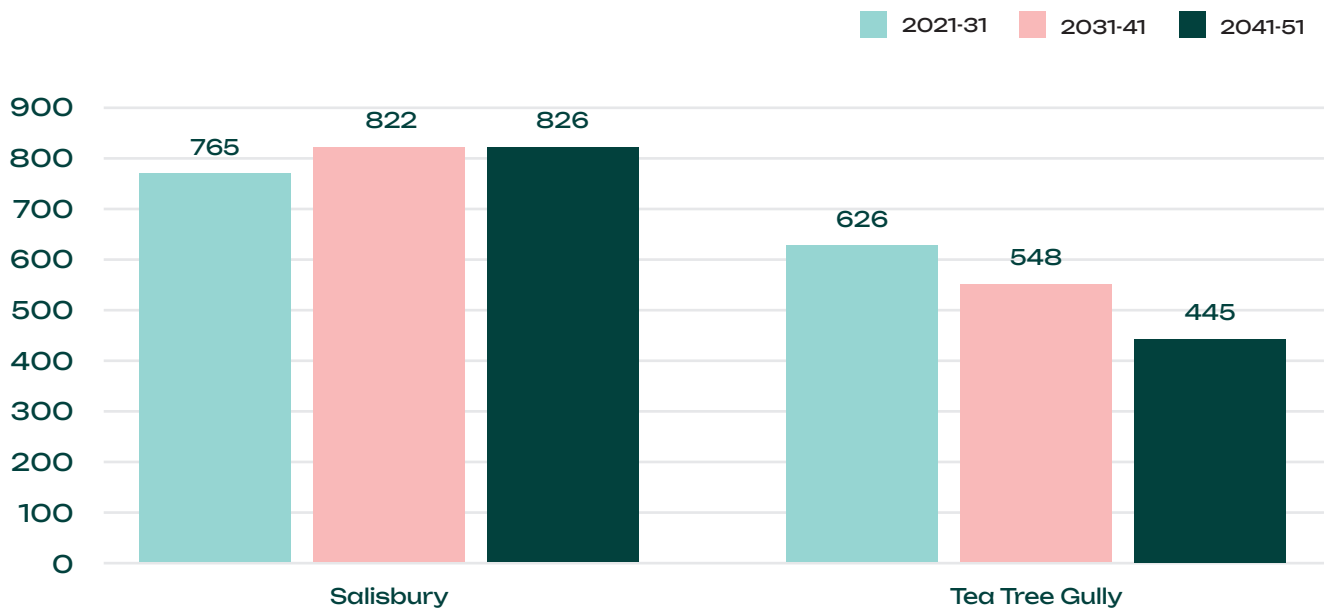


Figure 30 - Housing Target (Local Government Area)



Note: The Port Adelaide Enfield LGA is not shown on this chart – refer to the Adelaide West region)

Table 9 - Projected Housing Demand and Land Supply, Inner North

Annual housing target, 2021 - 2031	
Annual target	1,390
Land supply potential (allotments)	
Proposed	2,039
Zoned underdeveloped	33,019
Total zoned supply	**35,058**
Future growth outside EFPA	29,360
Future growth inside EFPA	0
Total future growth	**29,360**

Land supply monitoring indicates that the Inner North region has a relatively even-split between strategic infill and general infill development when it comes to the delivery of additional housing over the last five years. On average, around 1,400 dwellings are built (excluding demolitions) year on year.

	Proposed additional supply	State significant infill areas Total: 16,000 dwellings
Precinct	**Description**	
Dry Creek (urban renewal area)	Master planned community located on land at Dry Creek, close to transport connections and defence precincts.	
Modbury (regional centre)	Higher density development for the region. Location of services, employment and entertainment. Surrounded by lower density Missing Middle type housing choices.	
Paradise (portion) (urban renewal area)	Higher density housing development surrounding the O-Bahn Paradise Interchange.	

Proposed additional supply	Local infill investigation areas Total: 11,800 dwellings

Precinct	Description
Gilles Plains (brownfield)	Potential for increased housing stock along Sudholz Road, linking with the nearby Gilles Plains Shopping Centre.
Gilles Plains Centre (activity centre)	Providing greater housing opportunities close to the Gilles Plains Shopping Centre.
Gilles Plains Regeneration (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Sailsbury Centre (activity centre)	Higher density development for the region and a location of services, employment and entertainment. Surrounded by lower density Missing Middle type housing choices.
Sailsbury (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Sailsbury Downs Centre (activity centre)	Providing greater housing opportunities close to the Hollywood Plaza Shopping Centre.
Sailsbury Downs (regeneration areas)	Regenerated neighbourhood allowing for a variety of dwelling options and densities close to local employment and services.
Ingle Farm Centre (activity centre)	Providing greater housing opportunities close to the Ingle Farm Shopping Centre.
Ingle Farm (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services, and public transport taking advantage of connections between Modbury and Mawson Lakes.

Precinct	Description
Kilburn / Blair Athol / Enfield (regeneration Area)	Opportunities to provide alternative forms of housing (Missing Middle) within the suburbs of Kilburn, Blair Athol and portions of Enfield where housing stock is coming to the end of its economic life.
Golden Grove Centre (activity centre)	Providing greater housing opportunities close to the Golden Grove Shopping Centre.
Golden Grove (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Modbury Heights & Para Hills (regeneration area)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Para Hills West (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Parafield (transit focused)	Redevelopment of these suburbs, higher density surrounding train stations with lower density Missing Middle type housing choices elsewhere.
Greenfields Station (transit focused)	Redevelopment of these suburbs, higher density surrounding train stations with lower density Missing Middle type housing choices elsewhere.
Klemzig Station (transit focused)	Redevelopment of the identified area, with higher density surrounding Klemzig O-Bahn interchange with lower density Missing Middle type housing choices elsewhere.

Figure 31 - Employment Sectors and Land Uses, Inner North Region, 2021–2051

Development trends

Vacant land consumption (annual)	34 ha
Demand to 2051	1,752 ha
Total future area	196 ha

Employment land use mix

Current employment land supply

Occupied	3,810 ha
Vacant	439 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

The region currently has a healthy supply of vacant employment land spread across its numerous precincts. This supply however ranges in size and serviceability and therefore may not all be market ready. In addition, there is a portion of land along the Port Wakefield Road corridor that has previously been identified for future employment growth.

Demand for an additional 1,750 hectares of industrial employment land is anticipated within the Inner North over the forecast period. With only 439 hectares of vacant zoned land currently identified, it is estimated that existing supply will be exhausted within the next decade.

Most of this land is in Edinburgh Parks and Burton / Direk, each of which has good access to road and rail corridors making them highly desirable locations.

With a large share of industrial land demand linked to the growth of the freight and logistics sector, a share of this demand could be redistributed to employment lands in the Outer North, especially if Greater Edinburgh Parks is accelerated. The National Employment Cluster designation over Greater Edinburgh parks includes future employment on the western side of Port Wakefield Road, north of Waterloo Corner and the Penfield Intermodal Facility. Land at Burton / Direk for employment uses requires infrastructure planning.

Noting this gap in provision of short term, supply will be sourced from additional precincts identified within the Parafield Airport Land Use Plan along with adopting the north-western corridor. These two precincts combined alone would bring more than 400 hectares of additional zoned employment land to the market.

An additional 39,000 square metres of retail floor space is anticipated to be demanded across the Inner North over the forecast period. Over 80% of this is expected to be linked to growth in demand for food and groceries and food hospitality.

Much of this projected demand could be accommodated within the existing centre network, with Modbury and the region's district centres all having capacity to grow through intensification.

Key infrastructure considerations

The Inner North region includes centres such as Mawson Lakes, Salisbury and Modbury. The Gawler rail line and O-Bahn busway are major public transport corridors that provide public transport accessibility to Adelaide's CBD and other destinations along these corridors. The road network within the Inner North supports movement of trips along major road transport corridors, including the Northern Connector, Salisbury Highway, Main North Road and North East Road.

Northern Adelaide plays an important role in the state's supply chain, supporting both interstate and intrastate transport connections. Major logistics hubs are located within the area, as well as major national defence and employment precincts at Mawson Lakes and Edinburgh.[84] Planning for transport networks that support Living Locally principles should be a focus in strategic infill locations, to connect growth areas with integrated public and active transport options, reduce car dependency and support more physically active travel.

The Inner North region is served by Modbury Hospital, which provides inpatient, outpatient and emergency services. The greatest anticipated demand in access to health services is in the northern areas of Greater Adelaide. As these regions grow, additional health capacity will be required to service future demand over time.

Several schools are zoned in the Inner North region, while Mawson Lakes Primary School has a capacity management plan. Significant new growth in this area, such as the development of Dry Creek should consider the need for additional public education facilities.

The impacts of development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against detailed demand and hydraulic modelling studies, taking into consideration future upgrades, resilience and master planning works to the network.

Catchment areas within the Inner North region, such as Dry Creek have been identified as a priority for stormwater management planning, particularly in relation to flooding, drainage and climate change adaption.

Opportunities to increase the open space network by identifying and developing underutilised areas and master planning new developments will help meet the future demand for quality open space. The region has several key greenways such as the River Torrens Linear Park and Dry Creek that provide a range of regional recreational and environmental opportunities, including improved active transport connections through the region.

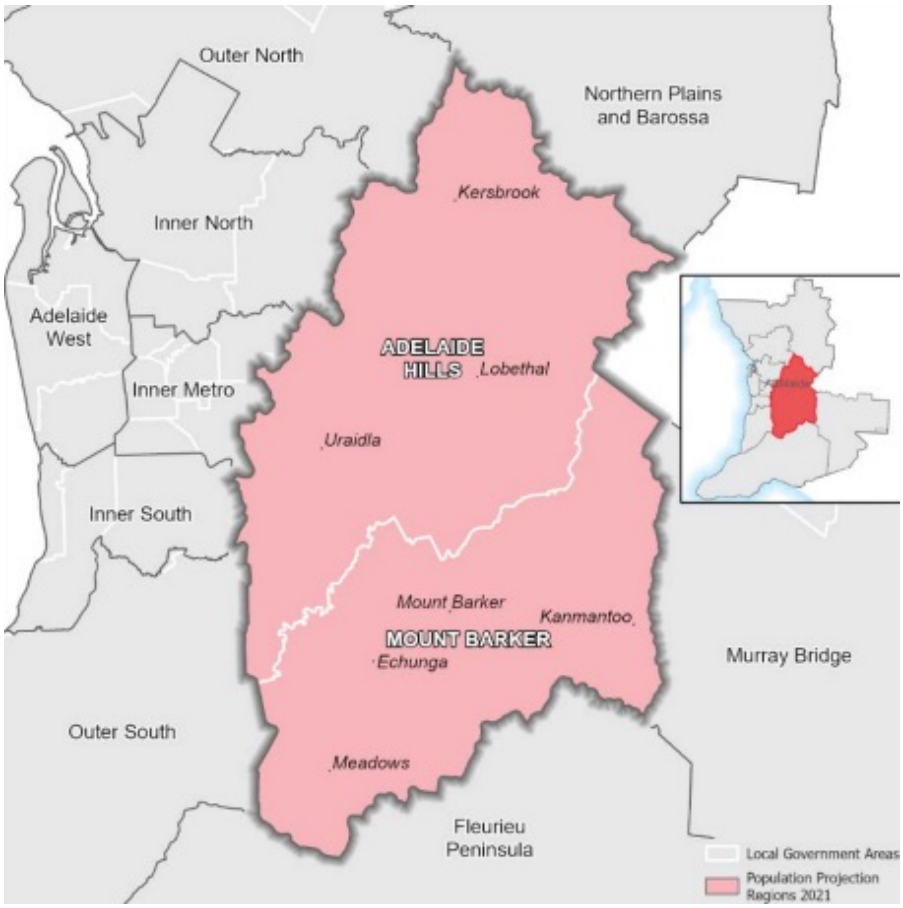
The electricity network within the Inner North region generally comprises areas with moderate existing capacity to accommodate infill growth over time, supported by ongoing upgrades to the network.

Adelaid e Hills

The Adelaide Hills LSR includes the Adelaide Hills and Mount Barker District councils. Mount Barker is the largest urban area within the region and the Adelaide Hills contain many towns and villages, some that were established in the very early stages of European settlement. They support key industry and employment opportunities in the region in terms of agriculture, viticulture and tourism.

Over the past 15 years, acceleration of population growth has been centred around Mount Barker and this is expected to continue until current zoned urban land at Mount Barker is exhausted.

The area has several routes connecting the Metropolitan Area and north-south movement to the Barossa and Fleurieu Peninsula. It also contains the South Eastern Freeway which serves as a main transport conduit from Mount Barker, other towns and to Murray Bridge.



Key opportunities

- Mount Barker continues to provide a supply of homes within current zoned supply, contributing to new regional infrastructure, population, workforce and the provision of local jobs.
- The ongoing development of tourism opportunities in appropriate locations support additional economic opportunities.
- Ongoing protection of the environmental assets and landscape character make the Adelaide Hills a unique place in South Australia.

Key issues

- An ageing population will result in demand for health care and social infrastructure, and housing to support ageing within community.
- Rural living will need to be managed appropriately to ensure that land use is prioritised towards the environment and primary production, which benefit from high rainfall locations. Areas of rural, environmental, food production and landscape significance are protected by the EFPA.
- Other land uses within the Mount Lofty Ranges watershed areas will need to demonstrate that water quality can be maintained or improved, in line with the Mount Lofty Ranges watershed water quality risk hierarchy.

Populatio n

By 2051 the Adelaide Hills region is anticipated to accommodate more than 128,000 people. This is primarily driven by greenfield growth in and around Mount Barker, which will start to be exhausted towards the end of the forecast period.

Like many of the other regions, the population aged 75+ years is anticipated to grow significantly by 2051. This places extra emphasis on the need for access to health and aged care facilities and services, along with ensuring housing diversity to support lifestyle needs and changes.

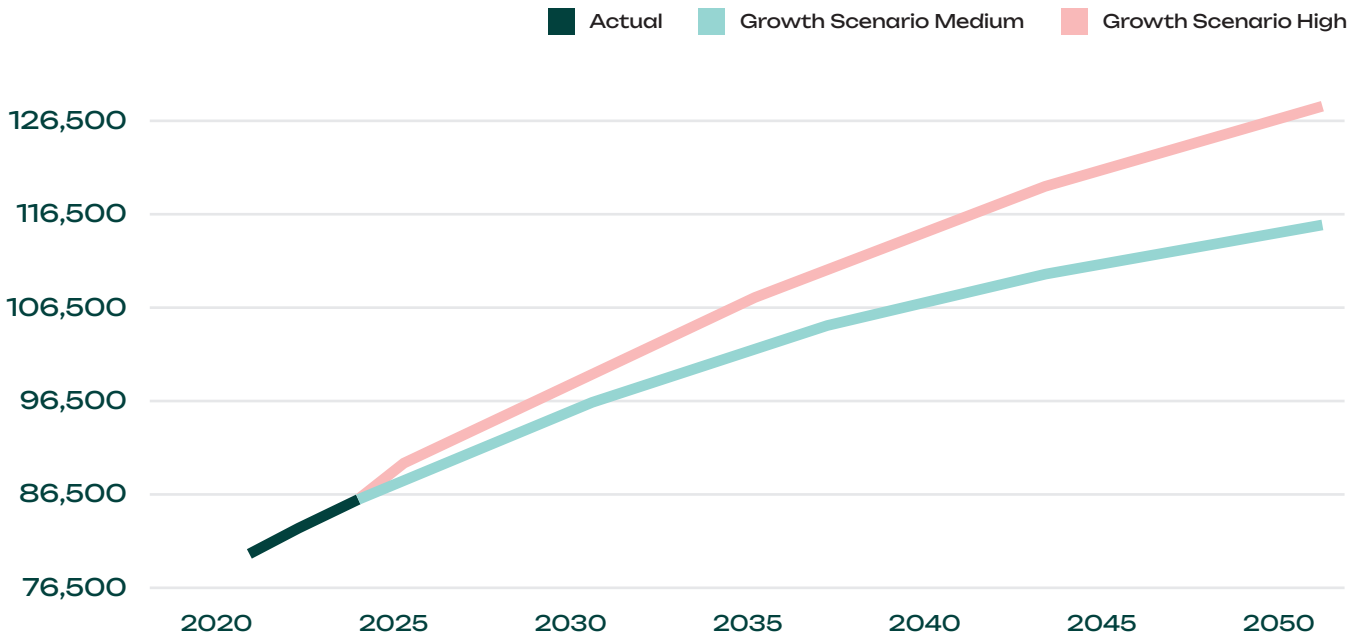
Table 10 - Projected population, Adelaide Hills Region, 2021–2051

Estimate	Medium	High
Total population		
2021	80,501	80,501
2051	115,264	128,033
2021 - 2051 (Total change)	34,763	47,532
Average annual change		
2021 - 2051	1,159 (1.44%)	1,585 (1.97%)

Figure 32 - Projected population, Adelaide Hills Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 33 - Housing Target (Adelaide Hills Land Supply Region)

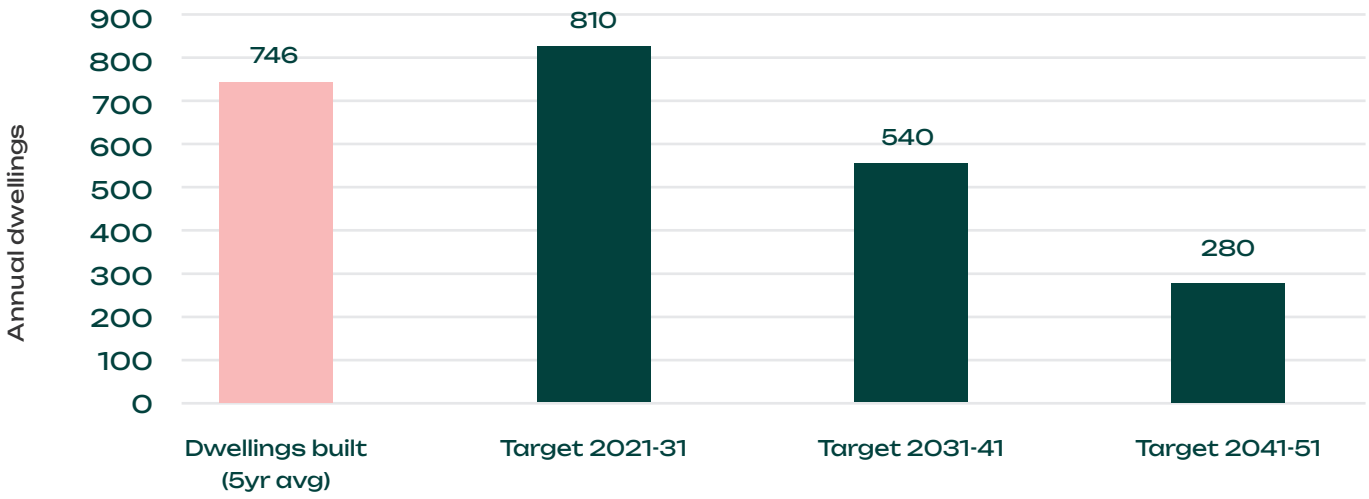


Figure 34 - Housing Target (Local Government Area)

