



# Greater Adelaide Regional Plan Engagement Report Summary



STATE  
PLANNING  
COMMISSION

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# Introduction

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**The Greater Adelaide Regional Plan addresses the critical challenge of enhancing the sustainability, liveability, and prosperity of the rapidly growing Greater Adelaide region.**

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The final Greater Adelaide Regional Plan is the culmination of extensive growth investigations and region-wide engagement processes, where the voices of the community and stakeholders were paramount. Throughout the consultation periods, a significant amount of invaluable feedback was garnered from a diverse array of participants, including members of the public, landowners, industry representatives, community groups, and government bodies.

This engagement summary presents the engagement activities undertaken, and highlights the submissions received across the two significant engagement phases of the Greater Adelaide Regional Plan.

The first phase involved the Greater Adelaide Regional Plan Discussion Paper, which was open for community and stakeholder feedback between 14 August 2023 and 6 November 2023. During this period, a wide range of stakeholders, including communities, councils, state agencies, industries, and interest groups, provided valuable input on how the region should evolve towards 2050 and beyond.

The second phase focused on the draft Greater Adelaide Regional Plan, which incorporated the feedback from the initial consultation and was further refined through additional community engagement across six weeks, from 23 September 2024 to 4 November 2024. This report provides the insights and feedback gathered from both phases, highlighting the collaborative efforts and shared vision for the future development of the Greater Adelaide region.

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## Phase 1: Greater Adelaide Regional Plan Discussion Paper engagement

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### Overview

Between 14 August 2023 and 6 November 2023, communities, councils, state agencies, industries, interest groups and other key stakeholders were invited to have their say on the Greater Adelaide Regional Plan Discussion Paper (Discussion Paper).

The Discussion Paper was prepared by the State Planning Commission (Commission) to guide a collaborative process to prepare the Greater Adelaide Regional Plan (Plan).

The Commission was pleased with the discussion, debate and the exchange of ideas prompted by the Discussion Paper on how the region should evolve as we approach 2050 and beyond. Much of the discussion was centred on how we can protect and enhance the highly valued features of the Greater Adelaide region: our premium food and wine, our scenic landscapes and natural environment, our cultural and built heritage, our world class beaches and overall quality of life; whilst providing for the land supply required to support projected growth.

### Engagement outcomes

A total of **754 individuals provided submissions** during the 12-week engagement period.

A significant amount of verbal and informal feedback was also provided by community and key stakeholders at **more than 70 engagement events**, such as community information sessions, listening posts, stakeholder briefing sessions and workshops.

A series of facilitated workshops and forums were held with councils, state government agencies, youth organisations and First Nations groups across the Greater Adelaide region to discuss the relationship between the Plan and the communities they represent. Councils provided detailed written submissions in addition to these workshops.

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## Phase 2: Draft Greater Adelaide Regional Plan engagement

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### Overview

Following the three-month Discussion Paper consultation, feedback was reviewed, and a report prepared for the Commission. The Commission, in collaboration with councils, stakeholders and the community, used this important community feedback to develop the draft Plan.

Detailed growth area investigations and Stage 1 engagement feedback informed the development of the draft plan which was released for further community engagement, spanning 6-weeks between 23 September 2024 and 4 November 2024. This engagement period gave communities, councils, state agencies, industries, interest groups and other key stakeholders further opportunity to be involved in the regional planning process and provide valuable input to help guide the final Plan before its implementation.

### Engagement outcomes

Submissions and survey responses were received from a range of stakeholders including members of the public, landowners, industry, community groups and government.

A total of **673 submissions** were received during the 6-week engagement period. 18 online community and stakeholder briefing sessions and workshops were held during the engagement period and were attended by a total of 684 participants.

### Post engagement

#### Key feedback and amendments to the Plan

The sheer volume of engagement underscores the importance of collective input in shaping the Plan. **A total of 1,427 submissions were received (phase 1 and phase 2), alongside 88 in-person and online engagement events.** This robust participation highlights the community's commitment to influencing the region's future.

