Greater Adelaide Regional Plan Discussion Paper

Summary of responses

PlanSA

Government of South Australia
Department for Trade and Investment

CONTENTS

1   Executive summary

The Greater Adelaide Regional Plan (the Plan) is one of the most significant and impactful pieces of work the State Planning Commission (the Commission) will undertake for South Australia.

The Plan defines the long-term vision for sustainable growth and change in the Greater Adelaide region through to 2051 and beyond. It plays a significant role in identifying land for housing and employment, and identifying long-term infrastructure needs to support future communities.

Consultation and engagement are central to the preparation of the Plan and will ensure a relevant, inclusive and dynamic final product.

Formal engagement with stakeholders, local government, industry and community on preparing the Plan extends across two stages:

- Stage 1 Engagement – consultation on the early directions proposed by the Commission in the Greater Adelaide Regional Plan Discussion Paper (Discussion Paper)
- Stage 2 Engagement – consultation on the draft Plan after considering Discussion Paper feedback.

Stage 1 Engagement

The Discussion Paper was released as part of Stage 1 engagement on the draft Plan to guide feedback on the Plan. The Discussion Paper provided community, council and industry with information and ideas to stimulate new thinking and informed debate about how we accommodate residential and employment growth over the next 30-years.

The engagement period for the Discussion Paper ran for 12 weeks, Monday, 14 August 2023 to Monday, 6 November 2023.

A broad spectrum of engagement activities was undertaken to ensure that the views of our diverse community were captured. This included community drop-in sessions, online engagement and workshops with key groups including youth, First Nations representatives and councils.

Feedback was received through a range of means including a general survey, a youth survey, information captured spatially through an online map tool, workshops and through formal submissions.

Individuals and organisations across Greater Adelaide and beyond were generous with the time and effort that was put into hundreds of detailed submissions. Despite this breadth of feedback received, feedback centred around several key themes:

- housing availability and affordability
- infrastructure
- housing diversity and quality
- greening
- open space
- climate impacts and biodiversity
- public transport
- qualified support for increasing density and infill development.

A record of the engagement, feedback and discussion by theme is provided in this Section 73 Engagement Summary Report. This feedback underwent detailed analysis to prepare a draft Plan.

The draft Plan was prepared during 2024 considering the feedback received through the Discussion Paper engagement.

Stage 2 Engagement

The draft Plan has now been released for an additional six-week online engagement period from 23 September to 5:00pm 4 November 2024.

This will provide community members and stakeholders with an opportunity to review and provide feedback on the directions of the draft plan before final amendments are made ahead of the Plan's formal endorsement and adoption.

Written submissions on the draft Plan can be provided by:

- visiting the YourSAy and completing our survey: yoursay.sa.gov.au/greater-adelaide-regional-plan

- visiting the PlanSA website and completing the online submission form: plan.sa.gov.au/regional-planning-program/how-to-get-involved/public-feedback-form

- emailing: PlanSASubmissions@sa.gov.au (subject: Submission – Greater Adelaide Regional Plan)

- posting your submisson to:
  Attention: Growth Management Team
  Planning and Land Use Services
  Department for Housing and Urban Development
  GPO Box 1815
  ADELAIDE SA 5001.

All written submissions received will be made publicly available on the PlanSA portal at the conclusion of the consultation period.

For further information about the draft Plan and how to provide feedback:

- visit the Regional Planning Portal: regional.plan.sa.gov.au

- visit the YourSAy website: yoursay.sa.gov.au/greater-adelaide-regional-plan

- register to join an online information session (visit the YourSAy website for details)

- email PlanSA Service Desk at plansa@sa.gov.au

- phone PlanSA Service Desk on (08) 7133 2113.

2 Introduction

2.1 Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan is one of the most significant and impactful pieces of work the State Planning Commission will undertake for South Australia.

The Plan defines the long-term vision for sustainable growth and change in the Greater Adelaide region through to 2051 and beyond. It plays a significant role in identifying land for housing and employment, and identifying long-term infrastructure needs to support future communities.

Formal engagement with stakeholders, local government, industry and community on preparing the Plan extends across two stages:

- Stage 1 Engagement – consultation on the early directions proposed by Commission in the Greater Adelaide Regional Plan Discussion Paper

- Stage 2 Engagement – consultation on the draft Plan after considering Discussion Paper feedback.

2.2 Greater Adelaide Regional Plan Discussion Paper

The Discussion Paper was released as part of this engagement on the draft Plan to guide feedback on the Plan.

The Discussion Paper provided community, council and industry with information and ideas to stimulate new thinking and informed debate about how we accommodate residential and employment growth over the next 30 years. The Discussion Paper guided consideration and feedback in order to help determine:

- what Greater Adelaide might look like in 30 years

- the needs and wants of current and future communities

- where and how we should grow.

The draft Plan was prepared during 2024 considering the feedback received through the Discussion Paper engagement.

3   Engagement approach

The process for amending a designated instrument (including a regional plan) is set out in the *Planning, Development and Infrastructure Act, 2016*. The Act requires public engagement to take place in accordance with the Community Engagement Charter.

The designated entity prepared an engagement plan to apply the principles of the Community Engagement Charter.

Engagement on the Discussion Paper sought to:

- generate awareness and interest in the development process for the Greater Adelaide Regional Plan

- introduce the Discussion Paper as the primary source of information and discussion material relating to the Greater Adelaide Regional Plan

- amplify the key considerations of the Discussion Paper:

  - a vision for Greater Adelaide

  - the key trends and how they relate to the region and subregions of Greater Adelaide

  - the key challenges and constraints that face Greater Adelaide as our population grows

  - potential opportunities for growth and change in the region

  - understanding what is important to people to help prioritise growth opportunities that respond to the needs and aspirations of our communities

  - potential for housing and land supply, infill and greenfield

  - potential options for future urban form

  - the strategic long-term planning required for sustainability

- deliver engagement activities that are inclusive, accessible and reach a diversity of stakeholders – including our First Nations communities and younger demographics

- deliver a high level of participation across a diverse stakeholder and community matrix

- demonstrate genuine engagement and share how feedback has been considered in decision making

- be proactive and responsive to stakeholders and ensure there are established processes and systems in place to conduct engagement effectively and transparently.

The engagement period for the Discussion Paper ran for 12 weeks, Monday, 14 August 2023 to Monday, 6 November 2023.

3.1 Compliance with the engagement plan

Engagement activities were undertaken in accordance with the engagement plan. In line with the Community Engagement Charter, the engagement process was regularly monitored and some variations were made to the engagement process including:

- development of a council toolkit to provide councils with materials such as fact sheets and copies of the Discussion Paper to display for the local community to access e.g. civic centres and libraries

- online 'listening posts' to ensure all interested stakeholders had convenient and easy access to learn about the Discussion Paper and participate in the consultation

- the launch event did not happen to better support resourcing and budget for promotion through social media and other feedback mechanisms.

3.2 Engagement activities

Engagement has been undertaken through three distinct phases, which are detailed further below.

3.2.1 Phase 1: Announcement and promotion

Phase 1 of the engagement program involved promoting the release of the Discussion Paper for consultation.

Activity	Description	Target Audience
Website	Established a project webpage and fact sheet that provided information about the Greater Adelaide regional planning process, including what the Plan is, how it will be prepared, at what stages engagement will occur and with whom.	All
YourSAy	Established a YourSAy platform which housed the Discussion Paper and related documents including a fact sheet. The online survey was accessible through the YourSAy website.	All
Fact sheet	Established a fact sheet that provided information about the Greater Adelaide regional planning process including what the Plan is, how it will be prepared, at what stages engagement will occur and with whom. The fact sheet was sent to stakeholders with an invitation to participate in the consultation.	All
Social media (Facebook, Twitter and LinkedIn)	Promoted consultation opening on PlanSA, Commission and YourSAy social media channels. This included geo-targeted ads to different regions with information specific to them. Social media aligned with established branding.	All
Youth-focused social media	Engaged a digital agency to help support youth engagement with the Discussion Paper.	Under 25
Media	Significant promotion of consultation launch, focussed on radio, including interviews with the Minister for Planning and State Planning Commission Chair.	All
Out of home advertising	Promoted the Discussion Paper through posters and banners in strategic locations, such as community centres, to raise awareness of the paper and to garner feedback. This included a digital poster, a council toolkit (including roadside banners, posters for local noticeboards) and a flyer sent to the distribution list.	Community
Briefing paper	Communicated to Minster, Premier and Cabinet about the regional planning process.	Planning Minister, Premier and Cabinet
Briefing presentation	Presented the Discussion Paper to key stakeholders.	State MPs and councils

Activity	Description	Target Audience
Project champions	Enlisted cross-agency advocates and key stakeholders who were be briefed on the Greater Adelaide Regional Plan and supplied comment when required.	N/A
Market research	Carried out analysis to identify key focus groups and survey participants for Greater Adelaide project.	N/A
Council toolkit	Provided a package of materials to Greater Adelaide councils to promote feedback in their communities, including digital posters, email signatures and copies of the Discussion Paper.	Greater Adelaide councils

3.2.2 Phase 2: Engagement period activities

Phase 2 of the engagement period involved delivering engagement activities to inform community and stakeholders of the Discussion Paper objectives and gather feedback.

Activity	Description	Target Audience
Industry workshops	Delivered workshops with Adelaide-based organisations and industry groups that have a state-wide focus.	Industry and organisations
Council workshops	Held a workshop in each of the seven sub-regions, with councils invited to send representatives to the workshop in their sub-region. Connection between council areas and strategic issues and opportunities were discussed.	Councils in Greater Adelaide
State agency workshops	Delivered face-to-face workshops with state government agencies to provide input into the vision and priorities for all regions.	State government agency representatives
Youth workshops	Delivered online information sessions with youth aged 13-25 to discuss the Discussion Paper and identify key themes of interest.	Under 25
Community information sessions	Held in-person drop-in information sessions in each of the sub-regions to promote the paper and garner community feedback.	Local community and businesses
Online community information sessions	Held online community information sessions to support the drop-in sessions and increase consultation reach and accessibility.	Local community and businesses
Online survey	An online survey for community and stakeholders unable to attend workshops was conducted using the YourSAy website to spatially map ideas and feedback.	Community and stakeholders
First Nations focus group	Established ongoing working relationships and partnerships with key representatives from Aboriginal state government agencies and each of the First Nations groups in Greater Adelaide to ensure the department's strategic planning incorporates and acknowledges Aboriginal cultural knowledge, history and addresses issues and opportunities. Additional meetings have been held with First Nations groups.	First Nations people
Social media (Facebook, Twitter and LinkedIn)	Regularly promoted the consultation on PlanSA, Commission and YourSAy social media channels, including paid promotion. Social media aligned with established branding.	All
Media	Continued media promotion of the consultation and engagement events via radio, print and online media throughout the engagement period.	All

Activity	Description	Target Audience
Listening posts	Enabled community to book an online session with a planner to discuss the Discussion Paper in more detail, ask questions and provide feedback. Note this was not considered a feedback mechanism.	Community
Email and telephone enquiries	Invited stakeholders and community to contact PlanSA Service Desk if they had enquiries or wished to set up a meeting to discuss the proposal. Contact details were provided throughout the consultation: • Phone: 1800 752 664 • Email: Plansa@sa.gov.au.	All

3.2.3 Phase 3: What we heard and closing the loop

Phase 3 of engagement involved analysing and theming feedback to inform the development of growth area investigations and the draft Plan. This phase also included ongoing communications with stakeholders and community that registered for updates.

Activity	Description	Target Audience
Engagement summary report	Prepared a report that summarises the engagement undertaken, and key themes of feedback received.	All
Closing the loop messaging	Updated the project web page and sent an email to participants with a link to the engagement summary report and communicated the project's next steps.	All
Ongoing communication	Ongoing face to face/online meetings to gather information and provide updates.	All

4 Engagement outcomes

The following section summarises feedback received through the activities described in Section 3. It is important to note that participants could provide their feedback through more than one activity, for example an online survey, spatial map and a written submission. Due to the large number of responses received, feedback has been summarised thematically.

4.1 Workshops

4.1.1 Youth

A youth forum held at the Adelaide Town Hall on Wednesday, 1 November 2023, was attended by 80 young people, aged 18 to 24 years old.

Key overarching themes included:

- more needs to be done to provide housing security for young people and those with a disability; limited options for housing often require young people to move every 12 months

- public transport is critical to young people as not all young people have access to a divers licence and/or car; there needs to be improved public transport at affordable rates and employers not requiring a full drivers licence

- young people place strong emphasis on the environment, suggesting it needs to be prioritised as part of any new development.

Discussion on each table formed a submission to the Discussion Paper. A zine (graphic illustration of feedback) was developed at the forum to visually illustrate discussions at the forum. This is provided in Attachment 1.

4.1.2 Councils

Representatives from the 27 Greater Adelaide councils were invited to attend the workshop held in their sub-region. The seven sub-regions and their corresponding councils are listed in Section 4.2.4.

The purpose of the workshops was the test the directions, targets and investigation areas proposed in the Discussion Paper. Outcomes of individual subregional workshops are in section 4.2.4.