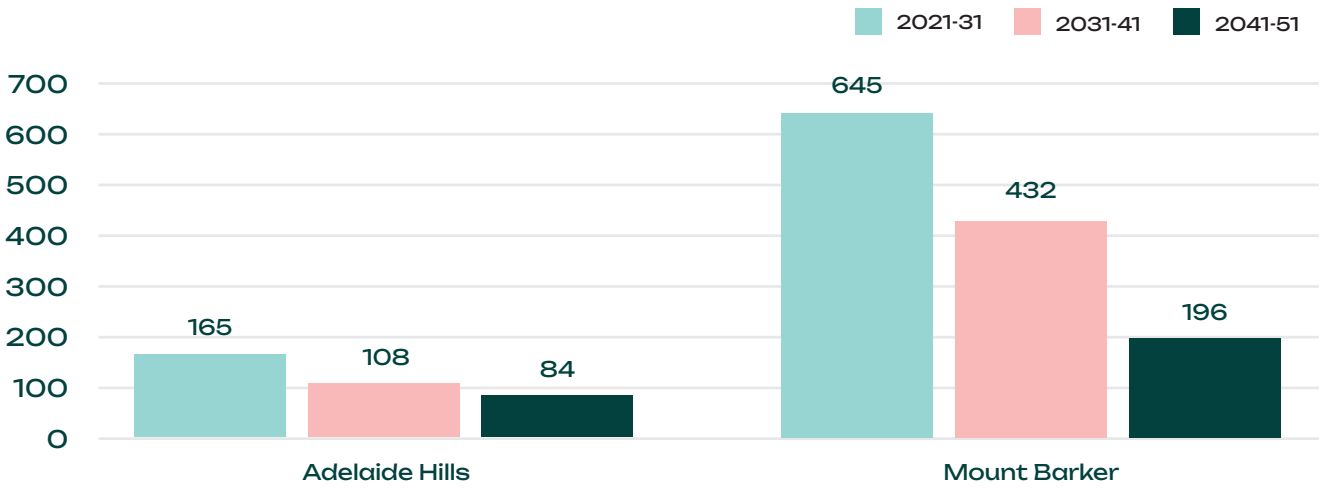


Table 11 - Projected Housing Demand and Land Supply, Adelaide Hills Region

Annual housing target, 2021 - 2031	
Annual target	810
Land supply potential (allotments)	
Proposed	4,180
Zoned underdeveloped	9,707
Total zoned supply	**13,887**
Future growth outside EFPA	341
Future growth inside EFPA	0
Total future growth	**341**

Growth is predominantly in the form of greenfield and township development, with minor levels of infill development. The main source of dwelling supply in this region are the multiple growth fronts in and around the township of Mount Barker. This area has experienced significant growth since rezoning in 2010, averaging around 430 dwelling completions per year since 2017.

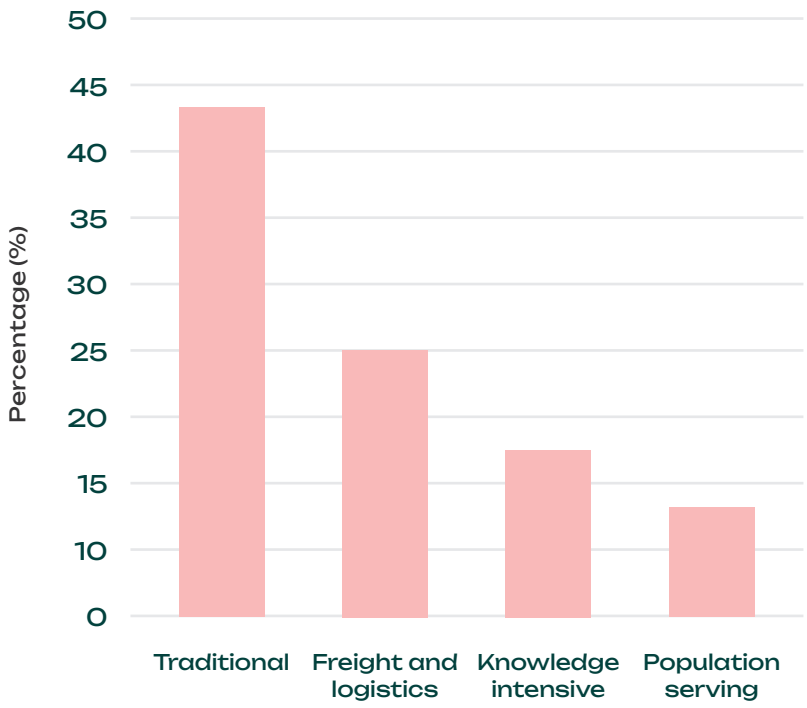
For this reason, no additional growth areas have been identified for the region to ensure existing growth fronts can be fully developed and serviced, and infrastructure provision is effectively coordinated. The remaining growth opportunities will come from small-scale infill development or minor expansion of existing townships.

Figure 35 - Employment Sectors and Land Uses, Adelaide Hills Region, 2021–2051

Development trends

Vacant land consumption (annual)	0 ha
Demand to 2051	116 ha
Total future area	0 ha

Employment land use mix



Current employment land supply

Occupied	329 ha
Vacant	36 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Most zoned vacant land within the Adelaide Hills region is located within the recently zoned extension to Totness, located on the northern side of the South Eastern Freeway.

Projected population growth within the Adelaide Hills is expected to translate to significant growth in demand for employment land. With only 36 hectares of vacant supply currently, and estimated demand for an estimated 116 hectares, there appears to be a need for the establishment of a new employment land within the Adelaide Hills region. Rural land will also play a role supporting industry associated with primary production in the region.

In the event new demand is unable to be accommodated at Mount Barker, there is potential for some employment and demand for industrial land to be diverted to Murray Bridge.

Around 41,000 square metres of retail floor space is anticipated to be needed across the Adelaide Hills region because of increasing population. A large share of this would be delivered in the Mount Barker Regional Centre or dispersed through new activity centres within greenfield growth areas.

Key infrastructure considerations

Since 2010, growth in the Adelaide Hills region has predominantly been focused around Mount Barker, which has accelerated since 2017. The South Eastern Freeway provides the main transport spine for this part of the region and is a key transport corridor to Murray Bridge, the state's south-east and Melbourne. North East Road serves as the main connection from the metropolitan area to key towns like Gumeracha and Birdwood. The Onkaparinga Valley Road serves as a main north-south transport backbone through the district. Future transport planning should consider long-term infrastructure improvements that will meet expected future travel demands associated with growth within Mount Barker. This includes improvements to reduce congestion that include funded upgrades to two interchanges with the South Eastern Freeway at Mount Barker and Verdun. Potential bus rapid transit and augmentation of the existing bus network are options to improve public transport access and provision in the region. The proposed Greater Adelaide Freight Bypass will investigate directing heavy vehicle traffic from the South Eastern Freeway between Murray Bridge and Adelaide.

Several social infrastructure services and facilities exist across the Adelaide Hills region. Social infrastructure requires investment in Mount Barker, to support its ongoing growth. The capacity of Mount Barker Hospital is planned to be increased[85] and education facilities in Mount Barker are currently zoned, and a new co-located preschool and primary school is planned for the area.[86]

Adelaide Hills is served by localised wastewater treatment for towns, including SA Water wastewater treatment plants (such as Heathfield), and community wastewater management systems (Adelaide Hills Council). The wastewater service in Mount Barker is owned and operated by the Mount Barker District Council. There are also locations in towns with on-site wastewater disposal.

Many Eastern Mount Lofty Ranges and River Murray towns are solely supplied by water from the River Murray, notably this includes Mount Barker which is projected to continue to have significant urban growth. To support growth and increase the resilience of towns outside of metropolitan Adelaide that may only have access to a single water source, there is a need to identify opportunities to increase diversity of supply options.

The impacts of development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against detailed demand and hydraulic modelling studies, taking into consideration future planned upgrades, resilience and master planning works to the network.

Future growth areas and development will need to consider region-wide and local flood mitigation strategies and water quality measures to ensure the cumulative impacts of stormwater are considered and constraints identified.

As this region experiences significant population growth, particularly in and around Mount Barker, it is important that adequate open space is provided that can complement the region's natural setting and meets the needs of a diverse population.

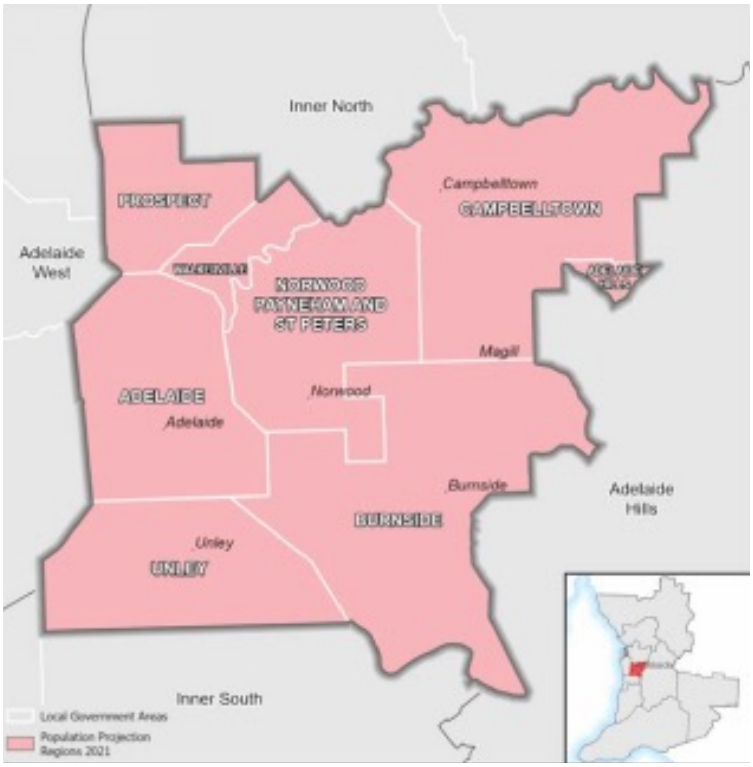
The electricity network within the Adelaide Hills region generally comprises areas with moderate capacity to accommodate small scale infill growth over time, supported by ongoing upgrades to the network. Additional substation capacity within the Mount Barker area may be required in the future as currently zoned areas continue to be developed.

Inner Metro (excluding CBD)

The Inner Metro LSR includes Unley, Burnside, Norwood Payneham & St Peters, Walkerville, Prospect and Campbelltown councils. The area is well serviced with many precincts throughout the region including King William Road, The Parade and Prospect Road. The region is well serviced by infrastructure and has high amenity.

Inner Metro has seen a level of infill development over the past 15 years, primarily driven in corridors and on emerging brownfield sites such as land that once accommodated the Magill Youth Training Centre. Some infill has occurred in Campbelltown City Council, generally in the form of townhouses.

There are varying opportunities for infill development within the region with small scale infill development likely to occur as landowners replace older housing stock with newer, fit for purpose, housing. With its well serviced public transport infrastructure (such as the O-Bahn), and proximity to the Adelaide CBD, the region is well suited to strategic infill opportunities which can provide higher densities in appropriate locations.



Key opportunities

- Locations at Ashford, Glenside and Kent Town, with good access to transport, services and social infrastructure, provide opportunities to increase housing supply through strategic infill development.
- The region provides a range of new employment opportunities including new knowledge intensive activities and intensification of sites through redevelopment and strategic infill development.
- The ability to provide Missing Middle housing stock around key locations such as shopping centres, and social services particularly for the aged.

Key issues

- An ageing population will result in demand for health care and social infrastructure, and housing to support ageing within community.
- There will also be increases in working age population and families, which will increase demand for well-located housing and other services such as education.
- The demand for new housing, close to transport and services will require local government to undertake further planning to consider local infrastructure capacity and the design of local neighbourhoods.
- New governance and funding arrangements for the Greater Adelaide Open Space System should be investigated to support access to high-quality open space along the Adelaide Park Lands fringe.

Populatio n

By 2051, the Inner Metro region (excluding the Adelaide CBD) is projected to grow by 80,000 people, representing an average growth rate of 1.1% per year. The population aged 75+ years is projected to double over the next 30 years driving demand for access to health care facilities and services, and requiring sufficient accommodation options such as aged care, retirement villages and ageing in place.

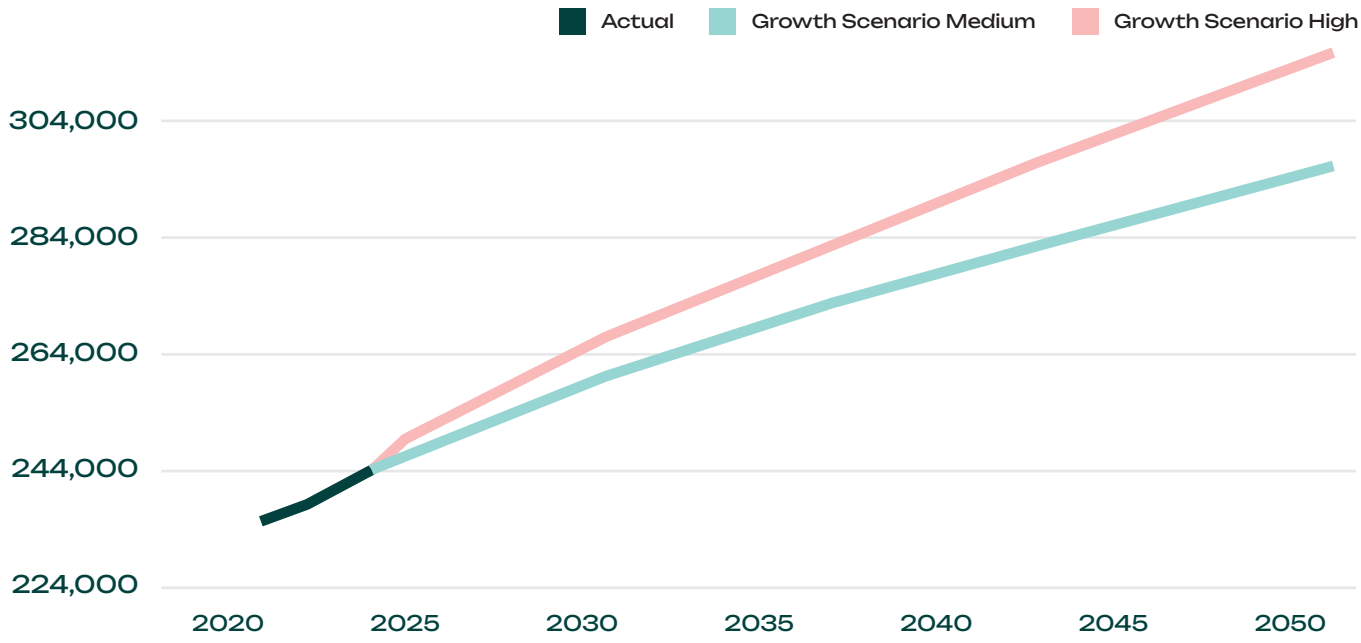
Table 12 - Projected population, Inner Metro Region, 2021–2051

Estimate	Medium	High
Total population		
2021	235,366	235,366
2051	296,380	315,985
2021 - 2051 (Total change)	61,014	80,619
Average annual change		
2021 - 2051	2,034 (0.86%)	2,688 (1.14%)

Figure 36 - Projected population, Inner Metro Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area strategic planning.

These targets were formulated using region specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 37 - Housing Target (Land Supply Region)

Figure 38 - Housing Target (Local Government Area)

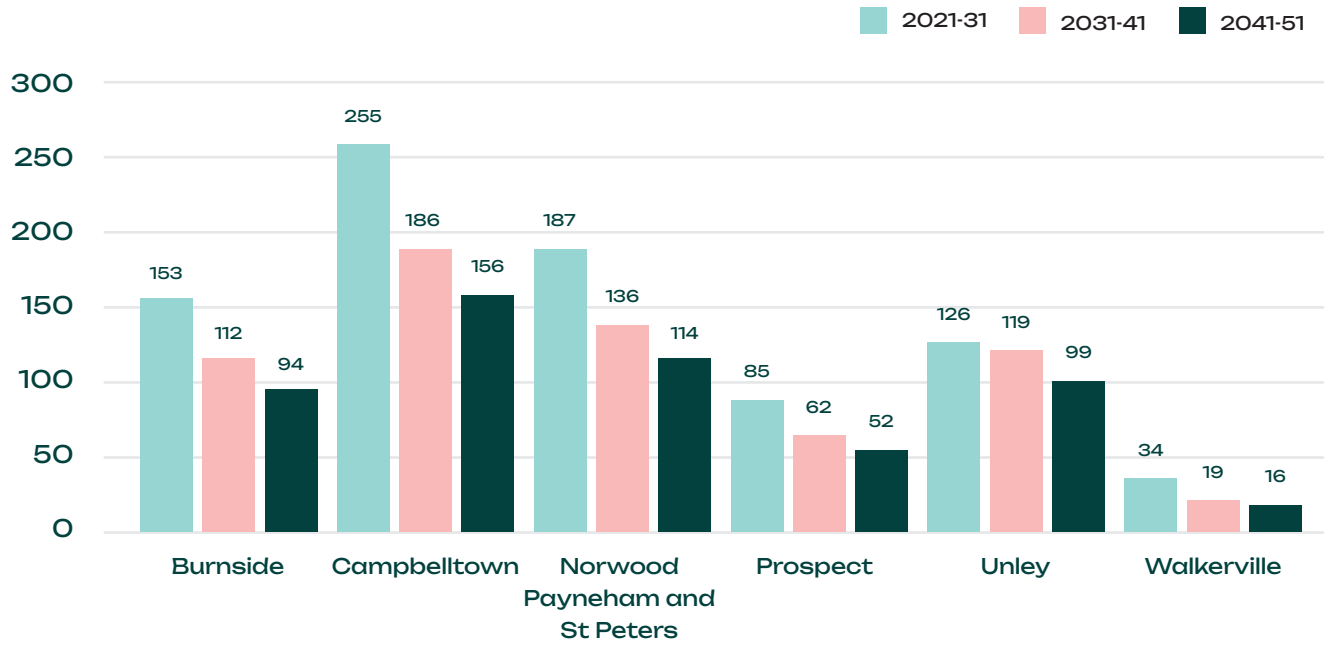


Table 13 - Projected Housing Demand and Land Supply, Inner Metro (including City of Adelaide)

Annual housing target, 2021 - 2031	
Annual target	850
Land supply potential (allotments)	
Proposed	2,299
Zoned underdeveloped	10,351
Total zoned supply	**12,650**
Future growth outside EFPA	18,920
Future growth inside EFPA	0
Total future growth	**18,920**

To support projected population growth, it is critical that a sufficient pipeline of appropriately zoned and serviced land be maintained.