A What We Heard report was released on 18 November 2024, which provides a summary of issues raised during engagement.

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## Key points of feedback

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### People, housing and liveability

- The draft Plan does not reflect the urgency of the housing crisis.
- State-led planning will be slow and costly.
- Some strong concern over high-rise developments in suburban areas
- Greater focus on diverse and affordable housing options is needed, particularly for low- income and vulnerable communities.
- Neighbourhood character, especially in areas with predominantly low-rise patterns of existing homes is important.
- Various parcels of land were suggested to be identified in the Plan for future growth.

### Productive economy

- Planning for employment land needs to occur alongside planning for housing.
- Strong support for protecting state significant and prime employment lands, as well as inner metro local employment zones.
- Infrastructure coordination and delivery needed immediately to unlock underutilised employment land.
- Suggestion to expand the National Employment Cluster designation west of Port Wakefield Road, including Penfield Intermodal Facility.

### Natural resources, environment, and landscapes

- The draft Plan could be doing more to respond to climate change, and that there is too much focus on greenfield development.
- Greater focus on the robust protection and enhancement of Adelaide's tree canopy and enhancement of green spaces.
- Green infrastructure such as parks and open space is becoming increasingly important.
- Mixed response to the proposed Northern Park Lands – with those directly impacted indicating their opposition and some alternative green corridor routes suggested.

### Transport and infrastructure

- Greater investment in public transport to reduce car dependency is needed.
- Infrastructure is failing to keep pace with housing development.
- There is strong support for expanding rail services to key areas like Mount Barker, Murray Bridge, Victor Harbor, and the Barossa Valley.
- Strong support for greater focus on active transport.

### Delivery and implementation

- Coordination of infrastructure and planning has been poor and needs better governance in government.
- Want to see increased integration between land use policies with infrastructure and transport.
- More targets and measures are needed with respect to Living Locally.

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## A range of amendments are recommended in response to the feedback received.

### The key types of changes include:

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- A range of amendments to the long-term strategic directions and commentary in the Plan, primarily in response to feedback to state agencies or utility providers to provide greater alignment with other endorsed state policy positions.
- Additional content or rewording to clarify the state's role in state significant infill areas and that private proponents can still initiate a Code amendment.
- Minor spatial changes to infill, greenfield and employment growth areas in response to submissions - the national employment cluster has been expanded.
- Amending the tree canopy target and regional open space layer in response to state agency and stakeholder feedback.
- Changes to mapping layers where new data is available or in response to state agency feedback.
- Updating infrastructure content to better reflect long-term infrastructure needs to support growth.
- Additional actions, including those relating to housing diversity, greening, infrastructure co-ordination and planning for growth areas.

A summary of key issues raised and the Commission's response to these are below.

### **“The draft Plan does not reflect the urgency of the housing crisis.”**

#### **Response:**

To accommodate future growth, 300,000+ houses are needed in the next 30 years. Greater Adelaide has the capacity to accommodate approximately 200,000 homes, which is sufficient zoned land for at least the next 15 years, however a lot of this land requires the delivery of essential infrastructure to create development-ready land supply. The Housing Roadmap announced by the Premier mid-2024 contains the more immediate actions to help address this issue.

The Plan is the central policy tool to align long-term planning for housing and employment growth with the timely infrastructure planning and delivery. The Plan also includes short-term actions to refine and incorporate infrastructure analysis and planning from state agencies and utility providers, and for Local Housing Strategies to be developed by local government.

Additionally, a Bill is being drafted to amend the *Planning, Development and Infrastructure Act 2016 (PDI Act)* to revise the Environment and Food Production Areas (EFPAs) to align with the Plan and enable a 5-year rolling supply of development-ready land to be accommodated.

**“Planning assumptions do not reflect current high growth and more land is needed.”**

**Response:**

The Plan is a long-term vision over a 30-year period and identifies how growth and housing demand could eventuate over that time. It will be used as the central policy tool for long-term strategic infrastructure planning by state agencies based on population growth, land supply and strategic infrastructure plans. The Housing Roadmap announced by the Premier mid-2024 is the document containing the more immediate actions to address the housing crisis.