Key overarching themes included:

- living locally was well supported across the workshops with some clarifications:
  - the objectives of living locally can be better supported through ensuring adequate infrastructure and public transport is provided

  - stronger prioritisation for people and environment should be reflected in outcomes

  - an acknowledgement that living locally will manifest differently in different contexts e.g. inner-city vs satellite city

  - the opportunity to consider living locally being achieved at a subregional level (e.g. Murray Bridge, Mount Barker and Adelaide Hills network)

  - greening targets should be included in the Plan

- ○ urban fringe locations were seen to be generally logical, however it was the view of some that infill locations have been overlooked

- ○ greenfield growth investigation areas are viewed as logical but have physical constraints, infrastructure requirements and lack in social services and frequent public transport

- ○ the Commission should consider the strategic planning investigations being undertaken by councils to inform the draft Plan

- ○ importance of considering what implementation mechanisms and funding are in place to allow the Plan's policies to be achieved.

4.1.3 First Nations

A workshop was convened on Monday, 28 August 2023 with representatives of First Nations people from state agencies and advisory councils.

These included Indigenous Land and Sea Corporation, Aboriginal Affairs and Reconciliation, Commissioner for Aboriginal Children and Young People and First Nations of SA Aboriginal Corporation. Comments were received following the workshop from the State Aboriginal Heritage Committee and South Australian Native Title Services.

The purpose of the workshop was to provide a forum to share views on long-term planning and land use priorities and needs affecting the seven planning regions of South Australia over the next 30 years, not just Greater Adelaide.

Key points of feedback included:

- planning laws must include an obligation to engage and consult with local Aboriginal people

- engagement or consultation with Aboriginal people does not imply consent

- the need to reassess the cultural significance of land where a mine/pastoral lease has expired

- an audit of Aboriginal heritage sites may inadvertently make culturally sensitive information public; confidentiality must be maintained under Section 10 of the *Aboriginal Heritage Act 1988*

- early engagement should be with the Prescribed Body Corporate established by Traditional Owners to manage their rights and interests.

An additional meeting was also held between Commission representatives and the Kaurna Yerta Aboriginal Corporation and PLUS staff and the five First Nations groups for Greater Adelaide (Kaurna, Peramangk, Ngadjuri, Ngarrindjeri and First Peoples of the River Murray Mallee First Nations). Ongoing engagement will occur with these groups through the drafting of the Plan and beyond.

4.2   Written submissions

A total of 754 public submissions were received during the Discussion Paper consultation period. Due to the high number of submissions and to best analyse the results, they have been categorised into themes. Many respondents raised more than one theme and all have been counted.

The most commonly raised issues were:

- housing availability and affordability

- infrastructure

- housing diversity and quality

- greening

- open space

- climate impacts and biodiversity

- public transport

- qualified support for increasing density and infill development.

Refer to Section 5 for further analysis on these themes.

4.2.1 Community groups

A variety of submissions from organisations or individuals representing key interest groups were received. Many of these submissions were very detailed and reflect a great investment of time and resources. The following section of this report provides a summary of the salient points of these submissions and should be read in conjunction with the full submissions so that they can be wholly understood and considered. All submissions are contained in Attachment 2.

These were free form submissions and organisations in most cases did not, or were not asked to, highlight their top issues. However, the table below highlights the key points.

Community groups	
AdaptWest	- Public transport is an essential servce to building a resilient community and reducing environmental impacts. - There are clear links between climate change and urban planning and it is important that the Plan identifies the synergies in order to respond. - Advocate for preserving the natural landscapes and coast lines.
Aquatic Centre Aldinga Bay Action Group	- Advocate for the Plan to provide forward planning for aquatic facilities. - There is an absense of planning for new facilities in growing areas such as Aldinga. There are also many centres which are ageing and in need of repair. - Would like to see an aquatic facility at Aldinga as part of the Aldinga land release before land runs out. 20,000 people are required to sustain an aquatic centre, there is a potential catchment of 40,000 residents at Aldinga.
Bike Adelaide	- The Plan does little to respond to Adelaide's car-centric focus and would like to see a stronger focus on active and public transport. - Infill, transit oriented development and corridor development need to be supported by infratructure for walking and cycling, and well serviced by public transport.
Community Alliance SA	Mixed views around satellite cities with a consistent view of the need to ensure agricultural land is protected, communities are consulted and infrastructure is provided.

Friends of Willunga Basin Inc	• Concerns raised regarding climate change, sustainable growth management and transport and infrastructure that is fit for purpose and supports growth.
Gawler Environment and Heritage Association Inc	• Do not agree with the proposed population projections, with concerns about the infrastructure required to support Concordia, Springwood and Gawler East. • Not supportive of the inter urban breaks. • Advocate for Gawler's character and heritage, including Aboriginal cultural heritage.
Gawler Environmental Groups	• Extensive survey, mapping and policy development work have been completed in the submission about the Gawler River for the purposes of river restoration, flood planning and bushfire management. • Advocate for restoring the Gawler River and land acquisition for right of way agreements and boardwalks to preserve the banks. • There are opportunities for the river to link with trails such as the O'Grady Trail and expanding sports park at Karbeethan Reserve.
Kent Town Residents Association	• The Plan should consider the Kent Town Public Realm (2021) and Urban Design Framework (2019). • Advocate for mass rapid transit, which would reduce the need for high rise buildings. Sufficient car parking would need to be provided. • Acknowledge the changing nature of employment opportunities. This means that people will change jobs and may need to move beyond living locally.
Marion Living Smarties	• Advocate for infill and density that is done well, including open space, urban greening and access to the appropriate services. • Major infrastructure upgrades are required to support the proposed growth. • The Plan needs to be clearer on what is wanted and needed to achieve the living locally objective.
Prospect Residents Association	• Concerns that the Discission Paper does not consider the loss of amenity due to poor policy and holistic thinking towards infill development. For example, lack of focus on public transport connectivity, green space and building compliance. • Advocate for rail corridors being the primary focus of infill development. This will promote living locally and reduce car dependence, which in turn has environmental benefits. • A need for improved integration across government to improve outcomes for planning, environment, transport, housing and health.
Resilient East	• Substantial infrastructure investment and cultural change is required to achieve the outcomes envisaged by the Plan. • Advocate to prepare for electric vehicles and sustainable living to achieve net zero and reduce hazards.

	• Suggestion to introduce more actions for the outcome of a greener, wilder, climate resilient environment, including climate change adaptation.
Resilient Hills & Coast	• Concerns that the actions outlined for a greener, wilder and climate resilient environment are insufficient to achieve emmissions targets, stating "The state government's commitment to a Net Zero future by 2050 should be a critical factor addressed in the Plan. • Advocate for planning mechanisms in the Plan to assist the transition to net zero. This includes sustainable housing design in the growth areas of Mount Barker, Goolwa and Victor Harbor. • Substantial investment in infrastructure and a shift in culture is required to reduce car dependency.
Sellicks Woodlands and Wetlands Action Network	• Advocate for avoiding biodiversity loss to ensure no further extinctions and protection of future food security. • Advocate for the ecological restoration of the Willunga Basin, Coast Conservation Park that will protect the Tjibruke Dreaming Trail, which is of significance to Kaurna. • The Plan needs to consider the health and economic issues associated with climate change.
Social Planners Network of South Australia	• Clarification on some definitions in the Discussion Paper including social cohesion. • Advocate for the Plan to recognise cultural policies. • Would like to see a stronger focus on housing diversity and communities that contain infrastructure that is inclusive for all ages.
South Australian Grassroots Ecosystem	• Increased biodiversity is important to achieve a cooler, greener and wilder city and this can be achieved through substantial investment in active and community-based landscape management. • Agree with the outcomes, however, would like to see more accountability be provided in the Plan. • Emphasising medium density, mixed use development is necessary and avoiding additional greenfield development is essential.
South East City Residents Association	• Concerns that issues may arise in the southeast of the CBD as a result of population growth should investment not be forthcoming for infrastructure, open space, climate change response and social cohesion.
St Peters Residents Association Inc	• Advocate for strategic infill over ad-hoc infill. Land that is already zoned for multi-storey infill high rise should be utilised first. • Investigation of infill along arterial roads including Payneham, Magill and Kensington Roads. It may not be appropriate due to the adjoining Historic and Character Overlay Areas.

	• Coordinating the Plan with the recently released infrastructure plan and a transport plan is critical.
The Environment Institute of the University of Adelaide	• Suggestion to create an additional trend/driver of community connection, capacity and engagement. • Advocate to continue to map the tree canopy coverage with a suggestion to overlay this with elements such as socio-economic index and tree species diversity. • Improve standards and regulations for tree establishment, management and removal.
Transport Action Network	• Advocate for better integration of transport infrastructure in the Plan. • Concerns around the inconsistencies in different population projections between the Discussion Paper and Infrastructure SA documents.

4.2.2 Industry bodies

Industry

Australian Institute of Architects	• Supportive of a connected all-of-government approach to the future development of Greater Adelaide. • Suggest re-considering the application of land uses and that these be more nuanced to support modern ways of working and living and being able to live locally – for example through the redistribution of employment land. • Question the assumptions made about dwelling type and that further consideration is given to housing diversity and mix of housing types. It suggests reconsideration of greenfield development that can contribute to ongoing disadvantage and cost of living.
Australian Institute of Landscape Architects	• Support meaningful engagement with First Nations peoples and inclusive planning for Greater Adelaide. • Support better whole-of-government integration for strategic planning and the use of benchmarking and targets. • Increase green spaces, mobility and connectivity with support for the living locally concept.
Australia Mobile Telecommunications Association	• Advocate for a coherent and predictable way for accelerating planning approvals for telecommunications infrastructure. • Consideration of the varied pressures on telecommunications infrastructure in greenfield and infill development, and the reliance of their customers on this infrastructure to be productive and connected.

Civil Contractors Federation SA	- Advocate for a range of practical measures that better engage the Federation and their members in the integrated approval, funding and delivery of infrastructure in Greater Adelaide. - Need for investment in education and training for the sector. - Improved resourcing and coordination within government to bring projects (and the Plan) to fruition more quickly, including the consideration of forward work plans and infrastructure maintenance plans.
Engineers Australia	- Opportunity for the Plan to be better informed of key infrastructure planning principles from an engineering perspective. - There needs to be more discussions about developer contributions towards supporting infrastructure to avoid large unfunded liabilities to provided essential infrastructure. - The four outcomes are supported, however required transparent and quantifiable measures to achieve them.
Housing Industry Association	- Concerns about the discrepancies between projected and actual growth with respect to the 2010 regional plan. - Advocates for further greenfield development and the removal of the Environment and Food Production Areas.
Local Government Association	- Advocate for the Plan to identify an urban greening strategy, improving public transport in social disadvantaged areas and strategically locating land supported by freight infrastructure. - Recommendation for the Plan to emphasise the private sector's role in achieving living locally and integration of land use and infrastructure. - Advocate for all new housing to achieve a seven-star rating and a review of the housing affordability model.
Master Builders Association SA	- Incorporate areas north of Murray Bridge and the southern part of the Mid Murray Council region into the Plan. This expansion aims to consider future population growth, major freight routes, employment centres and the Barossa Valley Character Preservation District's proximity to Angaston. - Investigate opportunities to move major industries away from Adelaide's metropolitan areas. Additionally, create a business case for relocating the Yatala Labour prison and Women's prison, freeing up space for over 5000 new homes in areas north of Grand Junction Road below Dry Creek. - Investigate and review opportunities for housing within the Environment and Food Production Areas, post-war suburbs for infill opportunities, surplus land from the Torrens to Darlington Project.
Master Electricians Australia	- Advocate to implement distributed energy resource related regulations and improved utilisation of infrastructure. - Would like to see short-term and long-term strategies for the skills shortage.

Planning Institute of Australia (PIA) SA Division	• It is noted that the ABS projections are lower than those provided in the Discussion Paper. More transparency on how these figures were determined will assist the industry and suggests more detailed modelling and research be undertaken. • The Plan needs to have a greater emphasis on establishing an integrated transport plan to support new growth areas. • The Plan should also consider the demand for aged care which also provides employment, cemeteries, airports and natural hazards.
PIA SA Young Planners	• Supportive of strategic infill development (including Urban Corridor and Urban Renewal Zones) over general infill. • Advocate for a review of the Metropolitan Open Space System. • There is a lack of integrated transport planning in the Discussion Paper which should be improved in the draft Plan.
Primary Producers SA	• The Discussion Paper lacks clear policy on primary industry and managing the interface between primary industry and residential development.
Property Council of Australia	• Supports balancing the need for infill growth and new developments on the fringe. The current housing crisis is illustrative of land supply not being ready to take up demand. • Release of new greenfield developments should be subject to best practice sustainable planning. • Advocate to plan growth to promote the use of sustainable transport modes and reduce car dependency. • Growth targets should be based on sub-regions rather than all of Greater Adelaide and include the full range of development typologies.
RAA Group	• Would like more acknowledgement for the changing mobility systems that will have considerable impact on land use, for example car sharing, electric vehicles, autonomous vehicles, micro mobility. • Advocate for the government to consider aligning the outcomes with the United Nations Sustainable Development Goals to enable greater transparency and benchmarking. • The Plan should identify opportunities to service growing population using our existing energy infrastructure.
Retirement Living Council	• Advocate for establishing minimum land allocations for retirement communities in new greenfield developments. • Reinstate the reference to downsizing and rightsizing from the 2017 plan for older South Australians. • Policy needs to address land and housing supply that provides affordable housing types that are energy efficient.