Currently, housing supply predominantly stems from a combination of both small-scale and strategic infill development. Strategic infill sites include those at Glenside and Norwood along with key urban corridors such as Churchill and Prospect Road.

Several new strategic infill development opportunities have been identified within the Inner Metro region to support projected growth.

Proposed additional supply	State significant infill areas Total: 29,600 dwellings

Precinct	Description
Keswick (portion) (urban renewal area)	Strategic employment and housing opportunities on the edge of the CBD, providing for higher density housing choice.
Glenside (urban renewal area)	Strategic high-density housing opportunity leveraging off direct access to recreational public open space that the parklands afford in close proximity to the CBD.
Kent Town and Stepney (urban renewal area)	Strategic infill and mixed-use opportunity leveraging off direct access to recreational public open space that the parklands afford in close proximity to the CBD.
Magill Campus and Magill Road (urban renewal area)	Strategic employment and housing opportunity within and in close proximity to the Magill Campus, providing for higher density housing choice.
Paradise Precinct (portion) (urban renewal area)	Higher-density surrounding the Paradise O-Bahn station. Providing apartment living but also Missing Middle type housing in close proximity to the station.
Goodwood Road (corridor)	Corridor development along Goodwood Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
King William Road (corridor)	Corridor development along King William Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Unley Road (corridor)	Corridor development along Unley Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Greenhill Road (corridor)	Corridor development along Greenhill Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.

Precinct	Description
Fullarton Road (corridor)	Corridor development along Fullarton Road providing for a variety of housing choices within walking distance of services and high-frequency public transport, with regenerated neighbourhood surrounding the community centre to provide Missing Middle housing.
Kensington Road (corridor)	Corridor development along Kensington Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
The Parade (corridor)	Corridor development along The Parade providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Magill Road (corridor)	Corridor development along Magill Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Glynburn Road (corridor)	Corridor development along Glynburn Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Payneham Road (corridor)	Corridor development along Payneham Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Lower North East (corridor)	Corridor development along Lower North East Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
North East Road (corridor)	Corridor development along North East Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Main North Road (corridor)	Corridor development along Main North Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Prospect Road (corridor)	Corridor development along Prospect Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Churchill Road (corridor)	Corridor development along Churchill Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.

Proposed additional supply	Local infill investigation areas Total: 5,800 dwellings

Precinct	Description
Newton Centre (activity centre)	Providing greater housing opportunities close to the Newton Shopping Centre.
Campbelltown Village Hub (main street)	Strategic housing opportunities along Montacute Road close to local services.
Magill (regeneration area)	Surrounding the Magill Strategic Site, opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Magill / Kensington Gardens (regeneration)	Surrounding the Magill state-led strategic precinct, opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Firle (activity centre)	Providing greater housing opportunities close to the Firle Shopping Centre.
Firle & Payneham (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Sefton Park (activity centre)	Providing greater housing opportunities close to the Sefton Park Shopping Centre.
Marden (regeneration)	Providing greater housing opportunities close to the Marden Shopping Centre.
Burnside Centre (activity centre)	Employment and housing opportunities to provide employment and alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Parkside (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.

Local area planning should identify additional opportunities to support growth and the ageing demographic, and how to best manage this with existing constraints around heritage protection, tree canopy cover and retaining local character and amenity.

Figure 39 - Employment Sectors and Land Uses, Inner Metro Region, 2021–2051

Development trends

Vacant land consumption (annual)	0 ha
Demand to 2051	48 ha
Total future area	0 ha

Employment land use mix

Current employment land supply

Occupied	213 ha
Vacant	7 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

There has been increasing pressure on the Inner Metro regions employment land over recent years given its value for other land uses such as residential development. Being an established area, there are limited opportunities for new employment lands, therefore additional growth will need to be accommodated through the intensification of existing precincts.

There is projected demand for an additional 48 hectares of employment land over the forecast period. Increased employment in the sectors driving demand for industrial land in Inner Metro are likely to be met through more intensive use of existing employment land, accommodation of more employment opportunities in activity centres and mixed-use strategic infill and corridor developments. There is also likely to be the transfer of demand for some industrial uses to other parts of Greater Adelaide, like the Outer North.

It is estimated that an additional 79,000 square metres of additional activity centre floor space will be required to service the region over the forecast period, with around 70% of this floor space linked to growth in demand for access to food and groceries and food hospitality. It is likely that this floor space will be met through intensification of existing Inner Metro centres.

Key infrastructure considerations

A large proportion of trips start and end within the Inner Metro region, indicating the potential for more local trips to be undertaken by active transport and public transport modes in the future. Local area planning should consider opportunities to provide improved active transport infrastructure that connects to centres, along with improved road crossings and safety. Development of urban corridors will be supported by road corridor planning studies that consider more frequent public transport options. Bus network planning should consider integration with corridors and cross corridor movement between centres over time.

A number of schools in the Inner Metro region are on capacity management plans and many are zoned, reflecting the strong demand in the region. With the projected population growth anticipated, more capacity will be required which may involve alternative or more complex solutions, such as vertical schools due to limited land availability.

A wide range of health services exist within Inner Metro including ambulance stations and private hospitals. Demand for aged care and retirement facilities will increase, which in turn, will increase the need for health services.

The impacts of development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against detailed demand and hydraulic modelling studies, taking into consideration future planned upgrades, resilience and master planning works to the network.

Brown Hill Creek, Keswick Creek, Park Lands Creek, and Glen Osmond Creek are crucial drainage watercourses in metropolitan Adelaide and have a low level of flood protection and a history of flooding. The Brown Hill Keswick Creek Stormwater Project requires the delivery of a series of infrastructure works across the catchment, including the recently completed South Park Lands wetland in Victoria Park / Pakapakanthi (Park 16).

It is important that high quality public spaces that are accessible, safe and meet the changing needs of the community are provided. There will be limited opportunity to create new open spaces in existing urban areas. Investment should therefore focus on enhancing and diversifying existing open spaces to meet the growing demand and improving access to open spaces by ensuring connections and greenways are established on public streets.

A number of state significant infill areas are located adjacent to the Adelaide Park Lands, and new funding and governance arrangements should be explored to provide equitable access to quality open space.

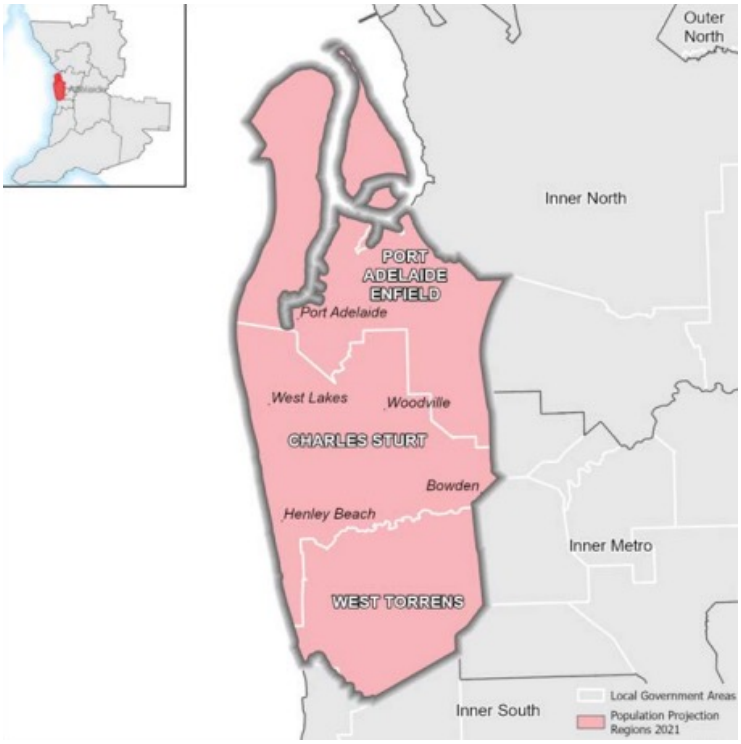
The electricity network within the Inner Metro region generally has some existing capacity to accommodate infill growth over time, supported by ongoing upgrades to the network. More significant strategic infill growth areas will likely require augmentation, additional substation capacity and other network upgrades over time. Areas with limited existing land to expand existing network capacity may also require new sites and land to be identified and reserved to accommodate future infrastructure.

Adelaide West

The Adelaide West LSR includes West Torrens, Charles Sturt and the western portion of Port Adelaide Enfield councils. Adelaide Airport is a dominant feature in the region, with many freight industries nearby, with the Port Adelaide region, the Port River and defence precincts also another critical feature.

Adelaide West has seen a level of infill development over the past 15 years, primarily driven by its proximity to the CBD, the beach and other services.

The region has well-serviced public transport infrastructure, suitable for strategic infill opportunities which can provide higher densities in appropriate locations.



Key opportunities

- Locations at Thebarton, Port Adelaide and Ashford, with good access to transport, services and social infrastructure, provide opportunities to increase the supply through strategic infill development.
- Significant employment opportunities exist including the development of AUKUS on the Lefevre Peninsula.
- Potential for more Missing Middle type housing stock around key locations such as shopping centres and social services, particularly for the aged.

Key issues

- There will also be increases in working age population and families, which will increase demand for well-located housing and other services such as education.
- The demand for new housing, close to transport and services will require further planning to consider local infrastructure capacity and the planning and design of local neighbourhoods.
- The demand for new housing and employment land that is accessible to the Lefevre Peninsula as activity associated with AUKUS increases.

Populatio n

The 18–24-year-old cohort is projected to increase by 19%, while 80+ population is projected to increase by 73% over the next 20 years. By 2051, the 40–44 age cohort is the most populous, reflecting ageing of the current 20–29 age cohorts which currently dominate the age profile.

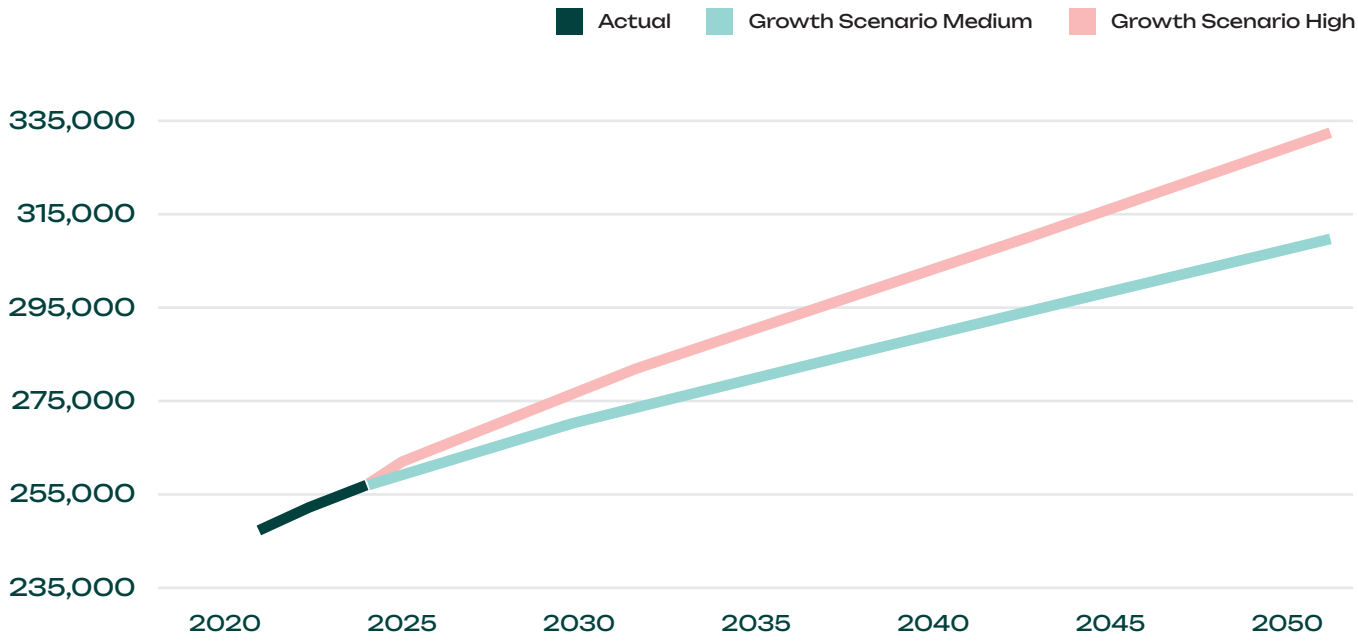
Table 14 - Projected population, Adelaide West Region, 2021–2051

Estimate	Medium	High
Total population		
2021	247,123	247,123
2051	308,618	331,290
2021 - 2051 (Total change)	61,495	84,167
Average annual change		
2021 - 2051	2,050 (0.83%)	2,806 (1.14%)

Figure 40 - Projected population, Adelaide West Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area strategic planning. These targets were formulated using region specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 41 - Housing Target (Adelaide West Land Supply Region)

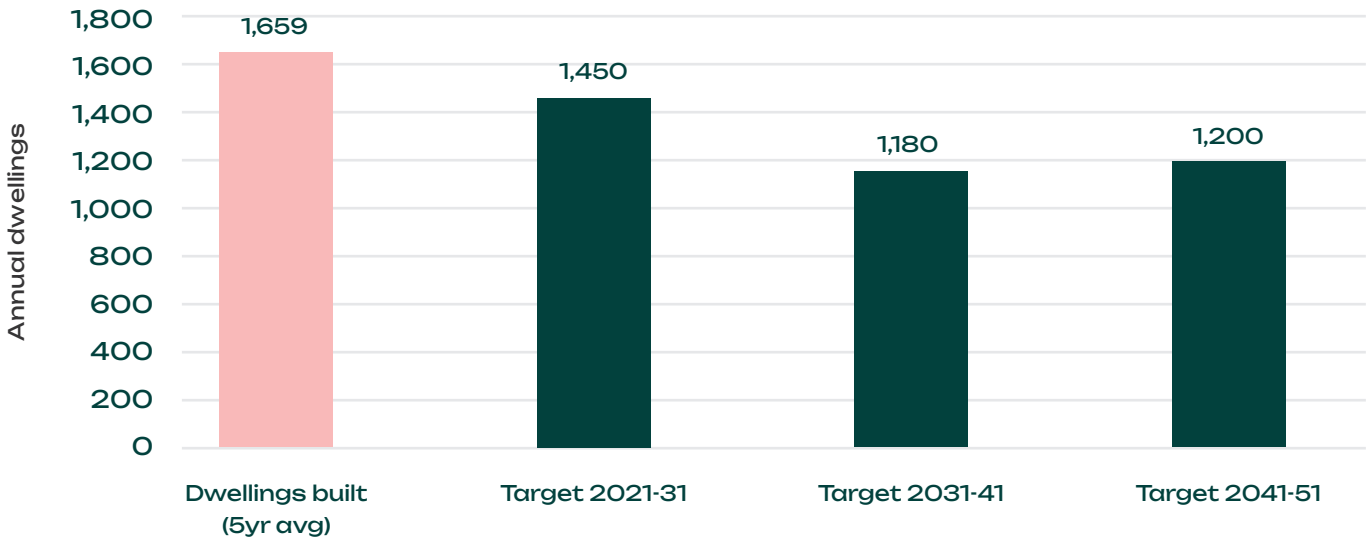


Figure 40 - Housing Target (Local Government Areas)

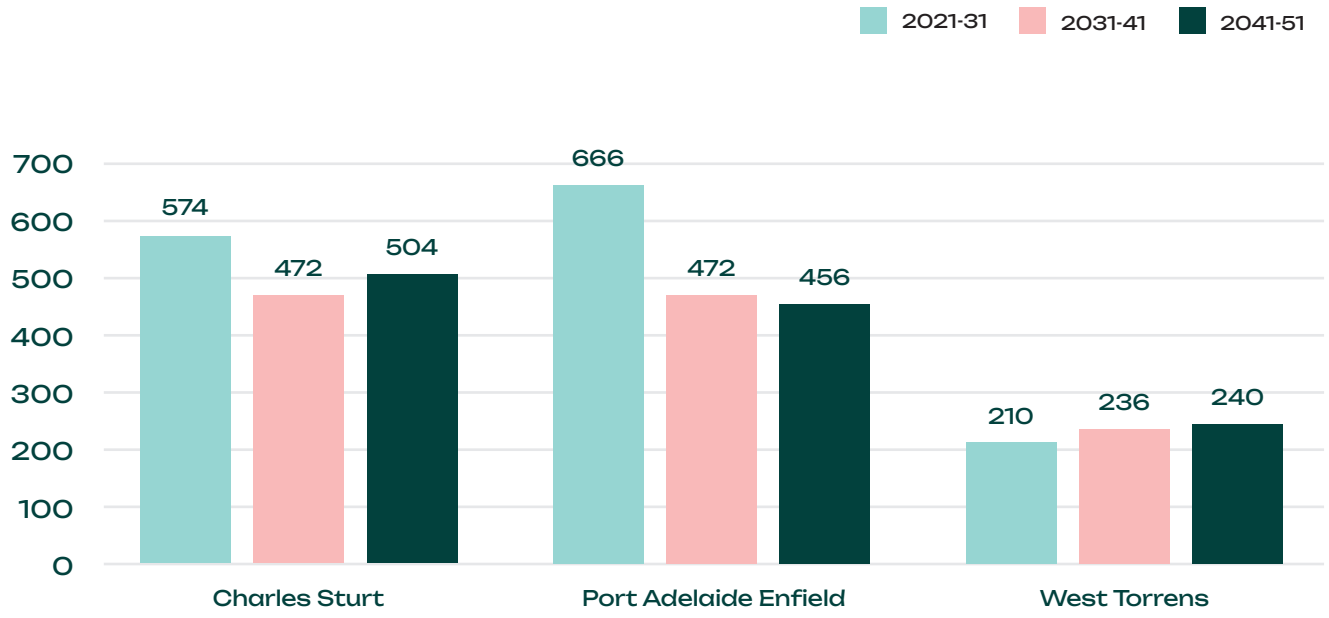


Table 15 - Projected Housing Demand and Land Supply, Adelaide West

Annual housing target, 2021 - 2031	
Annual target	1,450
Land supply potential (allotments)	
Proposed	3,230
Zoned underdeveloped	32,524
Total zoned supply	**35,754**
Future growth outside EFPA	24,480
Future growth inside EFPA	0
Total future growth	**24,480**

To support projected population growth, and subsequently additional demand for housing, it is critical that a sufficient pipeline of appropriately zoned, and serviced land be maintained.