Planning for high-growth is considered best practice for 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.

In addition to planning for high growth, the Plan applies a 40% buffer in identifying additional opportunities for infill and greenfield growth to account for land that may not become available for development. This ensures there is adequate land supply for the long-term.

The Plan is dynamic and can be amended in the future to find additional supply upon review. The Plan also includes an action to amend the Plan to respond to additional work scheduled over the next 2-3 years including infrastructure analysis and planning from state agencies and utility providers, and the development of local housing strategies by local government.

**“Essential infrastructure and transport is needed to support growth.”**

**Response:**

The provision of infrastructure is a key constraint both on current supply and the ability for future growth areas to be brought faster to meet supply. Feedback has been received from the community that recently completed housing projects are contributing to unsustainable pressure on legacy infrastructure, before demand is increased with anticipated future growth.

Cross-collaboration across the state and local government is critical for success. To prepare the Plan, the Commission and the Department for Housing and Urban Development staff worked closely with state agencies and other infrastructure providers to best understand areas of constraint and where opportunity exists to provide infrastructure at the most efficient cost.

Once implemented, the Plan will provide for greater coordination of infrastructure and service across agencies. It establishes common planning assumptions that local government, state agencies and infrastructure providers can use for land use and infrastructure planning. It is the key source for all agencies and infrastructure providers to use in terms of population assumptions, spatial allocation of future land supply and population distribution.

The Plan will provide a place-based view of infrastructure required (rather than an individual agency view), develop a shared understanding of the capacity of different infrastructure networks, and improve the timeliness, transparency and certainty about infrastructure delivery and how it is paid for.

This will be achieved in the Plan through the identification and preservation of land to support staged infrastructure delivery. This avoids problems of the past where state government has been required to purchase land at residential land values. This can be avoided through the preservation of land for state infrastructure. An action of the Plan is to introduce policy seeking to protect future infrastructure corridors and reserves (e.g. freight, rail, utilities).

This is the first time that alignment of land use and infrastructure planning has occurred to provide for a more coordinated and accurate view of the infrastructure, servicing and utilities required to deliver better outcomes for growing communities over the next 30 years.

The Plan emphasises the importance of integrating land use and transport planning. The work to come from the Department for Infrastructure and Transport to develop a passenger transport strategy, stemming from their state Transport Strategy, will be based on the strategic sites and growth areas identified in the Plan.

**“Coordination of infrastructure and planning has been poor and needs better governance.”**

**Response:**

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.

The PDI Act gives us 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 planning system. It will keep government, industry and councils up to date with trends in land supply, demand for housing and employment land use, and enable faster responses to changes.

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 such as the 20-Year State Infrastructure Strategy (Infrastructure SA) and the Transport Strategy (Department for Infrastructure and Transport), will provide for greater alignment and confidence for the sector with respect to coordinated infrastructure planning, and allow for clarity and guidance for long-term growth assumptions and planning outcomes.

One of the early actions to come out of the Plan is the preparation of a Northern Suburbs Infrastructure Strategy. The strategy will inform a structure plan over the six major northern growth areas with recommendations for infrastructure delivery and funding, including water, sewer, transport, stormwater, energy, staging and delivery. This strategy will feed into the first planned Regional Plan Amendment to inform refinements and prioritisation of growth areas.

Another significant action to come out of the Plan will be the preparation of local housing strategies by local government, which is to include requirements and timing for local infrastructure and services. These strategies will identify how local housing and employment land targets can be met.



**“State-led planning will be slow and costly.”**

**Response:**

Planning is already underway for key growth areas identified in the Plan. The role of state government in the planning of these areas will depend on the level of intervention required such as land ownership, rezoning and unlocking infrastructure. Third party Code amendments will continue with streamlined Code amendment processes.

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**For those interested in a detailed account of all feedback provided, along with the submissions received, the full Greater Adelaide Regional Plan Engagement Report is available on the PlanSA website at [www.plan.sa.gov.au](http://www.plan.sa.gov.au).**