South Australian Cricket Association	• Consideration for land to be set aside for sporting ovals, playing fields and associated infrastructure. • Open space policy needs to address more than parks, playgrounds and stormwater – inclusion of playing fields. • Infill development should be located where there are accessible cricket clubs. Particularly for after school hours access for the growing population.
SA Independent Retailers (SAIR) and Metcash Food	• Concerned that the Discussion Paper fails to recognise the importance of centre-based planning. The Plan should call out the role that centres play in the hierarchy of communities.
SA Wine Industry Association	• The Plan should better explain the methodology for population projections. • Advocate for a stronger and clearer statement about protection of Environment and Food Production Areas and planning any population near high value agricultural activities such as vineyards. • Advocate for implementing and planning infrastructure to support service workers community to agricultural-based workplaces from existing and growth areas.
Urban Development Institute of Australia SA	• Greater clarity needed regarding the smarter and cleaner economy and related jobs. The biggest sectors for future employment outside construction include education, space, defence and health. • Advocate for highlighting the need for additional land supply supported by infrastructure to support growth. • Clarity on the strategy for infrastructure delivery is required to provide developers with certainty to plan and invest in new development. • Advocate for discussions that will unlock medium to higher density projects in appropriate areas.

4.2.3 Non-government organisations

Non-government Organisation	
Adelaide Fringe	• Population growth and new development creates an opportunity for new performance spaces and events. • Considering the infrastructure needs of arts and events in the planning of new and existing communities can enhance opportunities for performance and events. • Performances, events and programs like the Adelaide Fringe create significant opportunities to contribute to social cohesion within communities.
Arts Industry Council of South Australia	• Strong support for density and infill development and that denser communities are more vibrant and able to support the arts.

	• The arts play a significant role in contributing to social cohesion. • Would like to see more investment in the arts and recommends local government as the best mechanism for this to occur.
Australasian College of Road Safety	• Seeking the prioritisation of actions that improve road safety and minimise the number of fatalities and injuries, including use of the Movement and Place methodology, Safe Systems approach and AusRAP classification. • Support for living locally, reducing car use and resulting in shorter trips with less exposure to risk on the road.
Conservation Council SA	• Concerns that the Plan will not provide policy to address climate change and the role of transportation. • Would like to see more about population growth targets and how communities remain liveable.
Dementia Australia	• Advocate for the Plan to identify policy that encourages dementia friendly communities through building design.
Grounded Community Land Trust Advocacy	• Advocate for prioritising growth through urban renewal and urban infill sites rather than greenfield, which encourages urban sprawl. • The Plan needs to consider long-term housing affordability.
Kindred Australia	• Advocate for more arts and culture in community as it improves social and emotional wellbeing, reduces crime, improves connection for young people. • Improve networks with the youth arts community to ensure better engagement in the next phase of the Plan engagement. • Strengthen the knowledge, skills and systems capability of the planning sector in arts and culture.
National Trust of South Australia	• Advocate for the preservation of the Park Lands as a public asset. • Concerns for the relaxation of planning regulations over height, density, building occupancy and heritage. • Advocate for a linear city based on existing rapid transit networks to easier protect the Park Lands and Hills Face.
Purple Orange	• The Plan must set outcomes and targets to increase the supply of accessible housing. This includes the introduction of an Accessible Housing Overlay and priorities to fix existing gaps. • Would only like to see investment in community infrastructure that is inclusive and accessible for everyone. This includes equal access to emergency infrastructure. • Advocate for policy to elevate the role of community places and spaces. This means creating and enhancing inclusion, connectedness, neighbourliness and a genuine sense of welcome.

SA Active Living Coalition	• Strong support for living locally as this encourages wellbeing of communities, including increasing the use of active travel.
	• Support for infill and density increase where it is well designed and has positive wellbeing outcomes for communities – this should be achieved through providing coordinated infrastructure and design principles.
	• Greenfield development should only be considered where there is specific and committed provision for infrastructure that contributes to health and wellbeing.
Shelter SA	• Advocate for more built-to-rent development.
	• Advocate for housing diversity for all demographics and income levels, this could be addressed through an 'Inclusionary Zone'.
	• Would like to see housing be identified as essential social infrastructure. This includes social equality for First Nations people.
The Cottage Homes Inc	• Gardening provides many benefits to communities including wellbeing. Advocate for more gardening opportunities in developments.
	• Advocate for social connectivity, public transport and equal access to local services.
Westside Housing	• Would like the Plan to include policy to encourage dwellings on private and public land to address the housing crisis.
	• Advocate for a new planning pathway that provides more certainty for approval for Code amendments that will support development that is predominantly social and affordable housing.
Youth Inc	• Public transport is unreliable and the cost of paying for it on minimum wage is prohibitive. It is expensive to get a full licence and many employers require it.
	• E-scooters are a good idea, however they are expensive and can create obstacles for wheelchairs and prams.
	• Cars are the problem and create traffic, however it is the most efficient and convenient way to travel around Adelaide.
	• The environment needs to be prioritised as part of any development project through planting native species and offsets rather than paying into a fund.
	• More free activities in communities and the CBD will create a greater sense of community, enhancing connectivity and new skills.

4.2.4 Councils

Thirty submissions were received from councils in (or in proximity to) Greater Adelaide.

A summary of each subregional workshop is provided above individual submissions provided by councils. The subregional workshops focussed on outcomes for the region, meaning that these priorities may not align with individual council submissions. Some councils are also located within more than one subregion. This means there is some duplication in summary points.

Individual submissions are available in full at: plan.sa.gov.au/regional-planning-program/how-to-get-involved.

Councils	
Subregion – Inner Metro	
- Clarify some outcomes in an urban context such as 'rewilding' and having a 'right' location for housing and heritage/character, provide more information about how the outcomes integrate with each other and how will they be implemented and adjust the outcomes to have more discussion regarding infrastructure (social and physical), transport and climate change. - Reconsider whether a corridor focus is appropriate, consider strategic infill at sites including Burnside Village, Paradise Interchange and the Women's and Children's Hospital and implement mechanisms to encourage amalgamation. - Better reflect the importance of mass transit along corridors and the possibility of the CBD growing from 26,000 to 50,000.	
City of Adelaide	- Promote a climate resilient city by planning for net zero emissions, greening, adaptive reuse and open space including the Adelaide Park Lands and River Torrens. - Support residential and commercial growth in the city, with high quality public realm, social infrastructure, affordable housing and mixed used areas with well managed interfaces. - Connect the city through light rail, active transport, electric vehicle and universal design infrastructure. - Ensure First Nations perspectives are recognised in planning and heritage values are protected.
City of Burnside	- Balance growth and transport with protecting heritage, character and tree canopy. - Deliver a greater diversity of housing, including meeting changing needs for working from home, online shopping, the impact on climate change and the need for affordable housing. - Support the development by councils of subregional plans along with any required council-led Code amendments. - Support living locally through concentrating new development in corridors, centres and precincts with access to amenities, services and public and active transport.
Campbelltown City Council	- Seek more sustainable development policy to deliver protection and enhancement of green space, high quality design, net zero development, energy efficient houses with low operational costs and better consideration of climate hazard exposure. - Ensure housing meets changing needs, including for smaller households, affordable housing and medium density housing along transit corridors. - Support living locally by focusing growth around employment nodes, maximising local employment zones, creating walkable neighbourhoods and providing local shopping and open space. - Ensure housing is supported by adequate social and physical infrastructure including mass transit.

City of Norwood Payneham & St Peters	• Support residential growth through carefully considered, staged release of land rezoning opportunities to avoid the negative impacts of growth, place greater emphasis on strategic sites for infill and undertake more investigation into the compatibility of residential growth along corridors.
	• Value heritage and character and employment lands (including the Stepney Triangle and Glynde Employment Zones) and protect them from residential growth.
	• Ensure good design outcomes and the building of great communities where people want to live, supported by physical and social infrastructure.
	• Deliver good stormwater management and environmental provisions of the Planning and Design Code that result in effective on-ground outcomes.
City of Prospect	• Improve delivery of quality and timely infrastructure (including alternative transit networks, road connections, schools, community centres, public open space, retail facilities) and deliver the tools needed to empower relevant authorities to achieve these outcomes.
	• Protect heritage by supporting housing growth that retains character homes, rather than demolishes them.
	• Enable greater and better-quality housing supply within Prospect's Urban Corridor Zones.
	• Consider rezoning areas such as the Housing Diversity Neighbourhood Zone but ensure that rezoning only focuses on areas that provide real opportunities for housing to be delivered.
City of Unley	• Support public and active transport and grow local employment and activity centres to reduce road congestion towards the CBD, support living locally and enable successful higher density living along corridor zones.
	• Create a stronger drive towards resilient neighbourhoods that anticipate and seek to mitigate the adverse effects of climate change.
	• Increase public open space and strengthen policy for increasing tree canopy cover.
Town of Walkerville	• Increase protection of character and heritage.
	• Minimise the impact of infill development on gardens, trees, car parking, traffic, waste collection, public open space and access to infrastructure and services such as public transport.
	• Improve stormwater capture mechanisms and practises through water sensitive urban design.
	• When planning arterial road corridors, consider land use mix, building height, interface with adjoining residential areas, traffic movements and waste management.

Subregion – Adelaide West
• Apply greening targets across Greater Adelaide with a focus on areas with the greatest need, prepare a plan to identify and protect employment land (including heavy industry), consider adding a fifth outcome of 'social licence' and ensure outcomes have a strong focus on people by designing at the human scale and increasing connectivity and accessibility.
• Reconsider the focus on development along road corridors and some activity centres, work with councils to identify additional infill opportunities at Findon, Henley, Kilkenny and Arndale, consider how the regional plan can support agencies such as Renewal SA in purchasing strategic sites for housing supply, and consider external factors such as AUKUS and River Torrens 2 Darlington projects.
• Deliver additional social infrastructure (open space) and public transport.

City of Charles Sturt	• Address issues caused by general infill including on-street parking, road network congestion, loss of tree canopy, increased heat island effect, increased stormwater runoff, loss of streetscape and neighbourhood character and lack of public open space.
	• Maintain employment and services close to population growth areas.
	• Ensure housing meets changing demographic needs (including older people, smaller households and people with disability).
	• Promote low emission and climate resilient development that enables a shift from private vehicles to other modes of travel, supports urban greening and provides adequate public open space.
City of Port Adelaide Enfield	• Include major City of Port Adelaide Enfield initiatives in the Plan including the need to prepare a state-led master plan for the Lefevre Peninsula, investigate an additional road freight route and rail service to service the area, and review the Port Adelaide Urban Activity Centre.
	• Ensure growth is informed by regularly updated climate hazard modelling, need for greater open space and need to grow at a sustainable rate.
	• Ensure planning for growth is intrinsically linked to comprehensive, integrated transport planning and timely provision of other physical and social infrastructure.
	• Plan for the impacts of industry-related hazards and deliver social and affordable housing.
City of West Torrens	• Support sensitive residential growth in existing Urban Corridor Zones and strategic infill in the former West End Brewery and Thebarton Strategic Employment Zones.
	• Recognise the economic and employment opportunity of Adelaide Airport and regenerate industrial sites while maintaining enough local employment land to service the local community.
	• Provide sufficient public open space, retain trees on private land and understand and adapt to climate risk.
	• Provide sufficient public transport and other infrastructure to support growth.

Subregion – Northern Plains and Barossa
• Provide green open space, equitable and timely provision of social and physical infrastructure, affordable and diverse housing, transport including public transport and east-west connections and diverse regional employment in a way that is aligned with other state strategies and supported with appropriate delivery mechanisms. • Address key growth constraints, especially for greenfield growth, including lack of water, wastewater and power infrastructure, flooding risk from the North Para and Gawler rivers, lack of public transport/east-west transport and Environment and Food Production Areas.

Adelaide Plains Council	• Take a whole-of-government approach to planning, physical and social infrastructure, local employment and funding to support residential growth. • Provide spatial and timing clarity for growth at Dublin and Mallala. • Maintain the Animal Husbandry area, recognise the importance of productive land and clarify timing and investigations needed for the progressive lifting of the Environment and Food Production Areas. • Ensure environmentally sustainable growth, including open space, climate ready, energy efficient buildings and flood/inundation hazard management.
The Barossa Council	• Retain the Barossa Character Preservation District Addendum within the Plan whilst being flexible with policy to accommodate growth and new opportunities and needs of the community. • Establish a peri-urban subregion within the Plan. • Deliver sensitive infill within townships, support growth in existing nodes in proximity to the Barossa including Freeling and Kapunda and strengthen planning policies within the Character Preservation Overlay to limit growth outside these boundaries. • Focus large scale residential growth in Concordia and ensure it is provided with equitably funded infrastructure, including transport (road and rail), water, smart city services, power, water and sewer.
Light Regional Council	• Ensure the timely provision of infrastructure to support (particularly greenfield) growth, including drinking water, sewer, roads, recreation, public and active transport, power, education, health, emergency services and stormwater management. • Balance the impact on biodiversity, tree canopy, agricultural and productive land (including Environment and Food Production Areas) and tourism areas when planning for growth. • Improve housing affordability, housing diversity, rental vacancy rates, and flexibility around alternative infill accommodation options such as 'granny flat' types (ancillary accommodation). • Respond to environmental issues, including improving sustainability, reducing greenhouse emissions, reducing energy consumption and travel distances, maximising water use (including harvesting and re-use opportunities) and building cool, green suburbs.