Most of the new dwelling supply in recent years has stemmed from small scale infill development, in suburbs such as Findon, Plympton and Kurralta Park. Strategic infill development has also played a significant role with developments such as Bowden, West Lakes and Port Adelaide.

Whilst there is sufficient supply in the short-term, recent amendments to tree canopy cover and general infill policy will place a greater reliance on strategic infill development. Whilst there is remaining short term supply in Bowden and Port Adelaide and development commencing at Brompton (Gasworks) and Morphettville Racecourse, additional supply options are going to be necessary to provide greater choice and opportunity.

Proposed additional supply	State significant infill areas Total: 32,900 dwellings

Precinct	Description
Hindmarsh and West Thebarton (urban renewal area)	Strategic employment and high-density housing opportunity leveraging off direct access to recreational public open space that the parklands afford in close proximity to the CBD.
Ashford (portion) (urban renewal area)	Strategic employment and high-density housing opportunity leveraging off direct access to recreational public open space that the parklands afford in close proximity to the CBD.
Port Adelaide Centre (regional centre)	Higher density development in the centre of the identified area, mixed with well-located services, employment and entertainment. Surrounded by lower density Missing Middle type housing choices into Semaphore Park and Ethelton.
West Lakes Centre and Seaton (urban renewal area)	Higher density development for the region in the centre of the identified area, mixed with well-located services, employment and entertainment. Surrounded by lower density Missing Middle type housing choices.
Lefevre Peninsula (urban renewal area)	Renewal of existing housing stock, particularly around the Outer Harbor line providing for a variety of housing stock allowing for housing choice. Housing will form part of a broader master plan across the peninsula looking at open space, transport and employment provisions as a result of the AUKUS projects.
Grange Road (corridor)	Corridor development along eastern portion of Grange Road providing for a variety of housing choices within walk of services and high-frequency public transport.
Richmond Road (corridor)	A small area of corridor development on Richmond Road providing for housing choice.
West Lakes Blvd (corridor)	Corridor development along West Lakes Boulevard providing for a variety of housing choices within walking distance of services and high-frequency public transport.

Torrens Road (corridor)	Corridor development along Torrens Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Port Road and surrounds (corridor)	Higher density development along Port Road enabling a renewal of the Missing Middle housing. Regenerated neighbourhood off some sections of Port Road allowing for lower density housing choice.

Proposed additional supply — **Local infill investigation areas**
Total: 5,100 dwellings

Precinct	Description
Arndale Centre (activity centre)	Providing greater housing opportunities close to the Arndale Shopping Centre.
Dudley Park (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Devon Park (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Albert Park / Woodville West (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport. Grange line and station.
Plympton – Kurralta Park – Ashford (portion) (regeneration areas)	Higher density development around shopping precincts, Glenelg tramline and Ashford Health Precinct enabling a renewal of Missing Middle dwellings taking advantage to intersect with ANZAC Highway corridor.
East Grange (transit focused)	Higher density development around Grange line and station enabling a renewal of the Missing Middle dwellings and allowing for lower density housing choice.

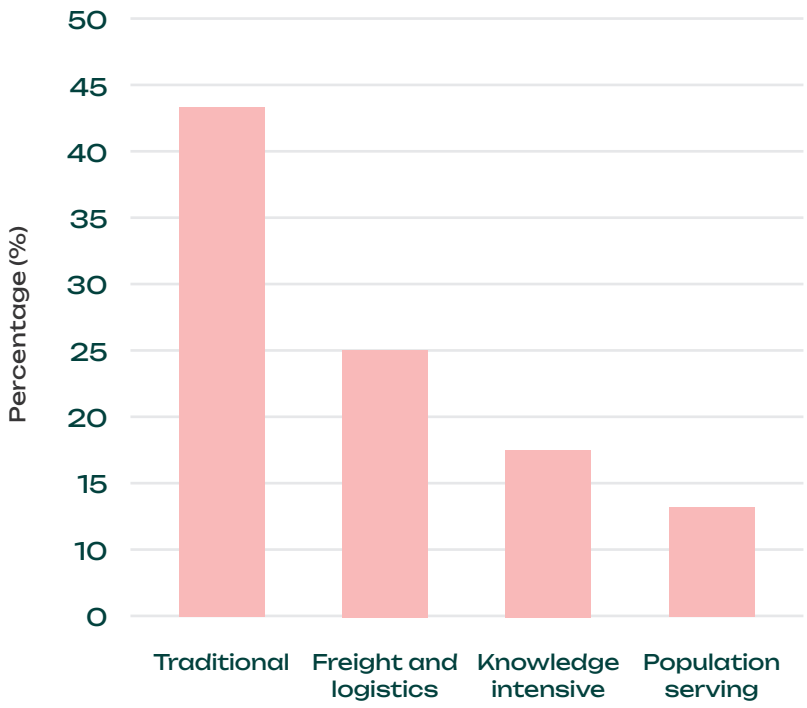
Kilkenny (activity centre)	Higher density development around shopping precinct enabling a renewal of the Missing Middle dwellings and allowing for lower density housing choice.
Kidman Park Centre (activity centre)	Providing greater housing opportunities close to the shopping precinct.
Kidman Park/ Findon (regeneration area)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Fulham Gardens Centre (activity centre)	Providing greater housing opportunities close to the Fulham Gardens Shopping Centre.
Fulham Gardens (regeneration areas)	Providing greater housing opportunities close to the Fulham Gardens Shopping Centre.
Underdale (regeneration areas)	Medium density housing choice in close proximity to employment and services.
	Local area strategic planning should identify additional opportunities to support growth and the ageing demographic and how to best manage this with existing constraints around heritage protection, tree canopy cover and retaining local character and amenity.

Figure 42 - Employment Sectors and Land Uses, Adelaide West Region, 2021–2051

Development trends

Vacant land consumption (annual)	41 ha
Demand to 2051	1,303 ha
Total future area	0 ha

Employment land use mix



Current employment land supply

Occupied	3,280 ha
Vacant	846 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Currently, the region has just over 800 hectares of zoned vacant land, with the bulk of this vacant land located in the Lefevre, Gillman / Dry Creek and the Grand Trunkway Estate. Planned expansion of the defence sector associated with the AUKUS project means that land at Lefevre Peninsula is effectively accounted for. There are also constraints on the development of Gillman / Dry Creek linked to its low-lying nature, with land to be released as the site is progressively filled.

Demand for industrial employment land in the region is expected to be around 1,300 hectares over the forecast period. With land being unavailable for other uses outside of defence industries on the Lefevre Peninsula, modelling indicates that the region's supply would be exhausted before 2040, even with constrained land being brought to market at Gillman.

In the absence of new industrial employment land supply coming to market, some of this demand will be accommodated through the more intensive use of existing industrial lands or accommodated in other regions, such as the Inner and Outer North, which are now easily accessible through improved transport networks, such as the Northern Connector and the NSC (upon completion).

Population growth is expected to drive demand for an additional 59,500 square metres of activity centre floor space to 2051. Most new floor space is likely to be met through greater intensity of land use within the existing network, particularly in centres such as Port Adelaide and West Lakes or accommodated in new strategic infill sites such as Thebarton.

With the increase in AUKUS related activity on the Lefevre Peninsula, a large influx of residents is expected to work, live and play in and around the Port Adelaide centre, supporting additional activity centre space.

Key infrastructure considerations

To support projected growth in housing and employment across the region and its respective local government areas, infrastructure planning, funding and delivery across a broad range of networks will need to be properly considered.

The transport network in Adelaide West supports a significant number of local trips within the region, while also supporting north-south movements on the western side of Adelaide's CBD. This is being further enhanced by the completion of the NSC, and the Outer Harbor Rail Line and tram network provide regular public transport services connecting to Adelaide's CBD.

Funding has been allocated to commence operations of the Port Dock railway line to provide a 30-minute service on weekdays and weekends, and bus connectivity to the new Port Dock bus and rail interchange.[87] Development of urban corridors will be supported by road corridor planning studies that consider more frequent public transport options. Bus network planning should consider integration with corridors and cross corridor movement between centres over time.

Several schools are zoned within the Adelaide West region, while Adelaide High and Adelaide Botanic High (which serve the inner west) have capacity management plans. Over time, intensification of existing facilities will be required to support future growth.

Future growth areas and development will need to consider region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered and constraints identified.

The area has several natural systems that over time have been transformed into regional public open space systems such as Coast Park and River Torrens Linear Park. State significant strategic infill sites will provide opportunities to include new quality open space. In some circumstances there will be limited opportunity to create new open spaces in existing urban areas, and the focus should be on improving the quality and access to open spaces.

The electricity network within the Adelaide West region generally has some existing capacity to accommodate infill growth over time, supported by ongoing upgrades to the network. More significant future growth areas will likely require more significant augmentation, additional substation capacity and other network upgrades over time. Areas with limited existing land to expand existing network capacity may also require new sites and land to be identified to accommodate future infrastructure.

Adelaid e City

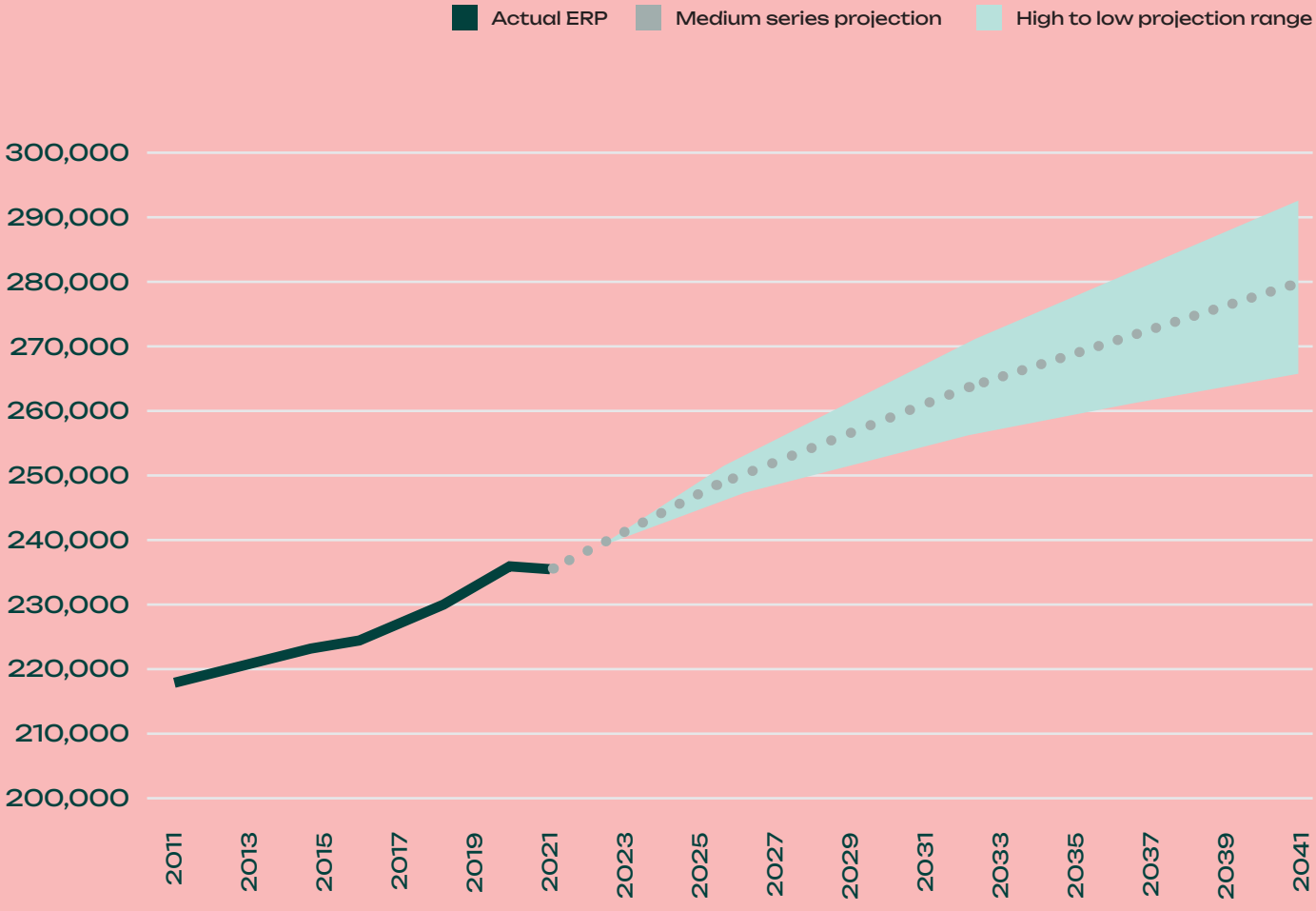
Adelaide City is the heart of our state's civic, cultural and commercial life, and we aim to have more people living, working, visiting and investing in this region. The City is home to over 25,000 people and plays an important role for providing housing supply and housing types such as student accommodation that is not as prevalent in other parts of metropolitan Adelaide.

Populatio n

By 2051, the Adelaide CBD region is projected to accommodate close to 50,000 people, which is almost double its estimated population at the time of the 2021 ABS Census.

The largest age group of residents in the Adelaide CBD are people aged between 18–34, accounting for over 45% of the CBD's population. Residents aged 60+ years of age account for a further 20%. This highlights the need to plan and provide for greater housing diversity, especially in the apartment developments, given this is where most dwelling growth comes from.

Figur e 43 - Pr ojec ted popula tio n, Adelaid e City Regio n, 2021–2041

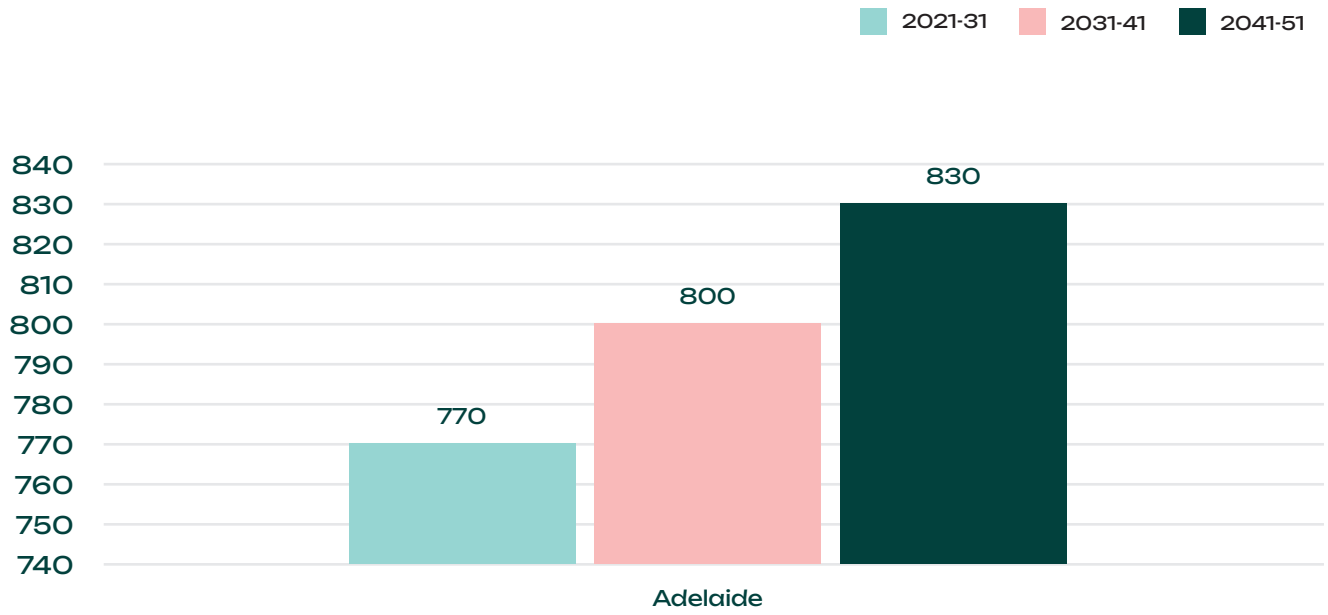


Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 44 - Housing Supply Target (City of Adelaide)

Figure 45 - Housing Target (Local Government Areas)



Housing land supply

Over the past 5 years just over 400 dwellings were completed each year, with peaks experienced when multiple apartment complexes are completed at the same time. These peaks highlight that there is often a reduction in supply over the following years until the next tranche of approvals and commencements take place.

Future supply of residential land within the Adelaide CBD is unlike most other regions within Greater Adelaide, in that supply is not as heavily constrained by planning policy but is often heavily influenced by other factors such as land economics and construction costs.

The share of residential development in the Adelaide City LSR will continue, driven by increasing demand for well-located housing and investment in local amenity, services and infrastructure in the City.

Employment land supply

The Adelaide CBD will continue to be the primary retail and commercial centre of Greater Adelaide. Additional demand can continue to be accommodated through intensification of uses and increases in building heights.

The City also accommodates a range of SIP such as Lot Fourteen, the Adelaide BioMed City and its vast number of university campuses scattered along the North Terrace Boulevard. These types of activities are heavily reliant upon ease of access to public institutions such as hospitals and universities, access to active modes of transport and comprise a high level of public amenity.

Key infrastructure considerations

The Adelaide CBD is well serviced by public transport, with the O-Bahn connecting the northeastern suburbs to the CBD, train and tram lines connecting the northern, western and southern suburbs, and bus connections to most suburbs from the CBD. The Adelaide Railway Station, being a terminal station, limits the level of frequency that lines can be serviced, capacity improvements would facilitate additional services in the long term.

The primary focus for Adelaide City will be connecting people with places through improved public and active transport options. Streets and laneways for social connection, business activation and active transport connections will also be enhanced.

Improved transit diversity and improving pedestrian and walkable experiences should be complemented by seeking improvements to active transport and cycling, along with e-mobility and the support infrastructure in the public realm for the transition to more electric-based transport.

Adelaide City has several of the Greater Adelaide region's key social infrastructure assets. There are two public hospitals in the CBD: the Royal Adelaide Hospital and the Women's and Children's Hospital, with the New Women's and Children's Hospital being constructed adjacent to the Royal Adelaide Hospital. There are also several private hospitals, medical centres, and an Urgent Mental Health Care Centre within the Adelaide CBD.

Each of the state's three main universities have a campus in the Adelaide CBD. There are several public and private primary and high schools in the Adelaide CBD. The Adelaide CBD is also the predominant location of student accommodation in the Greater Adelaide region.

The Adelaide Park Lands are an important state asset, forming an integral part of the Greater Adelaide Open Space System (formerly the Metropolitan Open Space System). They are recognised not only for their aesthetic value but also for the social, cultural, heritage, environmental and economic benefits they provide. Effective management and a clear vision for the Greater Adelaide Open Space System are therefore critical. Several state significant strategic infill developments are planned adjacent to the Adelaide Park Lands, and new funding and governance arrangements should be explored to provide equitable access to quality open space.

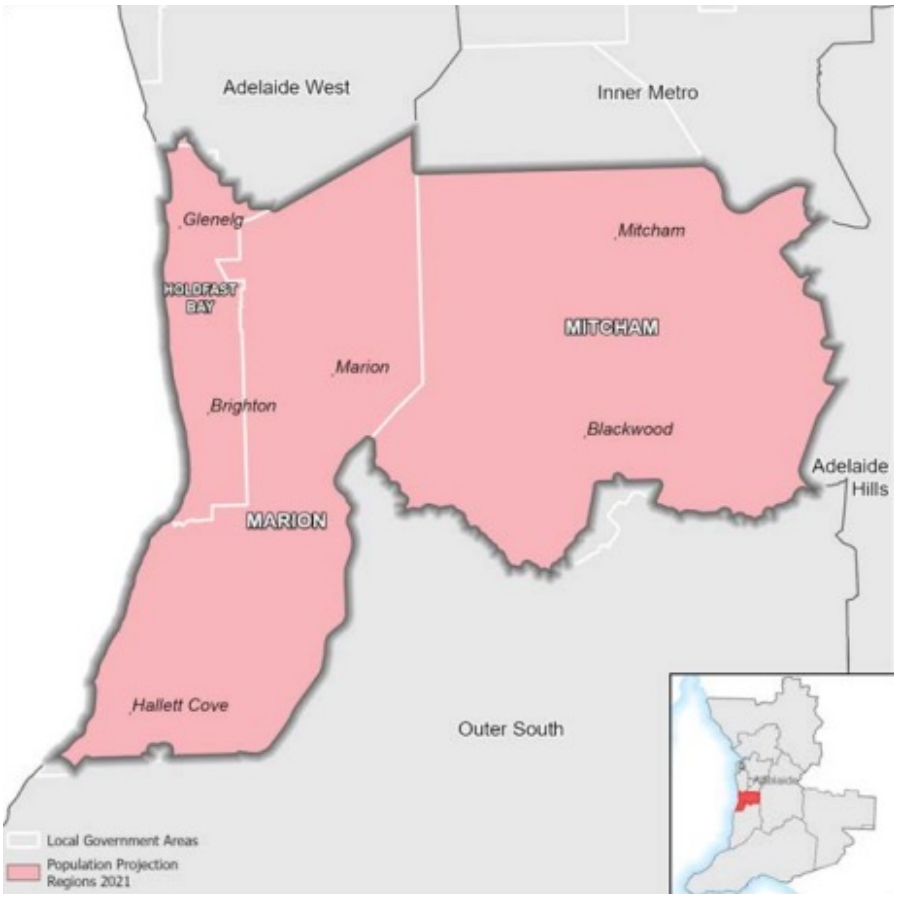
Inner South

The Inner South LSR includes Holdfast Bay, Marion and Mitcham councils. The area comprises metropolitan suburbia and the southern Mount Lofty Ranges escarpment protected by the Hills Face Zone.

The key Regional Centre at Marion (Oaklands Park) provides shopping, entertainment and services, while Glenelg serves as one of Adelaide's premier beachside destinations.

The Inner South has seen a level of infill development over the past 15 years, primarily driven by the closeness to the CBD, to the beach and other services, and has primarily been in the form of small-scale infill opportunities.

The region is also well serviced with public transport infrastructure, and is suitable for strategic infill opportunities, which can provide higher densities in appropriate locations.



Key opportunities

- Locations surrounding the Marion Shopping Centre and Oaklands Park train station provide opportunities to increase the supply through strategic infill development.
- There is opportunity to provide more student accommodation and other Missing Middle type housing close to Flinders Medical Centre and Flinders University.
- The ability to provide Missing Middle type housing stock around key locations such as shopping centres and social services, particularly for the aged.

Key issues

- An ageing population will result in demand for health care and social infrastructure, and housing to support ageing within the community.
- There will also be increases in the working age population and families, which will increase demand for well-located housing and other services such as education.
- The demand for new housing, close to transport and services will require further planning to consider local infrastructure capacity and the planning and design of local neighbourhoods.

Populatio n

By 2051, the Inner South region is anticipated to accommodate over 239,000 people, representing an average growth rate of 0.7% per year. The population aged 75+ years is projected to increase by 70% over the next 30 years driving demand for access to health care facilities and services, and requiring sufficient accommodation options such as aged care, retirement villages and ageing in place.

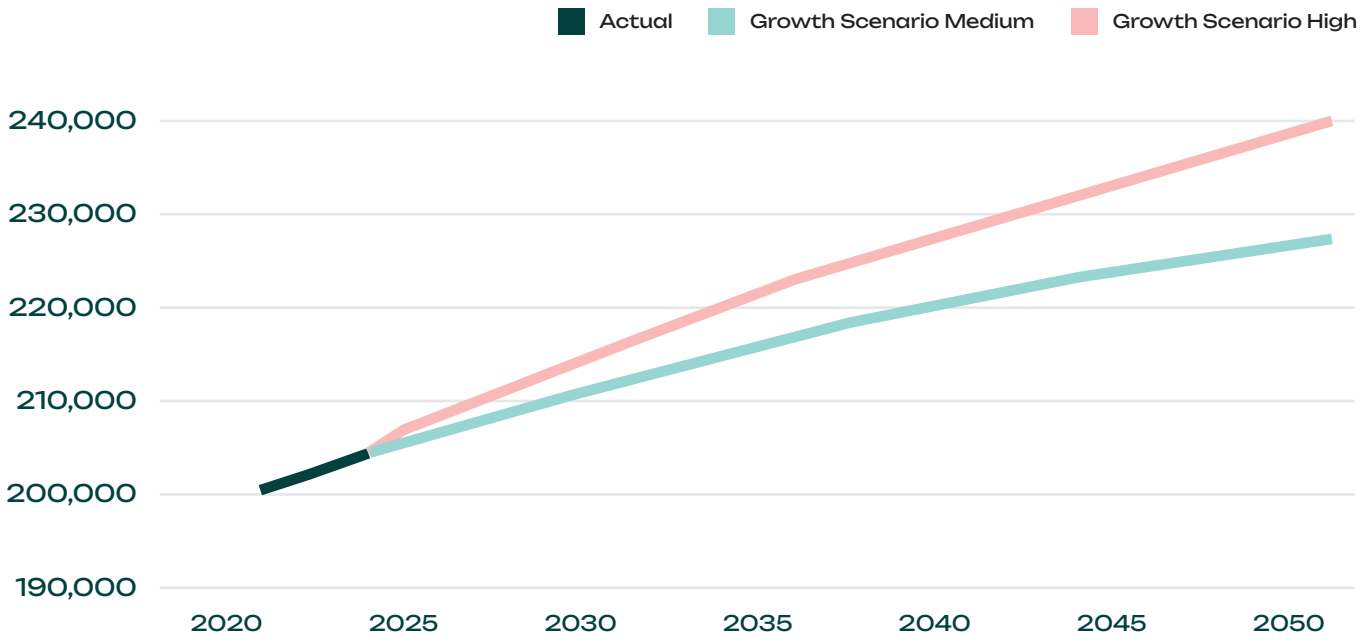
Table 16 - Projected population, Inner South Region, 2021–2051

Estimate	Medium	High
Total population		
2021	200,133	200,133
2051	227,107	239,772
2021 - 2051 (Total change)	26,974	39,639
Average annual change		
2021 - 2051	900 (0.45%)	1,322 (0.66%)

Figure 46 - Projected population, Inner South Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 47 - Housing Supply Target (Inner South Land Supply Region)

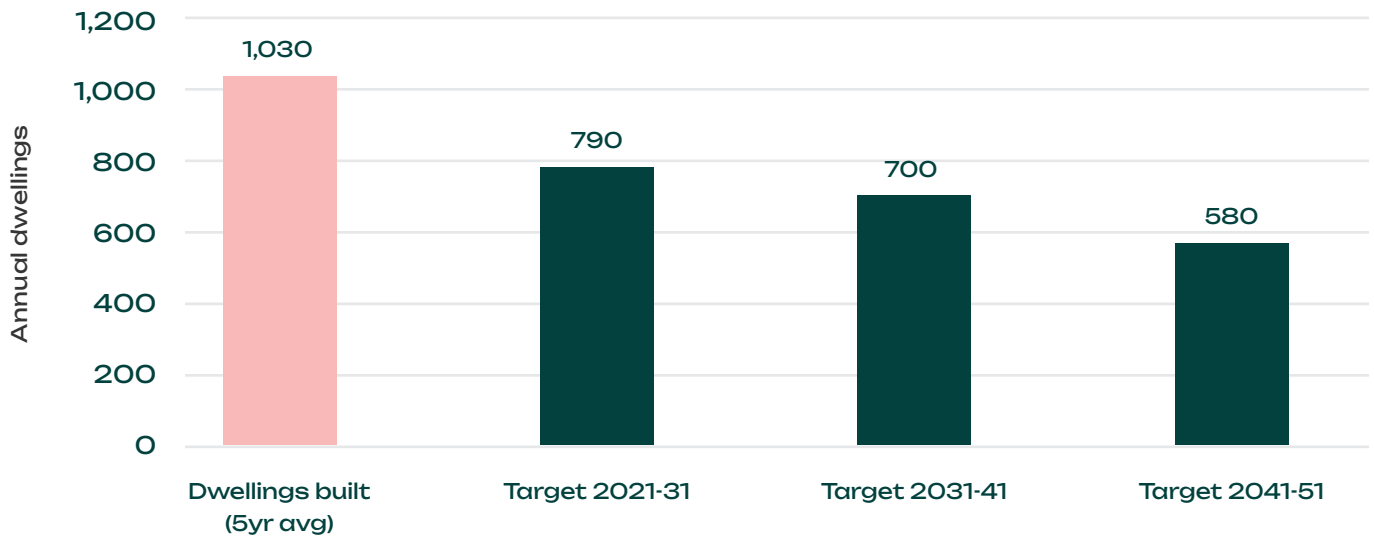


Figure 48 - Housing Supply Target (Local Government Areas)

Table 17 - Projected Housing Demand and Land Supply, Inner South Region

Annual housing target, 2021 - 2031	
Annual target	790
Land supply potential (allotments)	
Proposed	1,599
Zoned underdeveloped	8,135
Total zoned supply	**9,734**
Future growth outside EFPA	21,460
Future growth inside EFPA	0
Total future growth	**21,460**

To support projected population growth, and subsequently the regional and local area housing targets set, it is critical that a sufficient pipeline of zoned and serviced land be identified and maintained.

The Inner South region is heavily reliant upon general infill development for dwelling growth. Over 80% of dwelling growth over the last five years has come from general infill development, with the remainder delivered from strategic infill sources such as urban corridor development along ANZAC Highway and apartment construction in Glenelg.

There are some key projects which are at various stages of commencement, such as Seacliff Village and the Morphettville Racecourse, which will certainly help reduce some pressure from general infill development in the short to medium term. However, the region will still be heavily reliant upon general infill to deliver housing.

Proposed additional supply	State significant infill areas Total: 11,700 dwellings

Precinct	Description
Oaklands Park (Marion) (regional centre)	Strategic employment and housing opportunity in and surrounding the Marion Shopping Centre and Oaklands Park train station, providing for higher density housing choice.
Glenelg (Jetty Road) and precinct (corridor)	Corridor development along Jetty Road providing for a variety of housing choices within walking distance of employment, services, entertainment and high-frequency public transport.
Brighton Road (corridor)	Corridor development along Brighton Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Diagonal Road (corridor)	Corridor development along Diagonal Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Morphett Road (corridor)	Corridor development along Morphett Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Marion Road (corridor)	Corridor development along Marion Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
South Road (corridor)	Corridor development along South Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Goodwood Road (corridor)	Corridor development along Goodwood Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.
Unley Road (corridor)	Corridor development along Unley Road providing for a variety of housing choices within walking distance of services and high-frequency public transport.

Proposed additional supply	Local infill investigation areas Total: 18,400 dwellings

Precinct	Description
Glenelg North (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Morphettville Racecourse (brownfield)	Opportunity for higher density housing development in closer proximity to public transport.
Ascott Park / Edwardstown (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport, with higher density particularly close to the shopping centre and rail line.
Plympton Precinct (portion) (regeneration areas)	Higher density development along transport corridors and activity centre. Regenerated neighbourhoods surrounding at medium densities.
Mitcham Centre (activity centre)	Providing greater housing opportunities close to the shopping centre.
Mitcham (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Clapham (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Brighton (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Brighton Main Street (main street)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport, with higher density and employment along main roads.

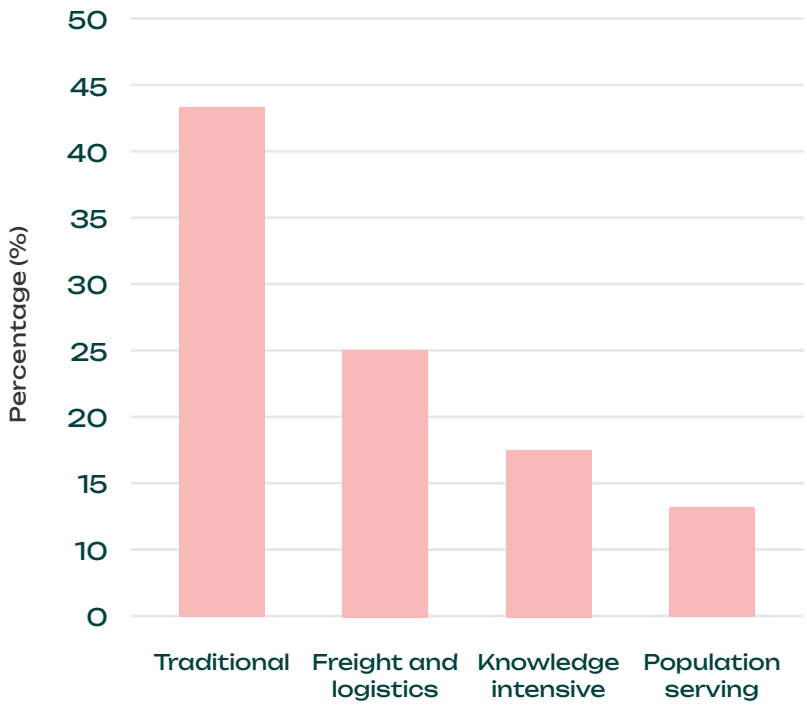
Hallet Cove Centre (activity centre)	Providing greater housing opportunities close to the Hallett Cove Shopping Centre.
St Marys (regeneration area)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport, aligning with the City of Mitcham's plan for the area.
Tonsley and surrounds (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Oaklands (surrounding area) (Regeneration)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Bedford Park (activity centre)	Potential for strategic employment, high density residential development in close proximity to health and education industries.
	Local area strategic planning should identify additional opportunities to support growth and the ageing demographic and how to best manage this with existing constraints around heritage protection, tree canopy cover and retaining local character and amenity.

Figure 49 - Employment Sectors and Land Uses, Inner South Region, 2021–2051

Development trends

Vacant land consumption (annual)	2 ha
Demand to 2051	89 ha
Total future area	0 ha

Employment land use mix



Current employment land supply

Occupied	271 ha
Vacant	18 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

There is a sizeable increase in demand for employment land which cannot reasonably be met through the creation of new employment lands due the constraints of being an established urban area. Most of the zoned vacant land is located within the City of Marion in precincts along the South Road corridor. Some of this land will be impacted by the NSC project over the course of the next decade. Demand for industrial land in the region will include an increase in knowledge-intensive and population serving uses, which can be supported through greater intensity of use within existing precincts or through relocation to other LSRs.

Population growth across the Inner South is expected to be relatively low compared to other regions, so demand for activity centre floor space is also expected to grow only marginally.

In all, only around 3,600 square metres of additional floor space is likely to be required. This additional space will predominately be focussed on food and groceries and restaurant and cafes, which aligns with the evolution of centres as more of an entertainment precinct.

This level of growth will easily be supported within the existing centre network through intensification existing centres, as has been demonstrated by previous approved plans for the expansion of Marion.

Key infrastructure considerations

The Inner South region contains the Seaford, Tonsley and Belair rail lines together with the Glenelg tram, which provide frequent public transport services to the Adelaide CBD. The completion of the NSC will also provide concentrated movement that will reduce the existing use of South Road for long distance trips. To support Living Locally principles in the future, strategic infill development should focus on connecting to key transit infrastructure such as the Tonsley and Seaford Rail corridors, and integrate with buses, walking and cycling networks to provide additional mobility options within the region.

Demand for health services are likely to grow in the Inner South region in the future due to having an older population. Major hospitals in the region include the Repat Precinct and the Flinders Medical Centre. A 160-bed expansion is in the process of being implemented across these facilities,[88] and funding has been allocated for a new ambulance station at Marion.[89]

The Inner South region is largely served by the Glenelg wastewater treatment plant, which is likely to reach capacity within the 30-year planning horizon based on the projected growth within the region. The impacts of development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against detailed hydraulic modelling studies, taking into consideration future planned upgrades, resilience and master planning works to the network. Future growth areas and development will need to consider region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered and constraints identified.

State significant strategic infill sites will provide opportunities to include new quality open space. In some circumstances there will be limited opportunity to create new open spaces in existing urban areas, and the focus should be on improving the quality and access to open spaces.

The electricity network within the inner south region generally comprises some areas with some existing capacity to accommodate small-scale infill growth over time, supported by ongoing upgrades to the network. More significant growth areas will likely require more significant augmentation, additional substation capacity and other network upgrades over time. Areas with limited existing land to expand existing network capacity may also require new sites and land to be identified over time to accommodate future infrastructure.

Outer South

The Outer South region boasts a diverse range of premium landscapes and attractions that stretch along the coast and into high value agricultural and viticultural land. These unique, and globally recognised locations are protected by the CPD (McLaren Vale).