Subregion – Outer North	
<td colspan="2">• Provide green open space, equitable and timely provision of social and physical infrastructure, affordable and diverse housing, transport including public transport and east-west connections and diverse regional employment in a way that is aligned with other state strategies and supported with appropriate delivery mechanisms. • Address key growth constraints, including lack of water, wastewater and power infrastructure, flooding risk from the North Para and Gawler rivers, lack of public transport/east-west transport and Environment and Food Production Areas areas. • Address physical constraints, infrastructure requirements and funding for greenfield growth and ensure strategic infill opportunities in Playford are accurate.</td>
Town of Gawler	• Provide a-whole-of-government approach to growth planning, including how growth will be implemented, funded and coordinated. • Detail how the principles of living locally can be applied in outer urban or greenfield areas. • Use regularly updated, medium population growth projections rather than high growth projections. • Support environmental sustainability, including locally generated and stored energy systems, strengthened environmental State Planning Policies, consideration of climate change in all issues and creation of the proposed northern parklands. • Increase housing affordability and diversity. • Grow Gawler, maintain its regional role for education, health care, government services, retail and commercial services and maintain its separate identify from surrounding urban areas.
City of Playford	• Support economic growth through local service provision and employment in Elizabeth Centre, Greater Edinburgh Parks, North-West economic corridors, Edinburgh Defence and Aerospace Precinct, and Playford Health and Wellbeing Precinct. • Improve infrastructure provision, including rapid mass transit, sewerage and transport improvements and improving funding models for infrastructure for greenfield developments. • Support appropriate growth through reconsidering identified locations for strategic infill and neighbourhood renewal, developing land south of Riverlea only once land already zoned for urban growth has been developed, and supporting identified urban growth in Angle Vale. • Respond to the impacts of climate change including protecting against flooding of the Gawler River, creating biodiversity, recreation and active transport corridors, and better retaining and increasing tree canopy cover.
City of Salisbury	• Provide greater state government leadership in servicing growth areas through social infrastructure, public transport (not just to the city), roads and east-west road networks, employment lands, schools, water, sewerage, active transport routes, recreation and high quality, green public realm.

	- Deliver a diversity of housing including affordable housing, social housing, houses with secondary dwellings, smaller households and houses that respond to trends such as climate change, working from home and changing cultural needs. - Deliver a range of growth types including greenfield development in Dry Creek, strategic infill, general infill and higher density living in activity centres and along corridors. - Green the public realm and protect natural assets and food production areas
Cities of Salisbury and Playford (additional joint submission)	- Facilitate growth of employment lands, including improving the state government road network and supporting rezoning at Greater Edinburgh Parks and preparing a new employment land strategy for green industries in the North-West Economic Corridor. - Plan for coordination of essential infrastructure, including rapid mass transit options for people and freight and improved east-west road connections. - Recognise the environmental significance of the councils' coastline and the opportunities for value-adding activities, including education, research, nature-based tourism and recreational activities. - Provide the growing northern population with places to work, major health care services, education, regional facilities for sport and recreation and other social infrastructure, including at Elizabeth and Salisbury City Centres.
Subregion – Inner North - Include additional outcomes for infrastructure (social and physical), transport and climate change, include implementation and funding mechanisms, and provide benchmarking to support/explain the desired outcomes. - Identify missing growth opportunities such as Dry Creek, Magill campus, employment lands adjacent to Port Wakefield Road, centres and along open space, rail and road corridors. - Provide improved public transport access and freight links, and consider the constraint that fragmented ownership and landowner interests presents to achieving the planning strategies.	
City of Tea Tree Gully	- Continue urban corridor investigations along North East Road and Lower North East Road through the City of Tea Tree Gully. - Identify the future infrastructure and essential service upgrades required for the increase in population, including public transport, health precincts, regeneration and activation of the Modbury Precinct and school infrastructure. - Support compact urban form rather than investing in infrastructure extensions to support urban sprawl. - Support the provision of high-quality medium density housing and improve the Planning and Design Code to improve general infill policy provisions.
City of Port Adelaide Enfield	*Refer to Adelaide West section above for this submission summary.*
City of Salisbury	*Refer to Outer North section above for this submission summary.*

Subregion – Adelaide Hills	
- Provide more for social infrastructure and public transport in the outcomes, and ensure the outcomes are adaptive to future change to retain their relevancy. - Support growth in the identified Callington-Monarto growth areas, acknowledge smaller growth opportunities in the Plan such as Totnesss, Inverbrackie and Woodside, and consider the opportunity to consider the subregion as a satellite region. - Deliver infrastructure, public transport and transport links, including a north-south freight route to support the region.	
Adelaide Hills Council	- Provide localised direction for managing residential growth in the Adelaide Hills, including minimal greenfield development, including at Inverbrackie, transport oriented development in strategic locations and innovative general infill housing. - Protect high-quality agricultural land, manage fragmentation and interface issues of industry clusters, protect landscape character and deliver main street concept plans. - Increase tree canopy cover, biodiversity, water security, efficient and resilient buildings and planning that responds to natural hazards and climate change. - Ensure appropriate infrastructure delivery, water management and recreational areas.
Mount Barker District Council	- Respond to infrastructure pressures imposed on council through rezoning the Mount Barker growth area. Do not plan further residential growth in Mount Barker. - Avoid potential encroachment into existing township boundaries and erosion of the Environment and Food Production Areas. - Address mass transit shortcomings within the Mount Barker district. - Support investigations of employment lands near Callington.
Subregion – Murray Bridge	
- Provide more for social infrastructure and public transport in the outcomes, and ensure the outcomes are adaptive to future change to retain their relevancy. - Support growth in the identified Murray Bridge and Callington-Monarto growth areas, and consider the opportunity to consider the subregion as a satellite region. - Deliver infrastructure, public transport and transport links including north-south freight route to support the region.	
Rural City of Murray Bridge	- Provide adequate infrastructure for growth areas including improved public transport options, a freight bypass around Murray Bridge and improved social infrastructure including education, recreation, sporting facilities, hospitals and other health services. - Support employment growth in Monarto South. - Protect primary production land from urban growth. - Have greater consideration of natural hazards posed by the River Murray, provision of useable open space in non-metropolitan areas, design of master planned areas to respond to climate change and social planning.

Subregion – Fleurieu Peninsula
- Support implementation of outcomes through an implementation framework or other appropriate policy and mechanisms, add additional outcomes for transport and social and physcial infrastructure, and provide more detail about 'satellite cities'.   - Include missing growth areas such as in Mt Compass and Strathalbyn.   - Deliver infrastructure, rail/public transport and road upgrades (including freight route) and identify ways to fund infrastructure and amalgamate sites to deliver growth in the region.

Alexandrina Council	- Elevate the region to a peri-urban subregion of Greater Adelaide to recognise, support and reflect the region's uniqueness. - Consider how to manage growth in Goolwa to accommodate residential and employment growth while retaining its current character and town boundaries. - Provide soft and hard infrastructure in advance of growth including water, wastewater, medical, social and community facilities. - Provide the on-ground policy that delivers a greener, wilder and climate resilient environment.
District Council of Yankalilla	- Increase the District Council of Yankalilla to its own 'peri-urban subregion' to better protect the region's primary production lands, peri-urban landscape, biodiversity and heritage. - Improve on-ground policy to protect and increase canopy cover and avoid growth in coastal areas susceptible to coastal inundation and erosion. - Provide appropriate infrastructure in growth areas, including local and state roads, public transport, water supply, community facilities and telecommunications. - Consider whether living locally is possible in all locations given their distance from main transport hubs, employment lands and services.
City of Victor Harbor	- Identify more employment and commercially zoned land in Victor Harbor to support local employment while minimising impact on landscape character. - Support residential infill development within Victor Harbor's existing residential zones, including potential realignments of the Environment and Food Production Areas in appropriate areas and consideration of Rural Living Zones. - Increase supply of social infrastructure, including education, recreation, childcare, health services and services for ageing in place and physical infrastructure including water supply, gas, electricity, wastewater, communications, transport and stormwater. - Focus on the peri-urban region as a subregion and retain and maximise agricultural land.

Subregion – Outer South	
- Support implementation of outcomes through an implementation framework or other appropriate policy and mechanisms, add additional outcomes for transport and social and physcial infrastructure and provide more detail about 'satellite cities'. - Agree with future growth identified with Victor Harbor and Goolwa, include missing growth areas in higher density locations in Onkaparinga, and consider inclusion of a Victor-Goolwa subregion infrastructure plan. - Deliver infrastructure, rail/public transport and road upgrades (including freight route) and identify ways to fund infrastructure and amalgamate sites to deliver growth in the region.	
City of Onkaparinga	- Respond to the impacts of climate change, reduce emissions, build community resilience and increase open space and urban greening. - Protect rural areas against urban expansion pressures and continue with appropriate, quality, diverse and affordable infill housing within and around centres, including Noarlunga Centre. - Ensure regional plans and State Planning Policies connect directly to the Planning and Design Code to ensure their objectives are implemented on the ground. - Support employment growth and regional centres to support living locally and reduce travel requirements.
Subregion – Inner South	
- A focus on people and environment first with inclusion of quantitative targets to support greening, well designed and diverse housing, stronger policy on accessibility (to employment, housing, social infrasturcture and public transport) and a fifth outcome focused on 'transport integration'. - Include missing strategic infill and corridors including Brighton, Marion, South Roads, Warradale Barracks and Morphettville Racecourse, include more growth near tram/rail stops and employment, and deliver east-west connections and mechanisms to amalgamate land to support living locally.	
City of Holdfast Bay	- Protect and improve character and heritage. - Encourage an increase in housing supply and diversity in suitable locations. - Direct housing growth to locations that can accommodate change, including mixed use development along urban corridors and protect employment land. - Build environmental resilience by reaching net zero, greening, avoiding hazards, building sustainable houses and reducing car dependency.
City of Marion	- Grow through strategic infill and coordinated regeneration of ageing neighbourhoods, reconsider whether corridor development is likely to be successful and liveable, and support living locally in all neighbourhood types. - Improve supportive infrastructure, including a better public transport network, stormwater management and utility planning. - Recognise employment lands at Edwardstown/Melrose Park as an important employment precinct, protect this precinct from encroachment of other uses and ensure it can adapt to future demands and trends. - Better prioritise protection and enhancement of open space and greening, including within development, better support the net zero target and ensure design quality.

City of Mitcham	• Use of infrastructure schemes and other coordination measures are required to support new growth.
	• Adopt councils' local strategic planning work.
	• Identify strategic employment lands.
	• Support more action on climate initiatives, including active transport and a compact city form and improved tree canopy targets and monitoring.
Outside Greater Adelaide	
Coorong District Council	• Consider Tailem Bend as an additional urban growth contributor to the Greater Adelaide region through development of deferred urban land rather than rural living land.
	• Ensure residential growth supports agricultural industry growth, including through attracting allied industries, a greater labour force, housing and improved road networks.
	• Maintain and promote the liveability of Wellington East and Tailem Bend, including affordable homes, large blocks, river views and proximity to the Coorong and Adelaide.
	• Improve connection between Coorong District Council and Murray Bridge and Adelaide through duplicating Swanport Bridge and improved public transport between Murray Bridge and Adelaide.

4.2.5 State and Commonwealth agencies/bodies

State government	
Coast Protection Board	• The board identifies that coastal flooding and other coastal hazards are to be considered with infill and greenfield growth areas along the southern spine.
	• Recommends that the metropolitan beach system be considered as part of the Open Space Strategy, but not be counted towards minimum open space requirements.
	• It is important that greenfield land divisions minimise discharge to the coast and marine environment.
Commissioner for Children and Young People	• Priorities for young people in relation to their local area focus on access to high quality internet, child and youth friendly spaces, greener climate resilient environment and well-connected places through walking, cycling and direct public transport.
	• Advocate for creating safe environments for young people in greenfield and infill developments.
	• No development should underestimate the importance of fast, cheap and reliable internet and Wi-Fi access. Poor connection can impact a child or young person's connection to community.

Department for Environment and Water (DEW)	• Advocates for creating a greener, wilder and climate resilient environment. • The Plan should provide a future proofing response to climate change that actively reduces emissions and delivers climate resilience. The outcomes should be updated to include a greater choice of 'the right' housing in the right places and providing a safe place to live and work. • There is an opportunity for the Plan to better meet the desired objectives that DEW has as an agency, such as evidence-based decision making, heat hazard mitigation, state heritage protections and hazard mitigation.
Green Adelaide	• Advocate for the Plan to better emphasise greening, open space and hazard management. • The Plan should identify synergies from strategies being prepared by different government agencies.
Green Industries SA	• Advocate for State Planning Policy 6 of the Plan to set performance targets for sustainable houses and development. • The Plan should consider population serving industries that are increasingly required to support circular economy outcomes. Enterprises can be clustered within urban settings providing local employment opportunities. • Better Practice Guide for Waste Management in Residential and Mixed-Use Developments should be included to ensure development meets best practice.
Hills and Fleurieu Landscape Board	• The four outcomes are broadly supported, however, do not go far enough to address the scale of change required. Outcomes should be focused on delivering net zero emissions and a nature positive future. • Advocate for the planning system to enforce stronger protection of existing habitat and sensitive ecosystems, such as coastal dunes and riparian zones around watercourses. • Disagree with the assumption that greenfield development is a necessary and accepted component of Greater Adelaide's future growth. The priority should be to build up, not build out.
Kadatilla (Adelaide Park Lands Authority)	• Reference how the Park Lands contribute to liveability, climate impacts, reducing biodiversity loss, decarbonisation, reconciliation and social equity. • Advocate for the Plan to consider strategic active transport networks and improved public transport as the current corridors are inadequate. • Concerns that the green standards set by government are not supported by policy in the Code, particularly tree canopy improvement and protecting existing canopy.
Northern Adelaide Health and Wellbeing Partnership	• Identify the Playford Health and Wellbeing Precinct as a key enabler for improving individual and community wellbeing in northern Adelaide. • The precinct is a strong enabler of building an economy fit for the future.