The region also incorporates the outer southern suburbs of metropolitan Adelaide, from Happy Valley south to Sellicks Beach and the townships of McLaren Vale, Willunga and Clarendon.

The protection of these prime agricultural and viticultural land places significant pressure on the remaining established areas within the region to support and accommodate residential and employment growth.

Key opportunities

- The region's unique environment, viticulture and attractions provide ongoing tourism and economic development opportunities.
- A combination of ageing housing stock and good access to transport, services and social infrastructure provide opportunities to increase the supply of well-located homes through strategic infill development, particularly around key centres such as Noarlunga Centre.

Key issues

- An ageing population will result in demand for health care and social infrastructure, and housing to support ageing within community.
- The reduction in greenfield opportunities in the Outer South will place added pressure on infill opportunities being established to cater for the lifestyle opportunities afforded.
- The demand for new housing, close to transport and services will require further planning to consider local infrastructure capacity and the planning and design of local neighbourhoods.

Populatio n

By 2051 the Outer South region is anticipated to accommodate around 232,000 people, representing an average growth rate of 1.0% per year. The fastest growing age cohort is the 75+ population which is anticipated to grow by 125%. This represents similar challenges to other regions within Greater Adelaide around accessibility to health and aged care services and ensuring a sufficient supply of diverse housing options are made available, especially for those wanting to age in place.

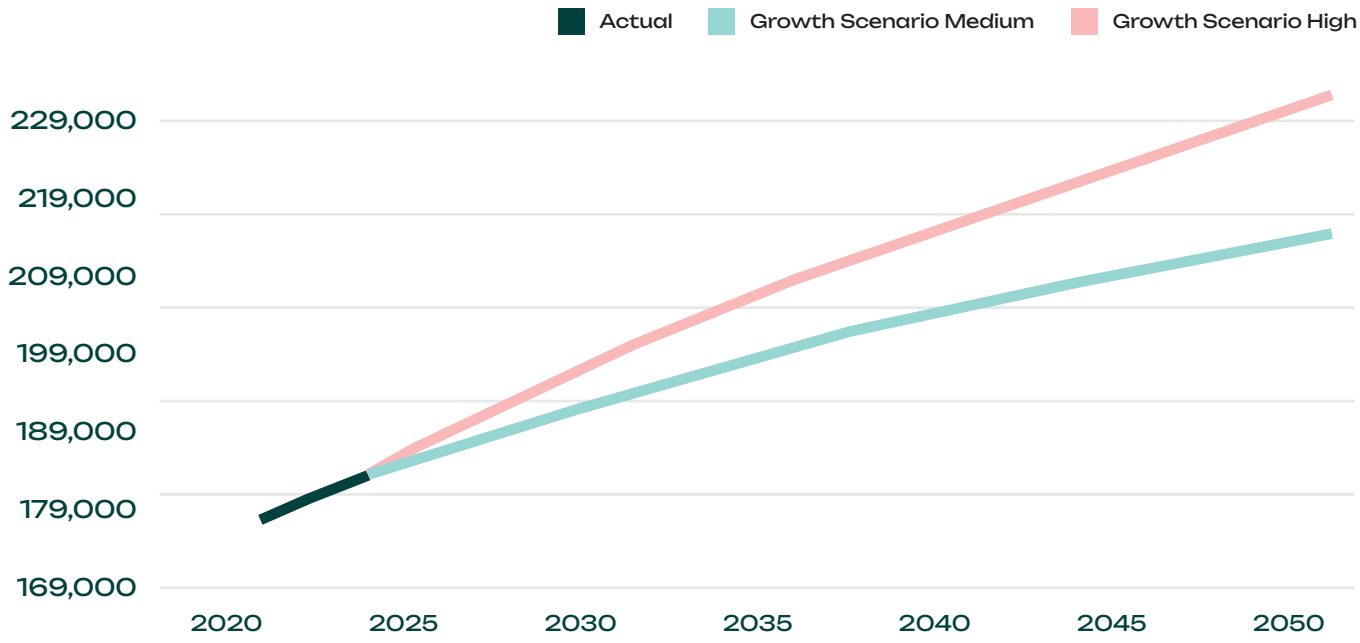
Table 17 - Projected population, Outer South Region, 2021–2051

Estimate	Medium	High
Total population		
2021	177,968	177,968
2051	214,318	231,684
2021 - 2051 (Total change)	36,350	53,716
Average annual change		
2021 - 2051	1,212 (0.68%)	1,791 (1.01%)

Figure 50 - Projected Population, Outer South Region, 2021-2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 51 - Housing Target (Outer South Land Supply Region and LGA)

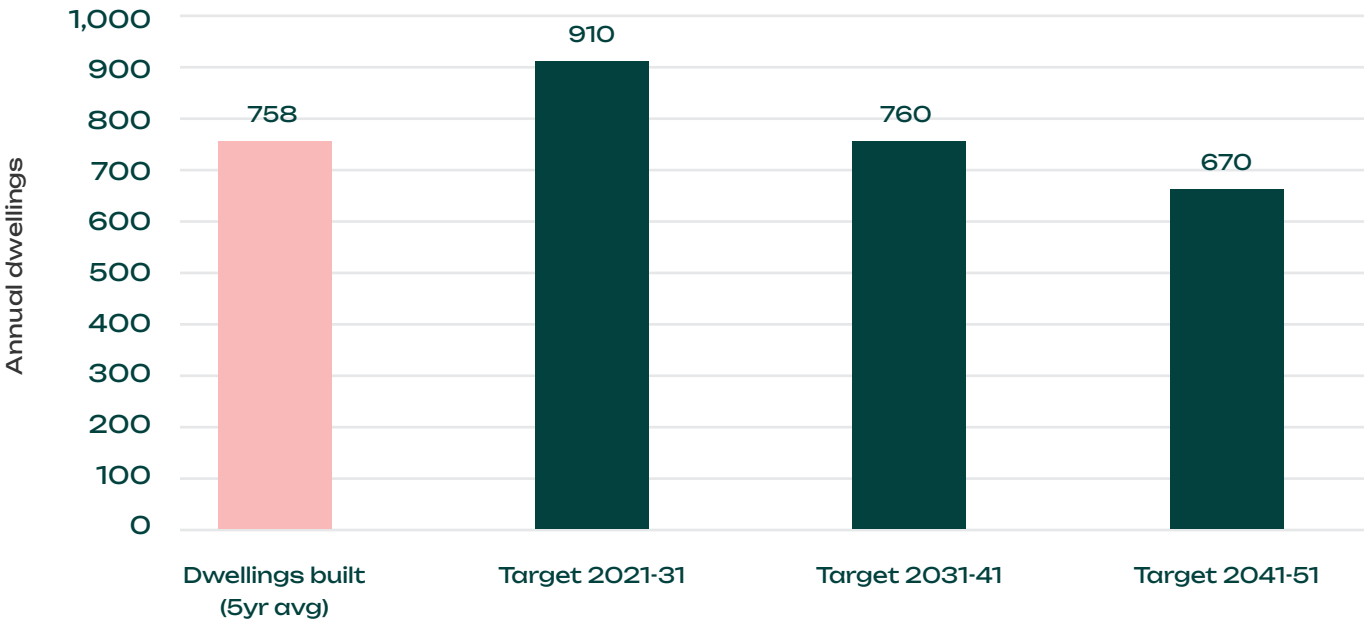


Figure 52 - Housing Supply Target (Local Government Areas)

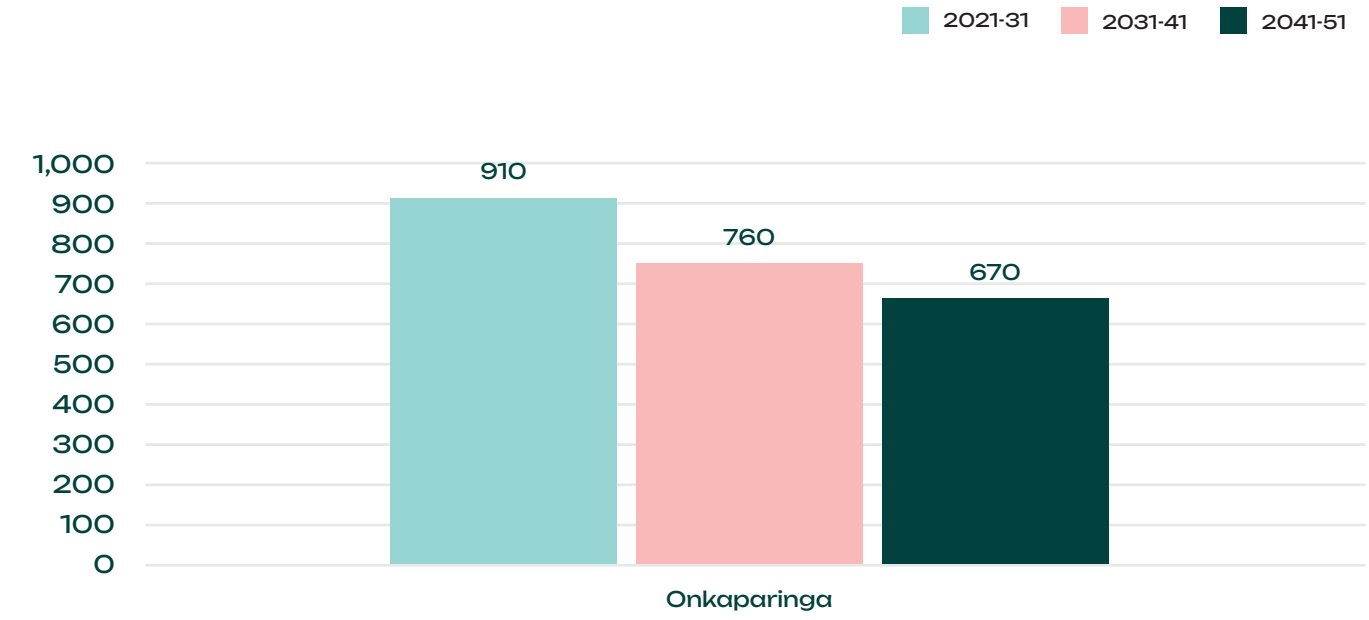


Table 18 - Projected Housing Demand and Land Supply, Outer South Region

Annual housing target, 2021 - 2031	
Annual target	910
Land supply potential (allotments)	
Proposed	2,167
Zoned underdeveloped	15,160
Total zoned supply	**17,327**
Future growth outside EFPA	12,490
Future growth inside EFPA	0
Total future growth	**12,490**

To support projected population growth, and subsequently additional demand for housing, it is critical that a sufficient pipeline of appropriately zoned and serviced land be maintained.

The Outer South region has historically had a relatively even-split between greenfield and urban infill development due to its unique geography and heavily protected areas, such as the Hills Face Zone and the CPD (McLaren Vale).

Greenfield development fronts will be brought online and exhausted in the short-to-medium term, most notably Hackham, Aldinga and Sellicks Beach, and future supply will need to be found through strategic infill development opportunities.

Proposed additional supply	Greenfield	
Precinct	**Description**	**Estimated dwelling yield**
Onkaparinga Heights	Greenfield development located in Onkaparinga Heights at the end of the Southern Expressway.	**2,000 dwellings**
Sellicks Beach	Greenfield development located within the current suburb of Sellicks Beach.	**1,700 dwellings**

Proposed additional supply	State significant infill areas Total: 5,000 dwellings
Precinct	**Description**
Noarlunga Centre (regional centre)	Higher density development around the retail and train station core, including along the Beach Road Corridor. Medium density housing in the surrounding area to the south.
Christies Beach and Christie Downs (urban renewal area)	Regeneration of existing neighbourhoods especially areas of extensive SAHT stock which is reaching the end of its economic life.
Beach Road (corridor)	Higher density development along Beach Road providing for different housing options in a mixed-use context.
Port Stanvac (urban renewal area)	Conversion of the existing petroleum refinery to a mixture of employment and residential land uses. Opportunity to provide housing close to Seaford Line.

Proposed additional supply	Local infill investigation areas Total: 4,400 dwellings

Precinct	Description
Aberfoyle Park Centre (activity centre)	Providing greater housing opportunities within and surrounding The Hub.
Aberfoyle Park (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Reynella Centre (main street)	Sensitive higher density development within the Reynella township.
Reynella (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Morphett Vale (regeneration areas)	Opportunities to provide alternative forms of housing (Missing Middle) in close proximity to services and public transport.
Seaford Centre (activity centre)	Providing greater housing opportunities close to the Seaford Shopping Centre.

Figure 53 - Employment Sectors and Land Uses, Outer South Region, 2021–2051

Development trends

Vacant land consumption (annual)	0 ha
Demand to 2051	317 ha
Total future area	0 ha

Employment land use mix

Current employment land supply

Occupied	773 ha
Vacant	361 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Modelling suggests there is demand for an additional 317 hectares of land across the Outer South region, which theoretically could be met by existing zoned vacant land. The majority of zoned employment land is within Port Stanvac, which is not currently 'market ready' given existing significant site contamination issues and infrastructure required to bring this online. There are also opportunities to deliver a mix of residential, employment and other uses here which may further reduce the availability of employment land in the Outer South region.

A relatively large share of demand for employment land in the Outer South will be driven by population growth and for services rather than more traditional employment activities. These provide an opportunity to accommodate demand through the regeneration and intensification of existing traditional industrial precincts such as Lonsdale.

An estimated 20,500 square metres of additional retail floor space is expected to be required to support anticipated demand over the forecast period. At present, the region's centre network is relatively well distributed, and existing centres have scope to develop more intensively. As a result, much of this additional demand would be expected to be accommodated in the existing network, or new centres in new greenfield areas such as Hackham.

Key infrastructure considerations

The Outer South region has seen notable growth over previous decades, particularly in response to the construction of the Southern Expressway and the extension of passenger rail services to Seaford. Main South Road and Victor Harbor Road are the key transport routes in the region and are currently in the process of being duplicated as part of the Fleurieu Connections Projects[90] These routes will continue to form the transport backbone for the region, for private transport and freight alike.

Funding has also been allocated towards planning for outer metropolitan and regional passenger rail service extensions[91] and a corridor will be reserved for a future rail corridor from Seaford to Sellicks Beach. Demand for health services (including aged care) in the Outer South region is likely to continue to grow as a result of demographic changes and an ageing population. The Noarlunga Hospital is the major hospital in the region, which includes a 24/7 emergency department, and the Flinders Hospital (just outside the region) will continue to serve as the key tertiary hospital provider.

The Outer South region is served by the Christies Beach Wastewater Treatment Plant, which is likely to reach capacity within the 30-year planning horizon based on projected future growth within the region. The impacts of development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against detailed hydraulic modelling studies, taking into consideration future planned upgrades, resilience and master planning works to the network.

Investment is occurring to unlock housing growth in suburbs within the Outer South region, including Onkaparinga Heights (formerly Hackham).

Certain catchment areas within the Outer South region, including Christies and Lower Onkaparinga River, have been identified as a high priority for stormwater management planning, primarily relating to flooding and drainage, and climate change adaption. The electricity network within the Outer South region generally comprises some areas with capacity to accommodate small-scale infill growth over time, supported by ongoing upgrades to the network. More significant growth areas will likely require more significant upgrades, including additional substation capacity and other network upgrades over time.

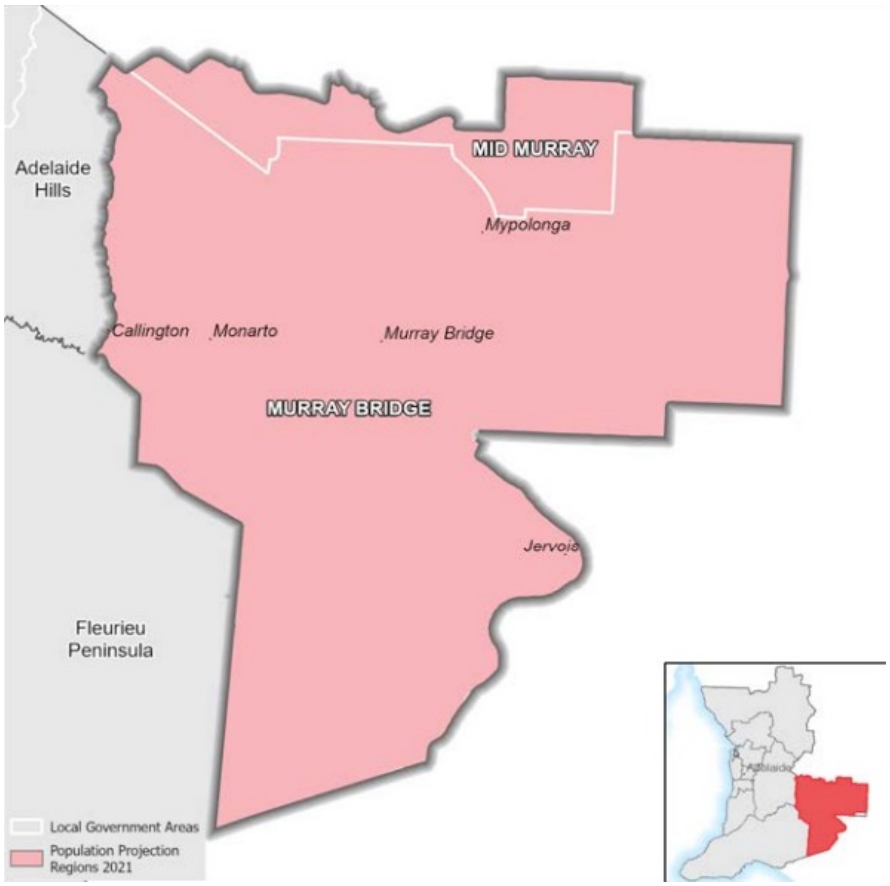
Murray Bridge

The region includes the city of Murray Bridge, Monarto and several smaller towns on the River Murray.

In 2021, the region had a population of 22,689. Since 2016, the population has increased by 777 people.

Murray Bridge has ample land for expansion, both within the built-up area and at Gifford Hill.

Job opportunities and demand for housing in Murray Bridge and the surrounding areas will be further increased following the recent commissioning of a new meat processing facility and other major local employment catalysts.



Key opportunities

- Murray Bridge provides significant long-term growth opportunities, with existing capacity for an additional 8,000 houses, and new growth areas identified to support up to an additional 23,400 homes over the longer term, to further establish it as one of Greater Adelaide's major satellite cities.
- The topography of the land, good interconnectivity with infrastructure networks and limited environmental constraints enable opportunities for large scale residential and employment lands development.
- The Murray River provides for a range of recreational opportunities.

Key issues

- Separation by travel distance from other major centres, such as Adelaide and Mount Barker, means that Murray Bridge requires significant ongoing industry and jobs growth to attract new population and to achieve the rate of growth envisaged.
- Long established as a regional centre, Murray Bridge is well serviced with a wide range of community infrastructure. The establishment of new or significant upgrades to existing infrastructure will be required to support long-term population growth.
- A large portion of the future growth areas are currently part of the EFPA. This means that land would not be made available for development in the short term.
- Transport planning work will be required to rationalise and develop long-term infrastructure improvements that will meet expected future travel demands associated with growth.

Populatio n

By 2051, the population of the Murray Bridge region is projected to grow by up to 2.9% per year, or more than 19,500 additional people over the 30-year period. Most of this growth is likely to occur within new growth areas of Murray Bridge.

Growth is projected across all age groups. The working age population is projected to increase significantly as job opportunities continue within the region.

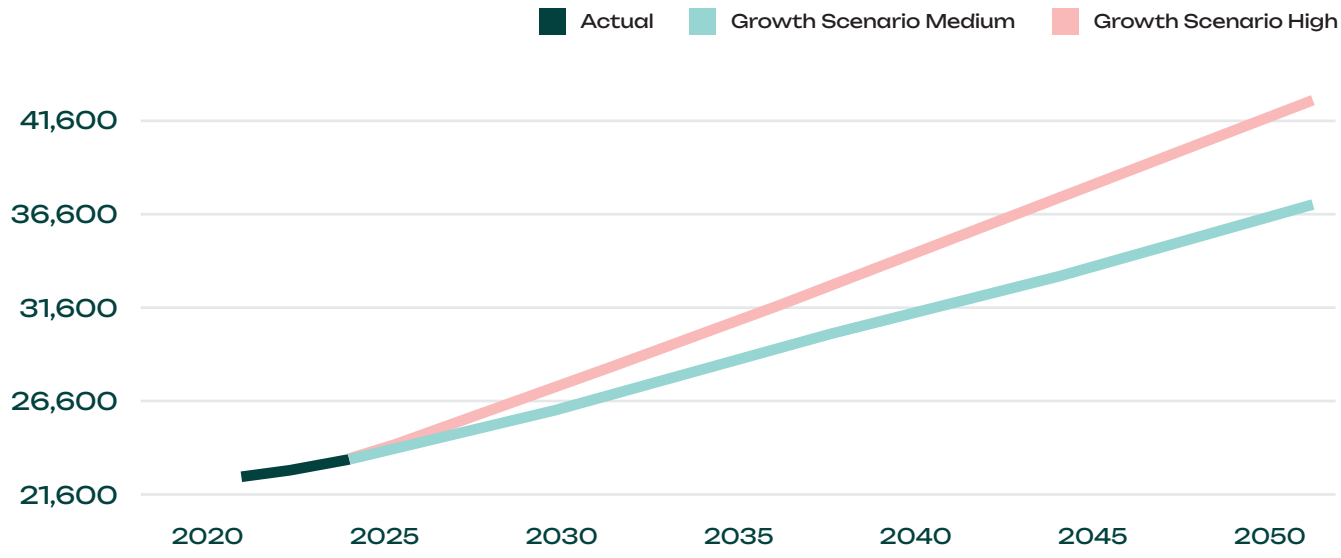
Table 19 - Projected population, Murray Bridge Region, 2021–2051

Estimate	Medium	High
Total population		
2021	22,689	22,689
2051	37,047	42,481
2021 - 2051 (Total change)	14,358	19,792
Average annual change		
2021 - 2051	479 (2.11%)	660 (2.91%)

Figure 54 - Projected population, Murray Bridge Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are best placed to manage anticipated growth, housing targets have been created. These targets were formulated using region specific information tied to projected population and household formation to ensure they reflect the likely needs of their growing populations.

Figure 55 - Land Supply Target (Murray Bridge)

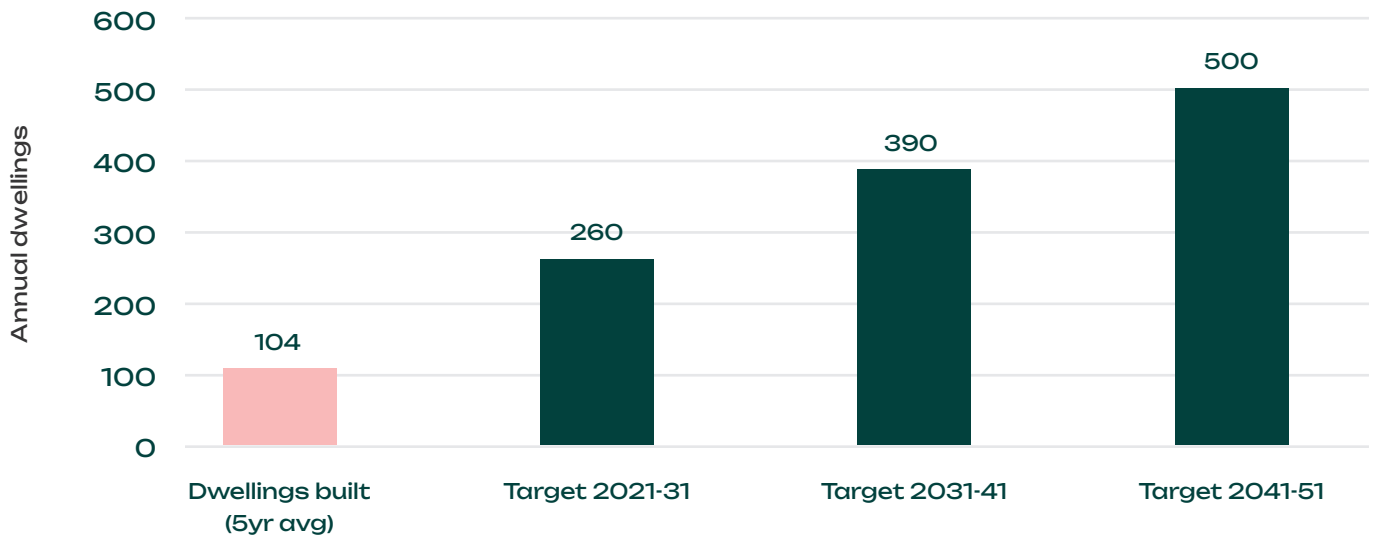


Figure 56 - Housing Target (by Local Government Area)

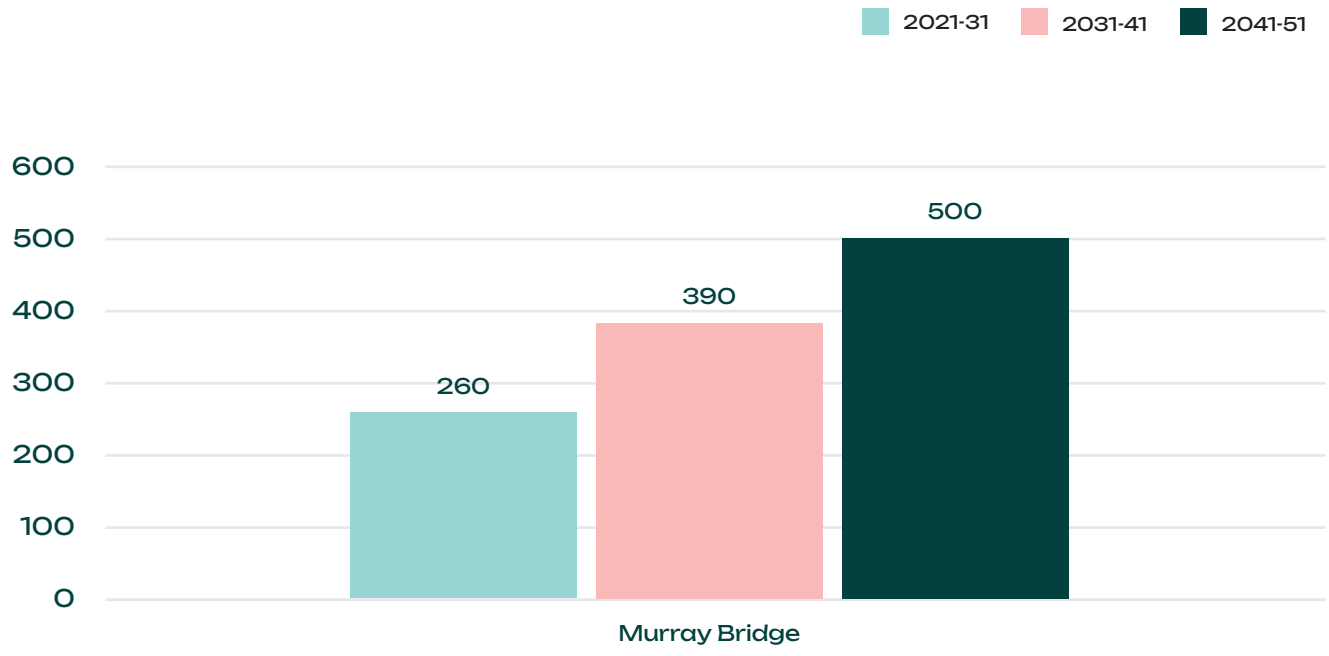


Table 20 - Projected Housing Demand and Land Supply, Murray Bridge Region

Annual housing target, 2021 - 2031	
Annual target	260
Land supply potential (allotments)	
Proposed	628
Zoned underdeveloped	6,435
Total zoned supply	**7,063**
Future growth outside EFPA	14,614
Future growth inside EFPA	10,441
Total future growth	**25,055**

The Murray Bridge region contains the township of Murray Bridge and several smaller townships and shack settlements along the Murray River. Much of the region is protected by the EFPA.

This region will require land to accommodate projected population growth to 2051. Based on current known supply, it is likely growth can be accommodated in the short to medium-term with existing supply, mostly located within the currently identified growth areas of Murray Bridge.

Proposed additional supply Greenfield

Precinct	Description	Estimated dwelling yield
Murray Bridge	Seven new greenfield areas have been identified to support long-term housing land supply for Murray Bridge. Approximately a third of this supply exists on the immediate periphery of the city's established urban footprint west of the River Murray and north of the South Eastern Freeway. A smaller area is located near Murray Bridge East and Riverglades, and a significant cluster of future urban land is located south of the freeway at Murray Bridge South and adjacent to land currently designated for future urban growth at Gifford Hill.	**23,500 dwellings**

Figure 57 - Employment Sectors and Land Uses, Murray Bridge Region, 2021–2051

Development trends	
Vacant land consumption (annual)	3 ha
Demand to 2051	46 ha
Total future area	1,389 ha

Employment land use mix

Current employment land supply

Occupied	1,531 ha
Vacant	50 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Vacant land supply is spread across the Monarto South and the Murray Bridge precincts. Demand for industrial land is estimated at around 46 hectares, and an estimated 50 hectares of zoned vacant supply.

An additional 1,389 hectares of future employment land has been identified to support local employment opportunities and capitalise on freight connections including the proposed Greater Adelaide freight bypass. Approximately 950 hectares of this land has been identified in a precinct located at Murray Bridge North and Pallamana. Depending on demand and infrastructure servicing capacity for this land, a longer-term opportunity has been identified for the potential future expansion of this precinct to an area bounded by Reedy Creek Road, Hillview Road, Bretag Road, Temora Lane, Temora Way and Mannum Road.

At present, industrial lands across Murray Bridge are utilised at very low intensities, and modelling outputs assume that as the local economy develops, land will be utilised at similar intensities to that seen in metropolitan industrial land precincts.

It is likely that there will be a diversion of demand for employment land from the Adelaide Hills region (particularly Mount Barker) to Murray Bridge, resulting in an increased take up of employment lands in Murray Bridge in the future.

Murray Bridge is expected to experience strong population growth, with activity centre floor space also expected to grow rapidly – by around 20,000 square metres. This will support a greater intensity of use in the Murray Bridge centre, with local and neighbourhood centres in growth areas also providing opportunities for the establishment of new floor space.

A quarter of this space is likely to be assigned to bulky goods, which aligns with regions experiencing high levels of residential growth.

Key infrastructure considerations

Murray Bridge is primarily serviced by the South Eastern Freeway, which connects to metropolitan Adelaide via Mount Barker. Key transport planning considerations include managing the interaction between freight movements and traffic from residential growth areas, future potential improvements to public transport services, improved mass transit options and the provision of additional freeway access points. The potential Greater Adelaide Freight Bypass, as part of the proposed High Productivity Vehicle Network, will look to connect Murray Bridge to the Sturt Highway, helping to divert heavy vehicles from Adelaide and the South Eastern Freeway.

Existing health facilities in the Murray Bridge region include the Murray Bridge Soldiers' Memorial Hospital, which provides acute services ranging from in-hospital care to specialist surgical, obstetrics and outpatients. There are also several neighbouring health facilities as part of the Riverland Mallee Coorong Hospitals and Health Services. Additional health capacity will be required within the region in the future to service anticipated demand. There is some limited existing capacity to accommodate growth in preschool, primary and high school education in the Murray Bridge region over the short-term. The development of new greenfield growth areas will need to accommodate future demand by reserving land for schools and other social infrastructure.

Many Eastern Mount Lofty Ranges and River Murray towns are solely supplied by water from the River Murray. The allocation of River Murray water is shared between Murray Bridge and much of the Greater Adelaide region, therefore it is critical that integrated planning is undertaken to manage allocation across all users. To support growth and increase the resilience of towns outside of metropolitan Adelaide that may only have access to a single water source, there is a need to identify opportunities to increase diversity of supply options.

Integrated water management solutions as part of precinct structure planning could reduce demands and diversify water sources for growth areas and the existing Murray Bridge area. The impacts of greenfield development and infill growth over time have a cumulative impact on water and wastewater infrastructure, and the impacts of future growth will need to be considered against future planned upgrades, resilience and master planning works to the network.

Murray Bridge does not currently have a completed stormwater management plan. The Murray Bridge township has been identified as a high priority for stormwater planning, with higher risk scores for climate change adaption and water security and reuse. The future urban form of Murray Bridge should consider the risks and opportunities identified for flooding, water quality and beneficial use of stormwater identified in a catchment scale stormwater management plan.

Master planning of new growth areas will need to include the provision of quality open space that delivers a range of social, cultural, environmental and economic benefits.

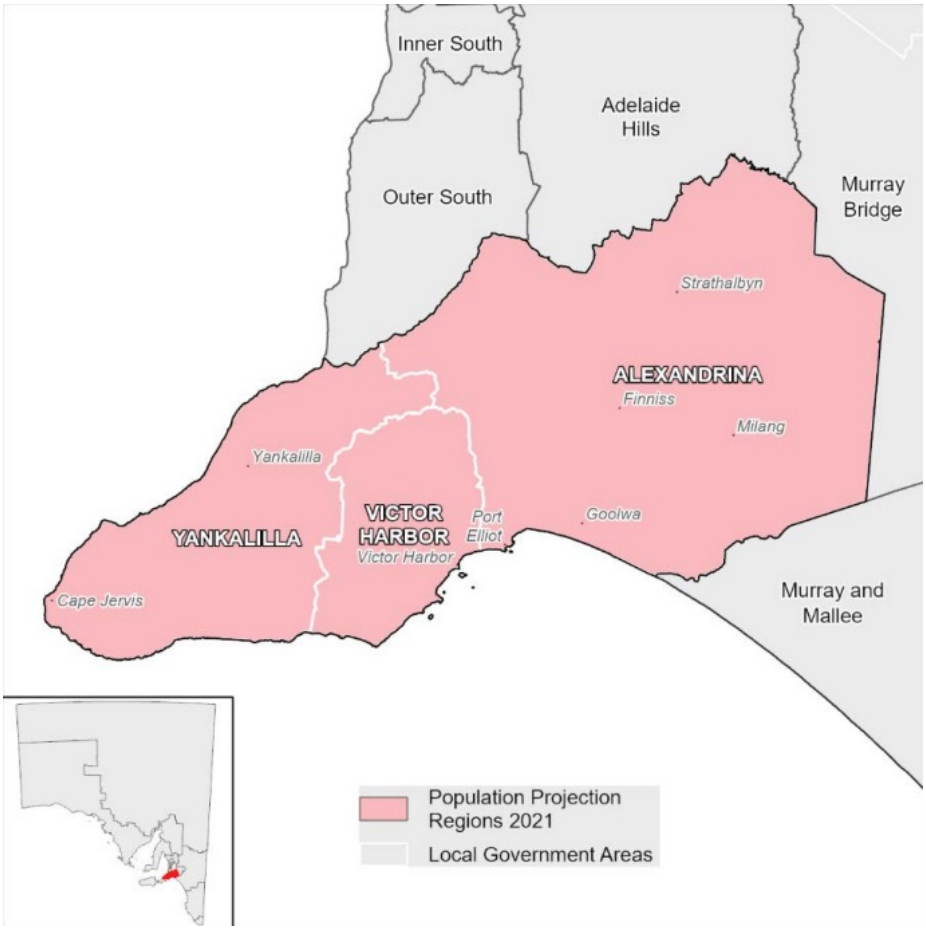
Existing electricity network infrastructure exists within the Murray Bridge region, including existing substations at Murray Bridge South, Murray Bridge North and Monarto South. The network is considered to contain some limited existing capacity to accommodate growth over the short-term and will need to be supported by ongoing upgrades to the network. Significant upgrades to the network and land for additional substation requirements will be required to support longer-term growth.

Consideration will also need to be made to future transmission asset planning in the region, including ElectraNet's near-term network development priority for the South-East Expansion project to increase transfer capability and unlock renewable resources in the region.[92]

Fleurieu P eninsula

The Fleurieu Peninsula region is an attractive and economically diverse area. Industries include wine in Langhorne Creek, tourism, forestry, retirement services and a diverse range of agriculture. In 2021 there were 51,600 people living in the region. Since 2016, the population has increased by around 4,800 people.
The Fleurieu Peninsula has many coastal and inland towns and is an attractive area for both tourism and retirement living.

The region is well serviced by the main townships of Victor Harbor, Goolwa, Strathalbyn and Yankalilla, and by its proximity to the Adelaide metropolitan area. However, long-term growth opportunities beyond township boundaries are limited due to the EFPA that covers much of the region.



Key opportunities

- Growth in the Fleurieu Peninsula region is expected to be driven by jobs in agriculture sectors, and in tourism and retirement services industries.

Key issues

- The Fleurieu Peninsula region has an ageing population whilst also supporting more younger families, representing challenges in providing appropriate access to social infrastructure (i.e. health and education).
- There is a need to maintain the unique and scenic character of the region's historic townships while providing housing choice.
- New employment land is required to support local jobs for a growing population, the siting and design of which must consider landscape character and amenity of gateways.
- Trunk infrastructure is required to service growth areas at Victor Harbor and Goolwa.