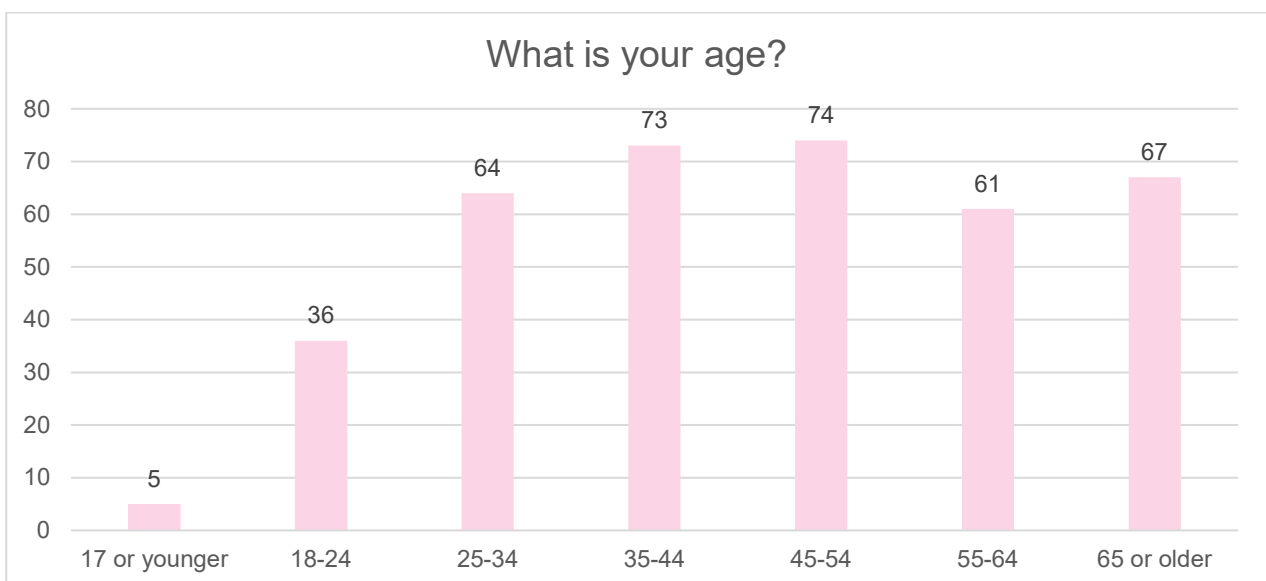|	
	• Advocate for the Plan to identify the need for a co-located university presence in the north that supports the education, research and workforce needs of the local community.
Office for Design and Architecture SA	• Supportive of the core sustainability principles across the outcomes and encourage the Commission to consider public health and wellbeing, connectivity and accessibility, engagement with Aboriginal Peoples and community and promotion of living locally further. • Advocate for the Principles of Good Design to be embedded in the Plan as they are reflected in the State Planning Policies with the purpose of supporting well-considered outcomes. • Encourage collaboration with other departments to ensure long-term integration of land use planning and transport, in particular public transport and active transport networks.
Premiers Climate Change Council	• Advocate for the Plan to integrate Code policies that result in outcomes aligned to climate ready land use planning that actively drive climate mitigation and resilience. • Development of a framework to better understand the future climate hazard risk and to identify opportunities to support suitable development through planning or infrastructure, or if future development needs to be restricted. • The submission identifies additional greening and climate change measures and tools that should be implemented to encourage a smarter, cleaner, regenerative and decarbonised future.
SA Water	• SA Water's legislative and regulatory frameworks must be considered when developing future growth models. • Suggest reviewing current development funding structures that consider the role of developers and wider government in upfront funding with the outcome of equitable funding structures. • Consider greenfield sites that extend incrementally from existing infrastructure, rather than well beyond, to ensure investments are more cost effective.
Water Sensitive South Australia	• Expand the tree canopy criteria to consider tree resilience and access to fit-for-purpose water to ensure urban tree canopy performance assessment is more sophisticated than a map indicating the area of canopy coverage. • Advocate for water sensitive urban design to be a criteria in the benchmark assessment for walkable communities. Residential development should be consistent with the Resilient Water Future integrated water management plan for Greater Adelaide (currently in development). • Establish an expanded network of linear parks along drainage lines and watercourses to support biodiversity adaptation and connectivity.

South Australia Police	• Advocate for the following processes to be implemented through the Plan: ○ integration of *SAPOL Crime Prevention Through Environmental Design Principles* ○ consultation on characteristics of transport roadways and corridors that affect police vehicular access ○ provision of loading car parking spaces for commercial vehicles and emergency service vehicles in key locations to assist response.
South Australian Heritage Council	• It is critical that built, landscape and cultural heritage considerations be carefully and consistently integrated into the Plan. • Advocate for establishing clear terminology, rational and direction where the Plan embraces heritage recognition and management for preserving neighbourhoods of major historic or cultural significance. • Supportive of the identification of underused heritage buildings/places as a target for investment and based on a heritage hierarchy with prioritisation of State Heritage Places and Areas.
South Australian State Emergency Service	• Noted that flood mitigation strategies in flood-prone areas can sometimes inadvertently lead to increased flood risks in other regions, shifting the risks to neighbouring areas which may be existing residential or growing areas. • Adaptation should not just focus on infrastructure and building design, but also focus on building materials and building codes. • Urban corridor development could present increased flooding risk if stormwater infrastructure isn't upgraded to support population growth.
State Aboriginal Heritage Committee	• Would like to see planning laws passed to make it obligatory to engage and consult with local Aboriginal people, noting also that engagement does not imply consent. • An audit of Aboriginal heritage sites must maintain confidentiality of information and it is an offence to divulge information contrary to Aboriginal tradition. There is mindfulness that greater awareness of Aboriginal heritage would lead to its better protection. • By amending the planning laws and regulations, Aboriginal heritage may become a respected consideration alongside the environment where a change in land-use is contemplated.
Stormwater Management Authority	• Priority is to provide financial and technical support to local government areas to develop stormwater management plans. • The current stormwater governance and funding arrangements are more complex than presented in the Discussion Paper and their Stormwater Cost Benefit Framework could inform the Plan.

	• Several documents that provide contextual relevance on stormwater matters that may be useful to inform the Plan are provided.
Wellbeing SA	• Advocate for stronger focus on the relationship between urban planning, the built form and communities.
	• The Plan's development should consider how it will address other trends and priorities in South Australia as they continue to change and evolve.
	• The Plan should articulate the investment required to realise the Plan and include measures of success.

Members of Parliament

Hon Vincent Tarzia MP (State Member for Hartley)	• Raises concerns for the areas of investigation located in the electorate of Hartley. In particular, the introduction of medium and high-density housing may exert additional pressure on local infrastructure.
	• Doesn't support removal of the Paradise Skate Park and open space. These spaces are a vital resource for the community and young families.
	• The envisaged density may not harmonise with the prevailing housing styles in the vicinity and will likely encounter limited support from the current residents.
Adrian Pederick MP (State Member for Hammond)	• Potential residential and employment growth areas that should be taken into consideration and the transport and infrastructure required to ensure Murray Bridge is able to become an easily accessible satellite city for those who will live and/or work there in the future.
	• Land inside the Environment and Food Production Area will require review.
	• Investment in a proper public transport system will be key to making it work.
	• Advocate for creating a freight bypass to restrict heavy vehicle traffic in residential areas.
Jack Batty MP (State Member for Bragg)	• Concerned about infill diminishing the amenity of the local area and character of their neighbourhood (Bragg Electorate).
	• Concerned about high rise developments in their areas. Concerned about loss of open space, tree cover and placing further stressors on water and sewer systems, traffic congestion, schools and parking.
	• Would like to rule out high rise development in residential areas.
Tony Piccolo MP (State Member for Light)	• Suggest mix of high-density housing (500 sqm), medium density housing (1000 sqm) and low-density housing (2000 sqm).
	• Advocate for housing diversity with focus on utilities and infrastructure (public transport, stormwater, power, sewer and water).
	• The area under question for development is of strategic importance to the Town of Gawler and should be developed in a way that it is consistent with the overall community's aspirations.

Matt Burnell MP (State Member for Spence)	• Infill along existing infrastructure corridors should be prioritised in the Plan before development occurs beyond the urban area. • Advocate for food security, stormwater drainage and open space to be emphasised. • The Plan must ensure that as urban areas grow, the increase of constructed paths roads and housing does not obstruct stormwater drainage. • There is a need for open spaces to accommodate sporting clubs and recreational facilities, particularly in Kudla. • Supportive of the housing opportunities along the identified spines.
John Fulbrook MP (State Member for Playford)	• There is significant investment into running Adelaide's suburban rail network, however it is comparatively underused. Density limits should be introduced around existing railway stations. • There are several roads running east/west in the north that are unsatisfactory for increased road freight. This includes King Road, which intersects with the key areas of Paralowie, Salisbury Downs and Parafield. • There is significant scope to increase cycling connectivity in the north, particularly the Gawler Greenways Project. • Distance to education is one of the biggest barriers for people to overcome living in lower socio-economic settings.

4.3 YourSAy general survey

More than 375 people participated in the survey and 764 visited the YourSAy site. The greatest number of responses received were in the 35 to 54 age cohort (220 participants). There were 36 participants aged 18 to 24. Survey responses have been analysed below.

What is your age?

| Age group	Count
17 or younger	5
18-24	36
25-34	64
35-44	73
45-54	74
55-64	61
65 or older	67

4.3.1 What can the Plan do to deliver the outcomes for Greater Adelaide?

Participants were asked if they supported the proposed four outcomes in the Discussion Paper. The Outcomes for Greater Adelaide were strongly supported. However, commentary was provided that the Plan needs to better identify how these outcomes will be measured and how relevant parties will be held accountable.

A greener, wilder and climate resilient environment

249 participants strongly agreed with the outcome to create *a greener, wilder and climate resilient environment*.
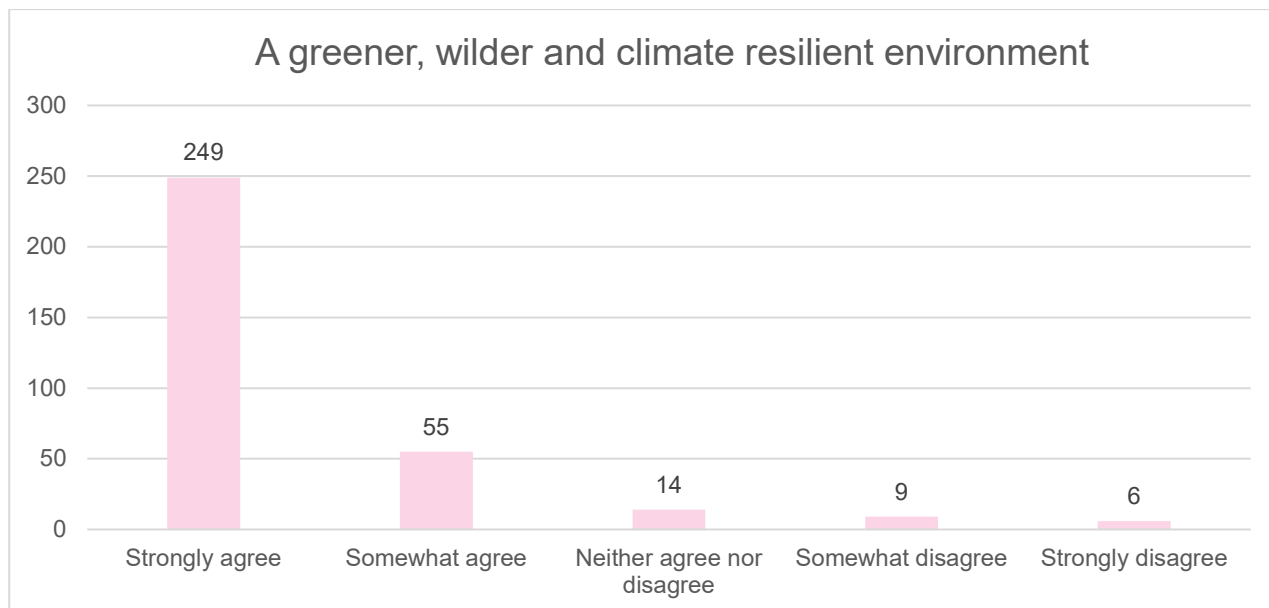
Participants were asked what the Plan could do to contribute to a *greener, wilder and climate resilient environment*.
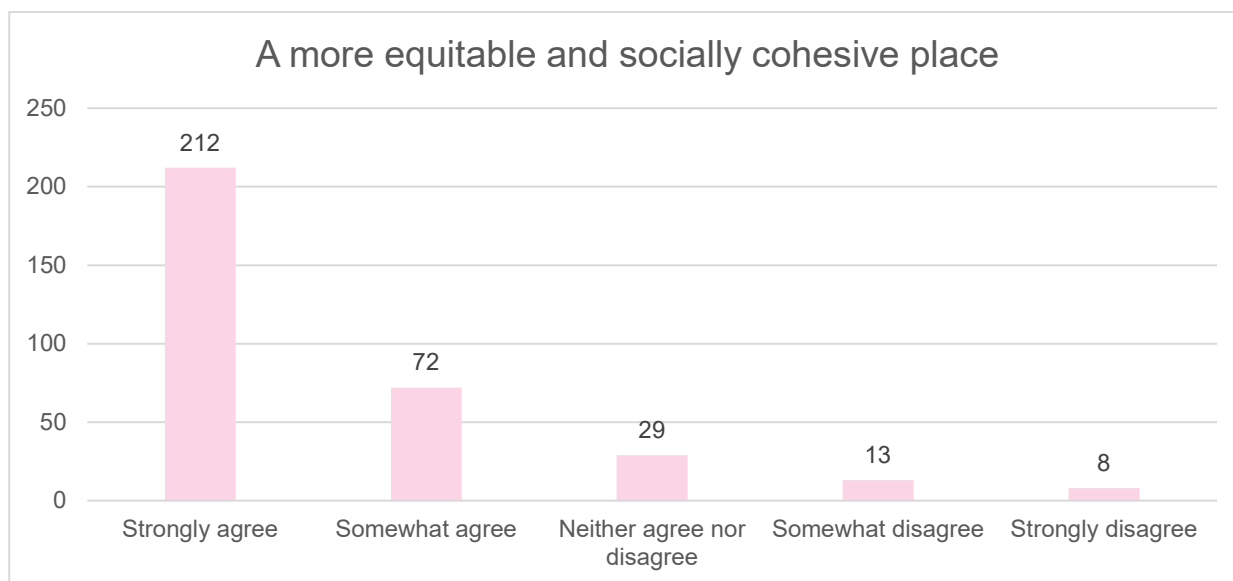
Key themes included:

- prioritise efficient public transport networks, especially trains and trams, while planning new subdivisions; electric buses and rail to outer Greater Adelaide should be considered

- implement a waste circular economy to manage food and sewage waste effectively, for example to produce power, fertilizers and clean reusable water

- improve bikeway connectivity and link these spaces with commercial and employment centers and public transport hubs

- implement sustainable housing models, providing eco-friendly, affordable and climate-resilient homes for all individuals, including those with disabilities

- involve environmental groups directly in the decision-making processes

- limit urban sprawl and promote urban infill that encourages green spaces, parks and tree-lined streets

- implement initiatives and targets for ecosystem restoration, native plantings and maintaining existing ecosystems

- prioritise infrastructure that incorporates green spaces and pedestrian/cycling networks

- focus on corridors and areas vital for habitat connectivity, including converting concrete drains into natural spaces

- legislation and tree protection that safeguards trees with heavier penalties

- utilise technology such as LiDAR imagery to identify areas requiring increased canopy coverage.

These points emphasise the need for sustainable development practices and urban infill that is integrated with public transport, amenities and active transport. This will create more environmentally friendly communities to achieve the outcome of a *greener, wilder and climate resilient environment.*

A more equitable and socially cohesive place

212 participants strongly agreed with the outcome to create *a more equitable and socially cohesive place.*

A more equitable and socially cohesive place

Response	Value
Strongly agree	212
Somewhat agree	72
Neither agree nor disagree	29
Somewhat disagree	13
Strongly disagree	8

Participants were asked what the Plan could do to contribute to a *more equitable and socially cohesive place*.
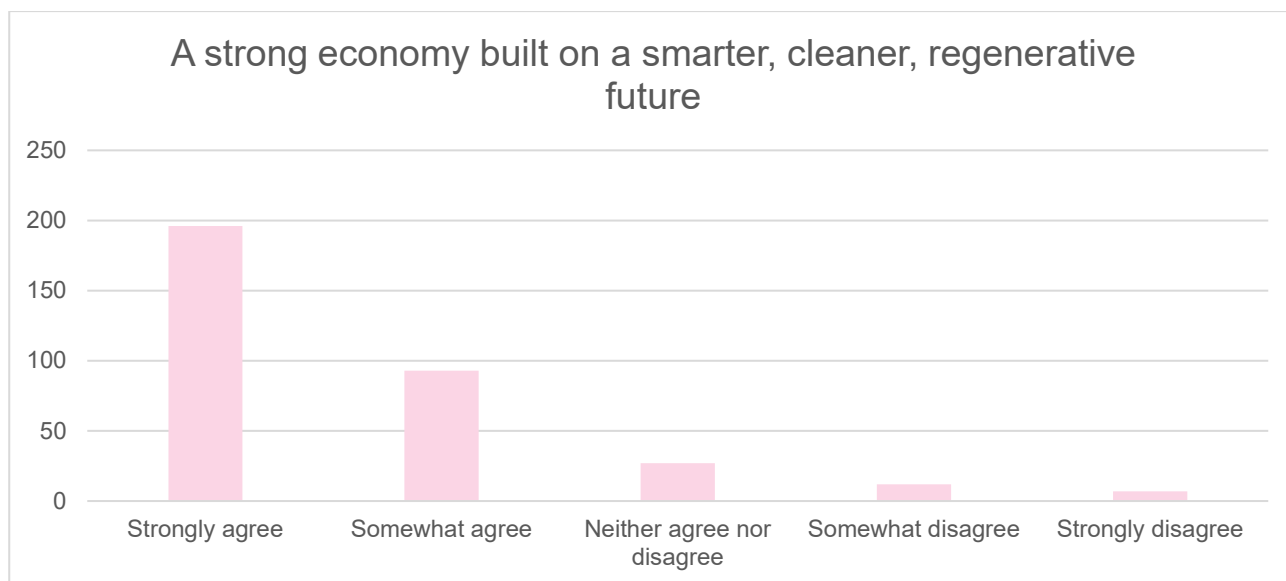
Key themes included:

- accessible and expanded public transport systems for individuals who cannot afford cars, enabling access to various opportunities and services, promoting equity in mobility

- social and affordable housing spread across different areas prevents segregation and promotes social integration

- creating inclusive spaces that cater to the needs of diverse groups within the community, for example sensory-friendly areas and cultural integration

- mixed-use developments that encourage interactions among different socio-economic groups

- providing equal access to housing options, healthcare and education so individuals feel valued

- preserving green spaces, investing in renewable energy and reducing reliance on cars contribute to a healthier environment

- involving local communities and interest groups in meaningful decision making, which builds trust, transparency and a sense of ownership among residents

- creating job opportunities within communities; when individuals have access to work within their neighbourhoods, it fosters a sense of pride and ownership

- sustain biodiversity to create healthier living environments for communities across different areas.

Each aspect contributes to a more equitable and socially cohesive community by addressing various social, economic and environmental factors that impact residents' quality of life. Together, they create a more balanced, connected and inclusive urban environment.

A strong economy built on a smarter, cleaner, regenerative future

196 participants strongly agreed with the outcome to create *A strong economy built on a smarter, cleaner, regenerative future*.

Participants were asked what the Plan could do to contribute to *a strong economy built on a smarter, cleaner, regenerative future*.
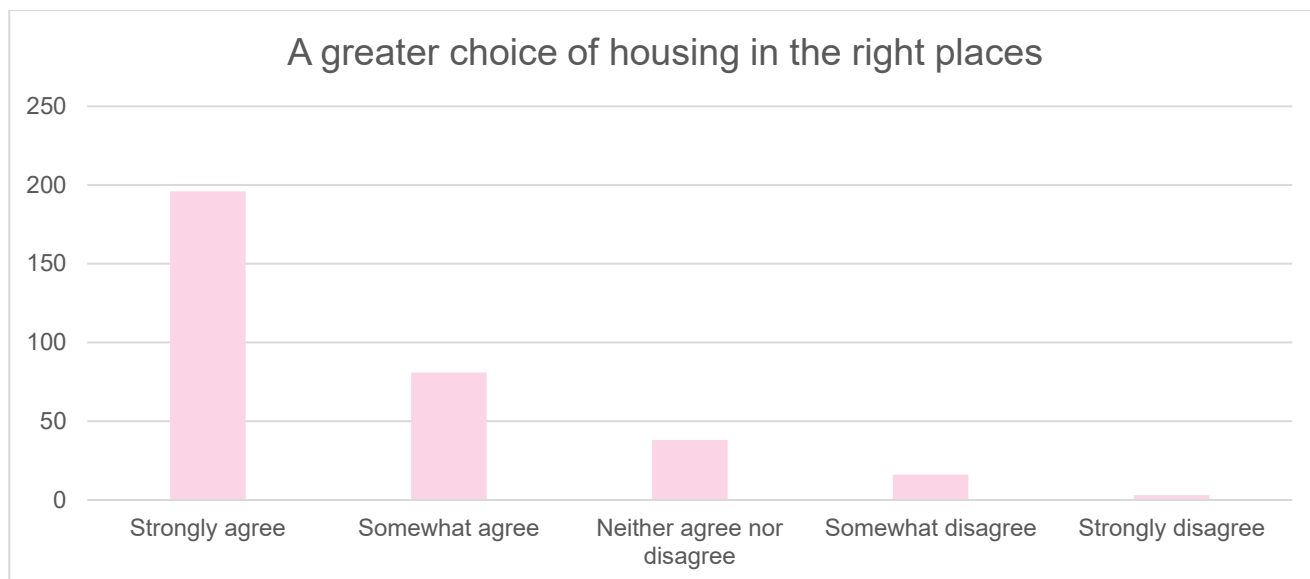
Key themes included:

- turning offices into quality apartments to support efficient use of vacant spaces and limit urban sprawl

- higher-density living closer to the city that reduces reliance on cars and promotes public and active transport

- transitioning away from gas and synthetic surfaces and encouraging renewable energy, including retrofitting buildings for energy efficiency and encouraging remote work.

- establishing regional and local community grids that contribute to a more decentralised and sustainable power infrastructure, reducing reliance on centralised systems

- promoting circular economies within small communities that promote sustainability and economic opportunities, including reducing red tape and supporting local businesses

- promoting local industries and supporting research that diversifies the economy

- encouraging investment in regional areas that reduces the need for extensive commuting and promotes local economic growth

- fostering innovation through education, supporting students and upskilling individuals in fields like robotics, advanced manufacturing and the environment

- developing extensive bike paths and footways encourages alternative modes of transportation, reducing carbon emissions and promoting healthier lifestyles

- offering incentives for recycling industries, solar installations and environmentally friendly initiatives.

There is strong support to transition towards a more sustainable, smarter and cleaner economy that promotes innovation, supports local businesses, reduces environmental impact and fosters a better quality of life for communities.

A greater choice of housing in the right places

196 participants strongly agreed with the outcome to create *A greater choice of housing in the right places*.

Participants were asked what the Plan could do to contribute to *a greater choice of housing in the right places*.

Key themes included:

- encourage a mix of housing types that are adaptable for different stages of life, including tiny houses, medium-density housing, multi-story apartments, townhouses and smaller homes

- create housing options that cater to various demographics, from families to singles, retirees and students

- design homes with accessibility features and innovative solutions that cater to a diverse range of needs and abilities

- allocate resources for building more Aboriginal housing and creating employment centres

- prioritise the development of affordable housing options, including communal living centers, eco-friendly structures and container homes; a process should be implemented to ensure those in need have access to affordable housing

- emphasise urban infill close to the CBD or redeveloping existing suburbs to prevent urban sprawl

- develop housing options and infrastructure around transport hubs, encourage pedestrian-friendly spaces and improve public transport networks to reduce car dependency

- focus on housing designs that are energy-efficient and incorporate nature into the surroundings

- enforce building regulations to prioritise quality and planning legislation to ensure consistency in their application across councils

- implement restrictions on certain types of development that encourage temporary residents, like limiting Airbnbs or holiday homes

- involve local communities in decision-making processes through consultations

- satellite cities will reduce pressure on metropolitan areas; create incentives for development in regional areas without compromising agricultural or natural landscapes

- eliminate road blocks from purchasing a home, including stamp duty and other taxes.

There is strong support for a range of mechanisms that create housing choice for our diverse community. Ensuring that this accessible housing also contributes to creating great communities in an enviornmentally responsible manner came out clearly in the feedback.

4.3.2 Additional outcomes for consideration

The survey asked respondents if there are any other outcomes the State Planning Commission should consider. Many of the 287 responses related to clarifying or expanding on the existing four outcomes.

- A greener, wilder and climate resilient environment:

  ○ climate resilient planning while balancing green spaces and fire risk leading to population displacement.

- A more equitable and socially cohesive place:

  ○ connected community through better-designed urban spaces that reduce crime and increase equal access to facilities

  ○ there is not enough emphasis on wellbeing and connection.

- A strong economy built on a smarter, cleaner, regenerative future:

  ○ balancing economic growth with environmental and social considerations.

- A greater choice of housing in the right places:

  ○ a greater choice of housing should also mean greater quality

  ○ better urban designed spaces that reduce crime

  ○ need to address loneliness and supporting the elderly and less abled communities; this also applies to the outcome 'A more equitable and socially cohesive place'.

Survey respondents felt that the following was missing from the outcomes and should be emphasised in the Plan:

- employment

  ○ more localised hubs for work and living, balancing residential growth with economic diversity

- infrastructure and transportation networks

  ○ roads, public transport, healthcare and schools are in place before or alongside new housing developments

  ○ prioritising faster, more comfortable and eco-friendly public transport

- ○ construct roads and transport hubs capable of accommodating larger vehicles like B-doubles

- ○ plan for and invest in a comprehensive rail network connecting various parts of South Australia, boosting accessibility and economic growth

- heritage and character

- ○ protect and preserve houses with character and architectural appeal to maintain the unique character of South Australia

- ○ prevent overdevelopment and protect distinctive neighbourhoods

- ○ consider the impact of development on First Nations lands and cultural sites.