Populatio n

The region is set to experience significant population growth over the next 30 years with growth across all age cohorts expected. This region is heavily dominated by older age groups and the population aged 75+ is projected to increase by around 160%.

The population aged 90+ years will represent over 4% of the total population by 2051 compared to 1.5% in 2021. This represents significant challenges in terms of aged care, health and other aligned services and facilities.

The young working age population (25-39 years) is projected to increase by around 80% over the next 30 years. It is this cohort who will help to support current and projected growth in this region.

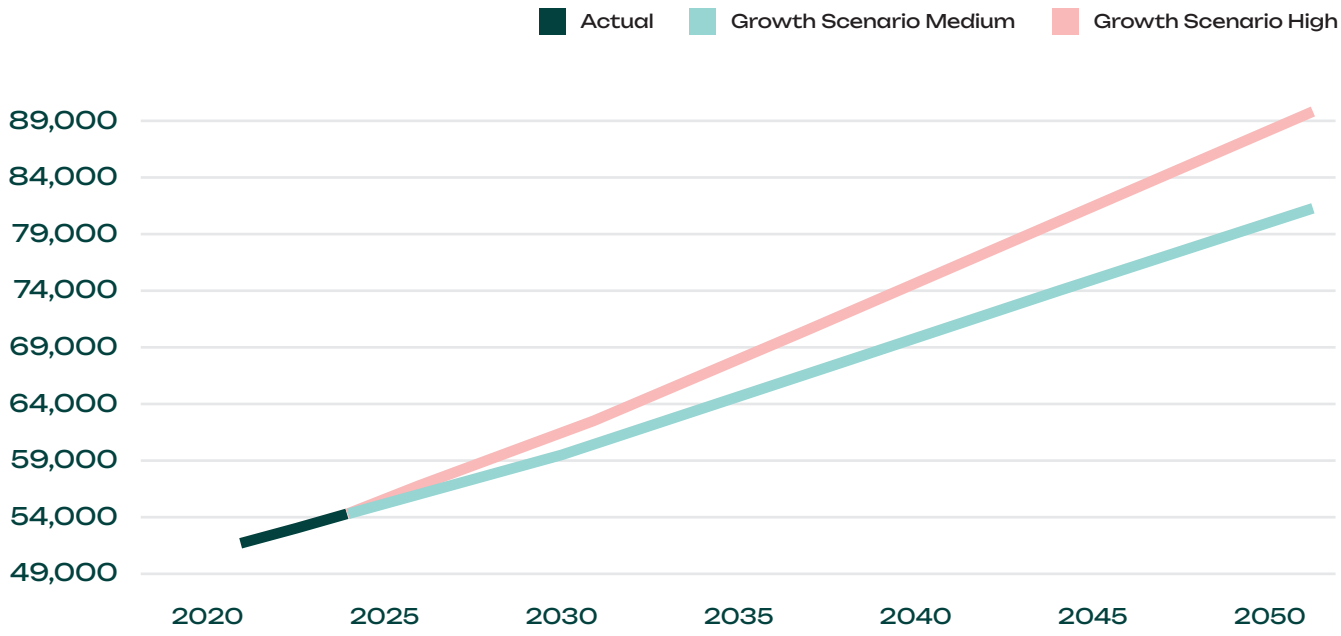
Table 21 - Projected population, Fleurieu Peninsula Region, 2021–2051

Estimate	Medium	High
Total population		
2021	51,612	51,612
2051	81,011	89,666
2021 - 2051 (Total change)	29,399	38,054
Average annual change		
2021 - 2051	980 (1.90%)	1,269 (2.46%)

Figure 58 - Projected population, Fleurieu Peninsula Region, 2021–2051

Projected population

Actual and projected population (2021 - 2051)



Housing targets

To ensure the region and its respective local government areas are well placed to manage anticipated growth, housing targets have been created to assist in local area planning. These targets were formulated using region-specific information tied to projected population growth, the unique constraints and opportunities for each region and household formation to ensure they reflect the likely needs of their growing populations.

Figure 59 - Housing Target (Fleurieu Peninsula Land Supply)

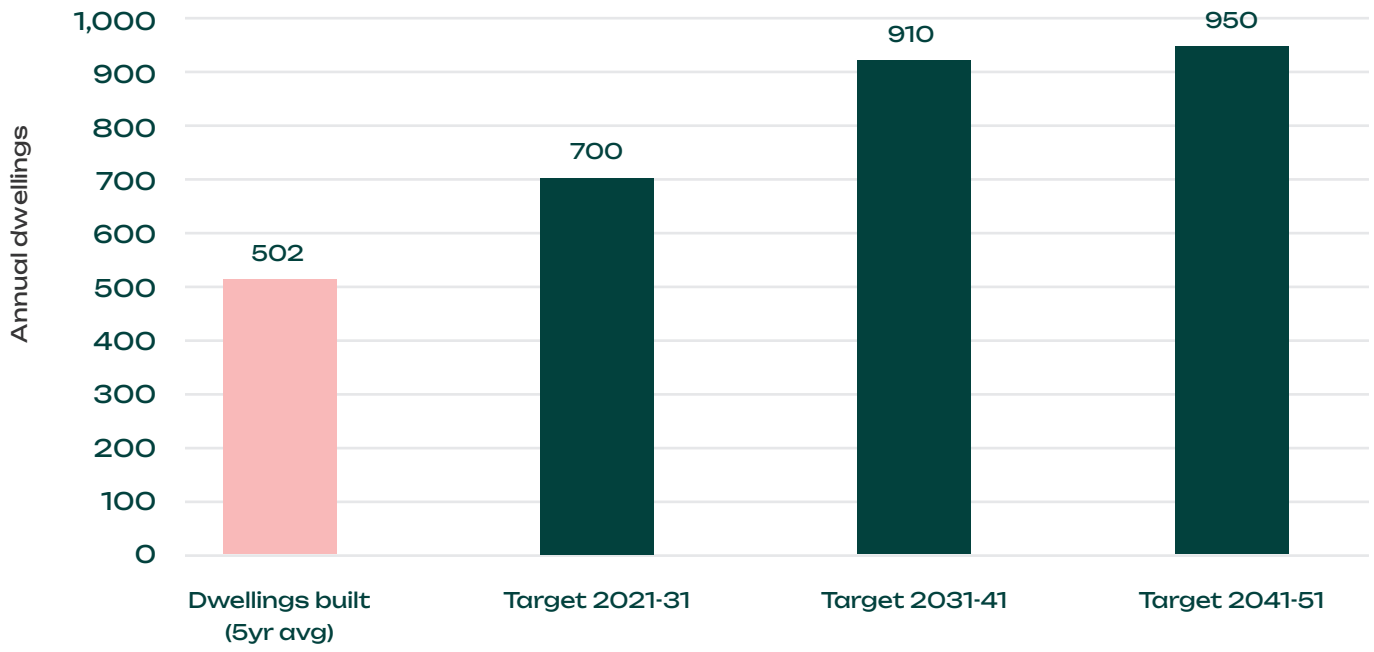


Figure 60 - Housing Target (Local Government Area)

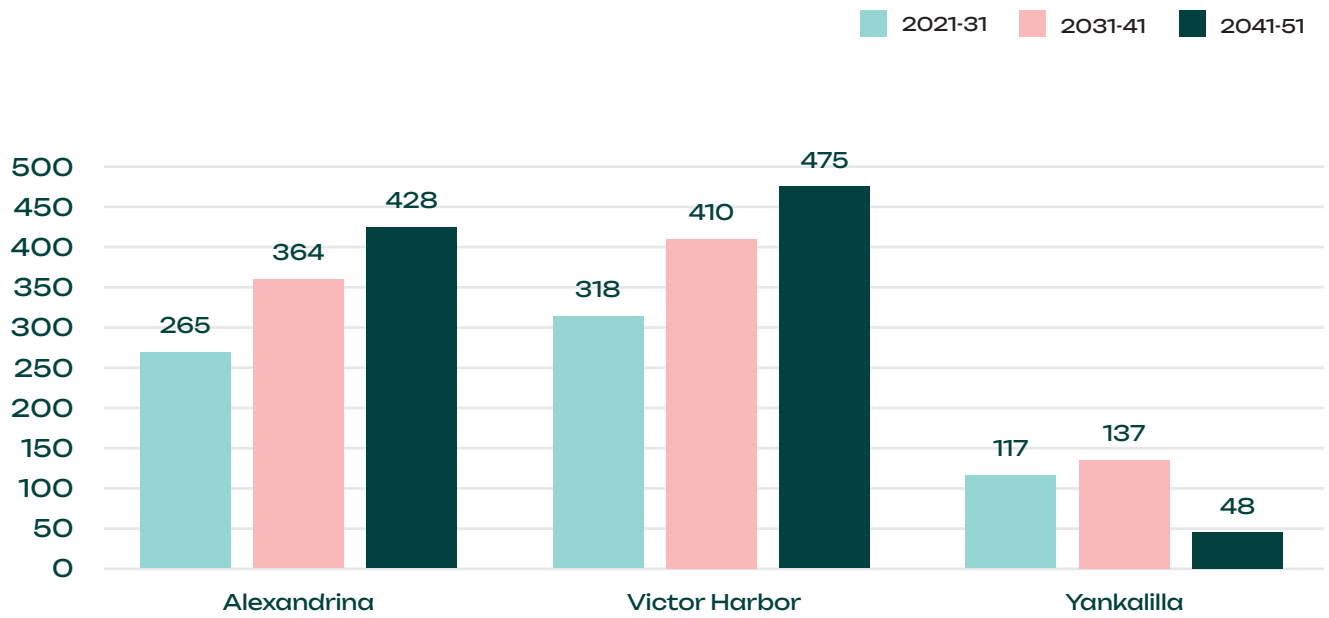


Table 22 - Projected Housing Demand and Land Supply, Outer South Region

Annual housing target, 2021 - 2031	
Annual target	700
Land supply potential (allotments)	
Proposed	1,448
Zoned underdeveloped	9,812
Total zoned supply	**11,260**
Future growth outside EFPA	11,050
Future growth inside EFPA	6,996
Total future growth	**18,046**

Over the last years, an annual average of 350 additional dwellings were constructed across the region. Most of this development occurs within the townships of Victor Harbor, Strathalbyn and Goolwa.

Based on current development trends, existing zoned supply will likely be consumed within the next 20 years.

To accommodate projected growth over the long term, additional growth opportunities will need to be considered across the region, noting existing constraints associated with both the CPA (McLaren Vale) and the EFPA overlays. There may also be an additional supply as ageing housing stock is upgraded and replaced over time.

Proposed additional supply **Greenfield**

Precinct	Description	Estimated dwelling yield
Victor Harbor	Four new growth areas have been identified in the vicinity of Victor Harbor. One of these areas is located directly adjacent to Encounter Bay, with another along a portion of Inman Valley Road and two located close to existing growth fronts at Hindmarsh Valley. These growth areas have the potential to draw upon the significant infrastructure, lifestyle and employment offerings of Victor Harbor in the medium to long term.	**6,600 dwellings**
Goolwa	Three new growth areas have been identified near Goolwa, with an additional growth area also identified at Middleton. These areas are located directly adjacent to areas already designated for future urban growth at Goolwa, with the area at Middleton located immediately north of the established urban area. Areas at Goolwa have the potential to be supported by future employment land parcels to the north, and adjacent to the airport in the west.	**3,200 dwellings**

Figure 61 - Employment Sectors and Land Uses, Fleurieu Peninsula Region, 2021–2051.

Development trends	
Vacant land consumption (annual)	4 ha
Demand to 2051	114 ha
Total future area	282 ha

Employment land use mix

Current employment land supply

Occupied	315 ha
Vacant	33 ha

* Data from land use codes (valuergeneral.sa.gov.au)
** Public utilities refers to land used for the provision of electricity, water, transport and telecommunications etc.

Most of the vacant land within the Fleurieu Peninsula region is located within precincts at Hindmarsh Valley and Port Elliot, with limited supply available within Goolwa.

A total of 114 hectares of employment land is expected to be required across the Fleurieu Peninsula region. Modelling indicates that existing supply is likely to become exhausted in the early-mid 2030s. Approximately 282 hectares of additional future employment land has been identified to support the future growth of Victor Harbor and Goolwa.

Population growth is expected to result in demand for an additional 29,500 square metres of retail floor space over the forecast period. With the bulk of population growth expected in the vicinity of the three large centres (Victor Harbor, Strathalbyn and Goolwa) it is expected that the bulk of this will be delivered through greater intensity of use in these designated centres and main streets. Additional new neighbourhoods or local centres in growth areas will also play a role in providing access to retail. It is estimated that around 8,000 square metres of floor space will be required to accommodate bulky good land uses.

Key infrastructure considerations

Key road networks within the Fleurieu Peninsula region include Victor Harbor Road and Alexandrina Road. Demand on the network increases during holiday peak periods. Currently, $810 million has been committed by the federal and state governments for the Fleurieu Connections Projects (Main South Road and Victor Harbor Road duplication projects) to improve road connections to Adelaide.[93]

Non-private vehicle travel connectivity options to Adelaide remain limited, and many people across the Fleurieu Peninsula region need to travel to Adelaide to access services. Opportunities to explore improved east-west connections between Victor Harbor and Goolwa, and an enhanced local public transport network will support improved accessibility within the region together with Living Locally principles. Numerous arterial road safety upgrades will also be required to support future growth in the region.

The Fleurieu Peninsula region features an ageing population that places increased demand on the health network including aged care services. The Southern Fleurieu Health Service currently caters to the existing regional population and provides a range of medical and surgical services to patients from across the Fleurieu Peninsula region and surrounding communities. Many patients, particularly those requiring more complex treatment, must travel to Flinders Medical Centre. Education facilities in Victor Harbor and Goolwa have some existing capacity to accommodate additional growth over the short-to-medium-term.

Victor Harbor and Goolwa are serviced by the Myponga Water Treatment Plant and Myponga Reservoir. Towns supplied solely from the Myponga Reservoir have lower resilience than those with multiple sources. These towns may be prone to water shortages in extreme events. The Victor Harbor Water Treatment plant will need to be upgraded to meet future demands. Wastewater management capacity in Goolwa and surrounding townships cannot support significant additional population growth and further investigations are required to develop appropriate solutions.

There are several small wastewater treatment plants in the Fleurieu Peninsula region which generally serve local residential areas. Future network expansion and augmentation may be required to service future growth in the region.

The preparation of integrated water management plans as part of precinct structure planning could also help to reduce demands and diversify water sources for both existing and future growth areas, in addition to managing interfaces with waterways, groundwater and the coast.

Victor Harbor is exposed to both riverine (Inman and Hindmarsh River) and stormwater flooding. The low-lying nature of some of the town and some of its existing seawater ornamental lagoons are at risk from sea level rise with climate change. Goolwa is subject to similar flooding and sea level rise risks and further investigation is required to determine the extent and timeframe of impacts in order to propose management solutions.

Future growth areas and development will need to consider region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered and constraints identified. This region is a popular tourist destination and offers an attractive lifestyle choice for retirees. Open space planning will therefore need to consider the diverse needs of residents and visitors, whilst also ensuring that the region's unique landscape character is retained and enhanced. The introduction of Inter-Urban Breaks will strengthen this landscape character by providing breathing space between urban areas.

Expansion of Adelaide's urban footprint through greenfield development will also necessitate the extension of trunk electrical infrastructure. In some cases, this may also require reinforcement of the network in well-established areas so that reliability and safety of the network are maintained for our customers. In areas targeted for significant expansion beyond Metropolitan Adelaide, such as Victor Harbor, new sub-transmission lines may be required to maintain network reliability and redundancy, reducing the risk of power outages to the area. The integration of these lines and their easements requires significant planning coordination and should be factored into the long-term planning of growth areas.

The electricity network within the Fleurieu Peninsula region contains some existing capacity to accommodate projected growth within the region over time, supported by ongoing upgrades to the network. Additional substation capacity and other network upgrades may be required in the region in the future to support future growth.

Victor Harbor is exposed to both riverine (Inman and Hindmarsh River) and stormwater flooding. The low-lying nature of some of the town and some of its existing sea water ornamental lagoons are at risk from sea level rise with climate change. Goolwa is subject to similar flooding and sea level rise risks and further investigation is required to determine the extent and timeframe of impacts in order to propose management solutions.

Future growth areas and development will need to consider region-wide and local flood mitigation strategies to ensure the cumulative impacts of stormwater are considered and constraints identified.

This region is a popular tourist destination and offers an attractive lifestyle choice for retirees. Open space planning will therefore need to consider the diverse needs of residents and visitors, whist also ensuring that the region's unique character is retained and enhanced. The Fleurieu Inter-Urban Break has been proposed for this region. It will build on the natural landscape features providing connected habitat and biodiversity corridors.

The electricity network within the Fleurieu Peninsula region contains some existing capacity to accommodate projected growth within the region over time, supported by ongoing upgrades to the network. Additional substation capacity and other network upgrades may be required in the region in the future to support future growth.

Acronyms and abb reviatio ns

ABS	Australian Bureau of Statistics
BSUD	Biodiversity Sensitive Urban Design
CFS	Country Fire Services
CPB	Coast Protection Board
CPD	Character Preservation Districts
DEW	Department for Environment and Water
DHUD	Department for Housing and Urban Development
DIT	Department for Infrastructure and Transport
DPC	Department of the Premier and Cabinet
EFPA	Environment and Food Production Areas
EPA	Environment Protection Authority
ESCOSA	Essential Services Commission of South Australia
GRP	Gross Regional Product
GSP	Gross State Product
GICU	Growth and Infrastructure Coordination Unit
JPB	Joint Planning Board
LSR	Land supply region
LGA	Local Government Association of South Australia
MFS	Metropolitan Fire Service
NEM	National Electricity Market
NRFC	National Reconstruction Fund Corporation
NCB	Net Community Benefit
NSC	North-South Corridor
NAIS	Northern Adelaide Irrigation Scheme
PDI Act	*Planning, Development and Infrastructure Act 2016*
Code	Planning and Design Code
Fund	Planning and Development Fund
PLUS	Planning and Land Use Services
PIEP	Prime Industrial Employment Precincts
RARB	Recognised Aboriginal Representative Bodies
SAPN	SA Power Networks
SAHT	South Australian Housing Trust
SES	State Emergency Service
SLS	Special Legislative Schemes
SIP	State Innovation Places
SPP	State Planning Policy
SSIEP	State Significant Industrial Employment Precincts
SRA	Strategic Resource Area
T2D	Torrens to Darlington
WSUD	Water sensitive urban design

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