4.3.3 What neighbourhood features enhance living and working locally?

Survey participants were asked what neighbourhood features enhance living and working locally. Participants felt that the following features enhance living locally and should be included in the Plan:

- providing employment opportunities closer to residential areas to reduce commuting distances and support local economies

- good transport options, including public transportation, cycling paths and walkable neighbourhoods, which reduce reliance on cars, enhance connectivity and make it easier for people to move around

- safe and well-maintained infrastructure, such as footpaths and safe bike lanes to encourage a more active lifestyle

- access to essential services like healthcare, schools, recreational facilities and quality internet

- the character of historic areas and identity of neighborhoods is important to maintain when new development is occurring

- designing neighbourhoods with a focus on walkability and pedestrian-friendly streets

- communities benefit from a mix of land uses that promote a sense of convenience and community

- consider the needs of diverse populations, including First Nations communities, and ensure accessibility for everyone, including people with disabilities.

165 participants stated *open space* was the most important feature of living locally. Key feedback relating to *open space* included:

- accessible parks, gardens and tree-lined streets significantly enhance the quality of life in a community

- greenery not only provides aesthetic value but also offers recreational spaces and contributes to environmental health

- ensuring safety measures, well-lit areas and appropriate traffic management contribute significantly to a sense of security within a community

- providing spaces, entertainment options, libraries, parks and recreational facilities.

4.3.4   What is the ideal urban form to support the growth of satellite cities like Murray Bridge and Victor Harbor?

Consistent feedback was received from participants that it is important that focus be placed on getting the *current* satellite cities to a suitable condition, particularly Mount Barker. This includes ensuring there is sufficient infrastructure implemented in advance of new population. These processes should not be occurring concurrently.

Some did not support the idea of a satellite city and preferred these places remain untouched for primary production and coastal holiday locations.

Key points relating to supporting growth in *satellite cities* included:

- solving the issues associated with transport and connectivity to local hubs and Adelaide CBD – rapid mass transit was regularly cited

- improving the stigmas and reputation of places like Murray Bridge to encourage young families to move from the metropolitan area

- investment in employment opportunities and local jobs to encourage people to work, live and play in the same area; these cities are currently struggling due to a lack of employment options

- improved health services and sufficient health practitioners to ensure appointments can be booked by locals.

4.3.5 What do you see as the benefits and drawbacks of greenfield development?

Feedback relating to greenfield development was significantly divergent. Participants identified the *benefits* of greenfield development as being:

- relieving pressure of urban sprawl

- greenfield development allows a walkable neighbourhood to be planned for rather than it being an after thought in an existing community

- often provides a more affordable housing stock and a diverse range of land sizes, albeit typically a long way from the city.

There were a number of *drawbacks* identified by participants, which counteracted some of the benefits:

- destruction of habitat, primary production land and native vegetation

- increasing traffic congestion due to more reliance on private vehicles and a lack of public transport

- poor planning of infrastructure to support a new population and the existing population, particlarly roads and stormwater

- greenfield sites are often located in lower socio-economic locations; although the land is more affordable, residents are disadvantaged by lack of connectivity to services and employment.

4.3.6 What do you see as the benefits and drawbacks of infill development?

Feedback relating to _infill_ development was more supportive than greenfield development for reasons including:

- greater use of existing infrastructure and minimising urban sprawl

- better connectivity to public transport, education and employment; infill sites will often provide an opportunitiy to live close to their families, which improves quality of life.

- creates a more walkable community which reduces climate impacts and private vehicle reliance

- less loss of areas of nature and car-dependant suburbs, creating a higher local population density to support more local business

- people living in infill developments do not experience the same alienation from society as those in outer greenfield developments.

Participants identified very few drawbacks associated with infill development in comparison to greenfield development. Some _drawbacks of infill_ development included:

- compromise of minimising green space and backyards, which impacts biodiversity

- often infrastructure and social infrastructure is not increased to support additional population

- more cars are parked on the streets due to there not being enough off-street parking, including in the development

- infill development can sometimes have poor design outcomes as it is more focussed on density

- ad-hoc infill development can lead to poor amenity outcomes for existing residents.

Overall infill development was more supported by participants than greenfield development if done well. What 'done well' looks like included:

- improved infrastructure planning and provision

- infill development design guidelines to improve amenity and liveability for residents and neighbours

- improved car parking provision to reduce pressure on street.

4.3.7 Where should strategic infill sites be located?

Participants had differing views of where strategic infill sites should be located, however participants most commonly said near public transport of some kind. Some did not understand what strategic infill meant or did not believe there were any suitable locations available. Suggested sites included:

- near train and tram lines instead of bus stops to get more people off the road

- the west of Adelaide is underdevloped and provides flat land close to the beach and city

- ideally within 1 km of services and public transport

- industrial sites, however this can cause employment opportunities to move to outer areas lacking connectivity by public transport and increase private vehicle usage

- specific sites included Port Adelaide, Keswick, Mile End, Glynde and Melrose Park.

4.3.8 What does the Greater Adelaide Regional Plan need to consider to meet future demand for employment land?

Feedback highlighted the importance of striking a balance between providing employment and managing the interface with housing. Participants suggested the Plan consider the following to meet demands for future employment land:

- incentives for businesses to setup in regional South Australia where there is land and housing is affordable

- locate employment where people are and provide easy access

- residential land also needs to be allocated for large companies to accommodate workers' housing; there is currently a rental shortage impacting potential employees to access employment

- capitalising on the work from home trend that has evolved from COVID-19

- forward plan so that current employment land is not encroached upon by more sensitive uses

- commercial employment land should be set aside with any greenfield development

- understand the type of jobs that will be required to support the future population; this will inform what land uses can interact with each other.

4.3.9 What does the Greater Adelaide Regional Plan need to consider to meet future demand for open space?

Participants raised a number of considerations for the Plan to meet future demand for open space including:

- strategically purchasing land in areas with little open or green space

- implement and maintain a ratio of public space per population

- open space needs to be safe and secure for all users and all times of the day, which can be addressed through lighting and maintained vegetation

- ensuring that open space is accessible to all and not just those that have a car; pocket parks should be implemented in all communities, which are accessible through walking and cycling

- having a range of open space that is structured and unstructured, for example grass vs a playground

- encouraging more community green spaces rather than individual gardens spread equally across communities

- preserving the Adelaide Park Lands

- focus on protecting and preserving current open space and not just investing in new open spaces.

4.3.10 What does the Greater Adelaide Regional Plan need to consider when reviewing and achieving the urban green cover target?

Responses to achieveing and reviewing the urban green cover target were similar to previously raised considerations. Key considerations included:

- increased tree planting and up keep of green areas

- even distribution of canopy cover across all urban areas regardless of the socioeconomic outcomes

- payment into the fund should be increased to encourage developers and builders to find alternatives to plant a tree rather than pay a fee

- consult with Conservation Council of SA and other environmental groups to find synergies in strategies and work already completed

- ensure appropriate trees are selected for the climate (deciduous) and they have longevity

- consider implementing rooftop gardens, community gardens and green walls, which can help offset the heat imprint of high density developments that often don't have open space

- prevent construction of new above ground power lines and stobie poles; new cabling should be underground, which encourages the development of the urban tree canopy

- amend the planning rules to reduce driveway crossovers and make more room for councils to plant trees on verges

- the target of 20% increase is unambitious and far more tree canopy is required for a liveable city.

4.4 YourSAy youth survey

41 young people aged 24 or younger responded to the survey. Their survey responses have been analysed below. Transport recurringly came up as the issue of greatest concern to young people, followed by environment and a style of urban design that enables living locally.

4.4.1 What do you think Adelaide will look like in 15 to 30 years' time?

Young survey respondents are hopeful that Adelaide will look like the following in 15 to 30 years' time:

- transport: less car use and more waking, cycling and public transport including trains

- living locally: a mixed-use city that rejects car-centric suburbs-style development and enables people to walk or ride to meet their daily needs

- vibe: beautiful, liveable, modern, connected, vibrant, community and environment friendly – 'a place where people want to live and work' and still keeping the 'lil old Adelaide feel'

- environment: clean, green, climate resilient and energy efficient, with more action towards climate change and biodiversity loss

- housing type and style: more medium and high density housing

- population growth: a larger and wider-spread city with a larger population, which will require better public transportation and infrastructure to support it

- community: a safe, inclusive, diverse and culturally rich community.

Young survey respondents identified that a significant change will need to be made in order to avoid negative outcomes. These were articulated in the following ways:

- transport: a 'car infested metropolis' that is congested, does not support active transport and has limited public transport options for those without a car and trapped in outer suburbs

- environment: polluted with big effects from climate change including sea level rise, water shortages, droughts, heatwaves, fires, floods and storms

- urban design: a sprawl of tasteless houses structured in a way that does not enable living locally, sustainability or sense of community or vibrance

- infrastructure: too many people and a lack of infrastructure, amenities and public services

- social divide: a greater class divide between those in the inner and outer suburbs, with 'it being almost impossible for first home buyers entering the market', increasing cost of living, even tighter rental market and more people forced into homelessness

- no change: if we continue in the direction we are travelling, much the same.

4.4.2 What is most important to you?

Young survey respondents were asked to identify which of the following was most important to them out of the following:
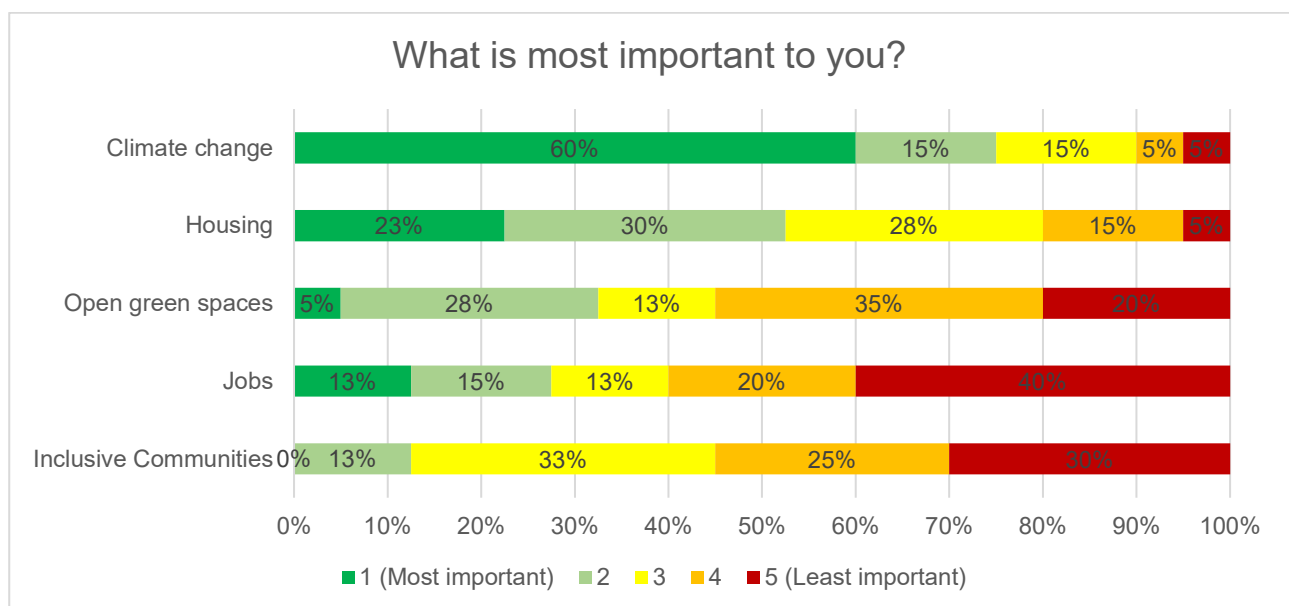
- climate change

- housing

- open green spaces

- jobs

- inclusive communities.

Young survey respondents ranked these from most to least important.

The majority of young survey respondents felt that climate change was most important, with 60% of respondents identifying this as their most important theme. Housing was identified as second most important across the survey respondents, followed by open green spaces.

40% of respondents identified jobs as least important, but 13% considered this most important.

No respondents identified inclusive communities as most important, and only 13% considered this as second most important.

What is most important to you?

|	1 (Most important)	2	3	4	5 (Least important)
Climate change	60%	15%	15%	5%	5%
Housing	23%	30%	28%	15%	5%
Open green spaces	5%	28%	13%	35%	20%
Jobs	13%	15%	13%	20%	40%
Inclusive Communities	0%	13%	33%	25%	30%

4.4.3 What are your concerns for the future of the Greater Adelaide region?

Young survey respondents identified the following concerns for the future of the Greater Adelaide region:

- transport: a car-dependent transport system that results in long commutes, increased transport costs, public transport that gets stuck in traffic (ie lack of trains and trams), health implications, roads ill equipped to cope with volume of cars and all infrastructure spending going towards roads rather than the health and wellbing of the community and environment

- environment: more extreme weather events as a result of climate change, loss of green space and biodiversity, lack of action on climate change, continued use of fossil fuels, urban sprawl into green space, bushland and agricultural land and pollution

- housing: a lack of affordable housing, no housing available close to the city and lack of rental affordability and availability

- housing: oversized, low density, unaffordable housing that is located far away from the city, employment and retail, does not have any character and does not contribute to a sense of community

- community: a great class divide with more homeless people and a lower sense of community and happiness.

4.4.4 In the future, what type of home would you like to live in?
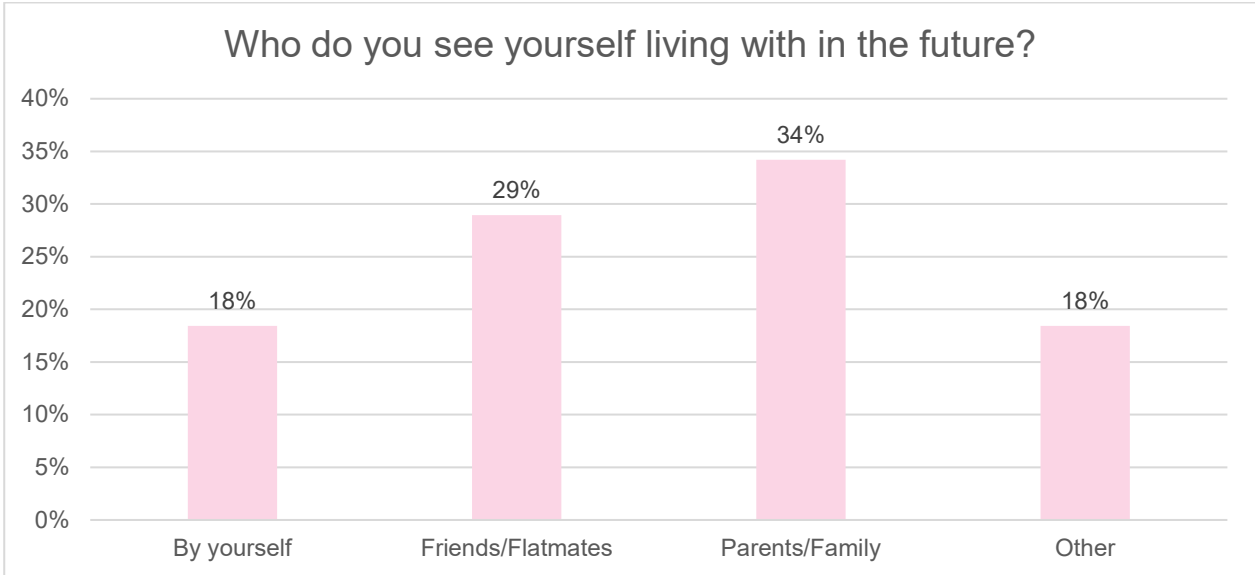
48% of young survey respondents would like to live in a traditional house. 20% would like to live in a townhouse and 18% would like to live in an apartment.
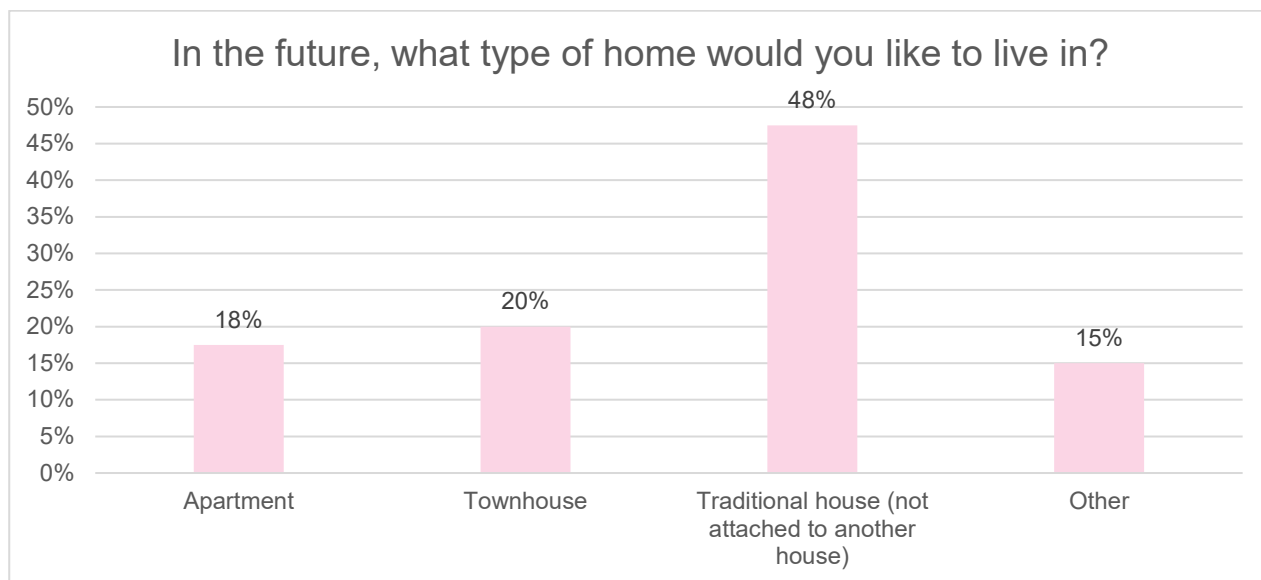
15% of respondents selected other. When prompted they suggested that they had no preference, wanted to live on acreage, in a tiny house or in community living.

### 4.4.5 Who do you see yourself living with in the future?

34% of young survey respondents see themselves living with parents or their family in the future, 29% see themselves living with friends or flat mates and 18% see themselves living on their own.

18% of respondents selected other. When prompted they suggested that they were unsure or may live with a partner.

4.4.6 What part of the Greater Adelaide region would you like to live in?

Young survey respondents identified multiple parts of the Greater Adelaide region that they would like to live in. The Adelaide Hills received the largest number of responses, with 33% of survey respondents identifying that they would like to live in the hills region. 23% of survey respondents would like to live in the city, 18% would like to live in the south, 8% each would like to live in regional towns or the west, and 5% each would like to like in the east or north.
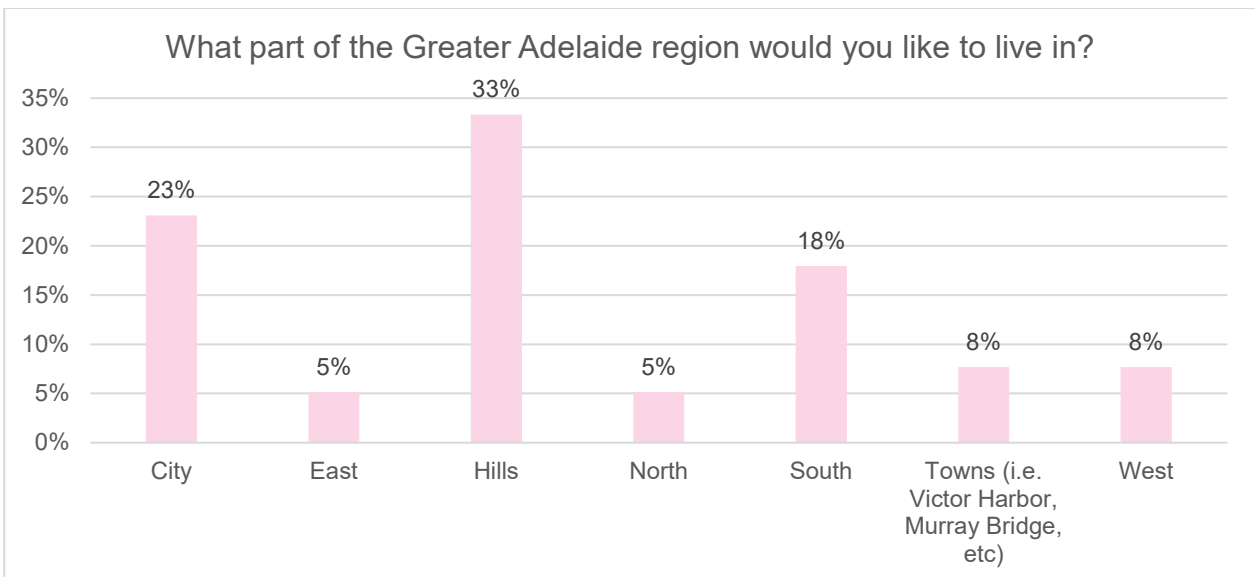
4.4.7 How can Greater Adelaide be more sustainable and respond to climate change?

Young survey respondents made the following suggestions for how Greater Adelaide can be more sustainable and respond to climate change:

- transport: replacing private car use and infrastructure (e.g. roads and parking spaces) with public transport (with preference for trains and electric power), neighbourhoods designed for walking and cycling, electric vehicles and infrastructure, and hydrogen powered transport.

- greening: planting trees in suburbs, conserving existing green space, establishing more green space and green corridors, and reduce urban heat island effect

- energy: increasing uptake of renewable energy and ending use of fossil fuels

- net zero: reducing emissions, reaching net zero and planting mangroves, seaweed and saltbush to capture carbon

- emergency management: putting in place safeguards for heatwaves, flooding, drought, coastal erosion and sea level rise

- waste: prioritising recycling, establishing a circular economy, cracking down on big industry polluters and introducing strong waste legislation

- housing: building high density housing in mixed-use areas, reducing rate of greenfield development and electrifying buildings

- take a long term approach.

4.4.8 How would you like to travel around the Greater Adelaide region in 15 years' time?

Train was the most preferred mode of transport for travelling around the Greater Adelaide region, with 40% of young survey respondents identifying that they would like to travel by train. 20% would like to cycle, 13% would like to tram, 5% would like to walk and 5% would like to bus. Only 10% of survey respondents would like to travel by car.

How would you like to travel around the Greater Adelaide region in 15 years time?
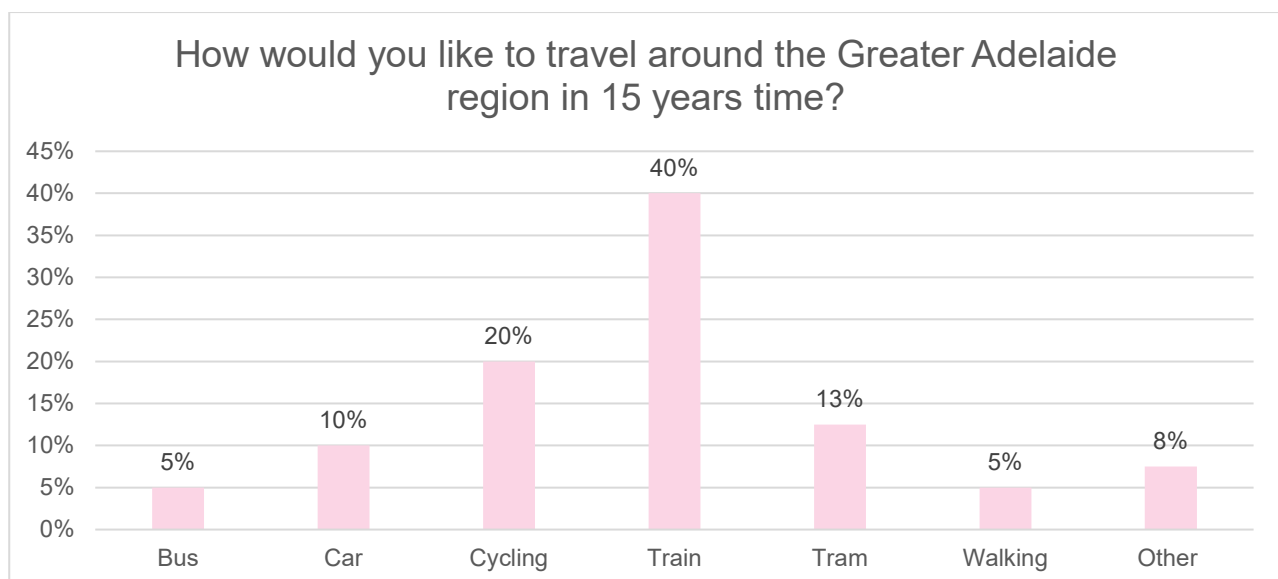
8% of respondents selected other. When prompted, responses included making sure everyone can use active and public transport to get where they need to go in a safe, healthy and feasible way.

4.4.9 What do you like about your current local neighbourhood?

Young survey respondents identified the following things that they like about their current local neighbourhood:

- <u>green space</u>: green spaces, lakes, parks, trees, farmland and wildlife

- <u>proximity to facilities and natural areas</u>: close proximity to facilities and natural areas such as libraries, shops, playgrounds, sports facilities, parks, supermarkets, restaurants, cafes, schools, pharmacies, universities, recreation centres, community gardens, churches and beaches

- <u>community</u>: mulitcultural neighbourhoods, close knit communities with friends nearby

- <u>transport</u>: walkable and lots of public transport options close by

- <u>housing</u>: more traditional/older houses, houses with backyards and diversity in housing design

- <u>amenity</u>: tidy, peaceful and beautiful.

4.4.10 What do you think your local neighbourhood is missing?

Young survey respondents felt that their local neighbourhoods were missing the following:

- <u>transport</u>: accessible public transport (especially trains and trams), a comprehensive and safe network of cycle paths, safe walking paths and good traffic flow

- <u>green spaces</u>: greenery, parks, community gardens, tree canopy and native vegetation

- <u>housing</u>: affordable housing, smaller houses and denser housing near train stops

- <u>urban design</u>: mixed use zoning with local grocery shops and other services and facilities

- <u>recreation</u>: things for young people to do, local events, clubs and activites.

4.4.11 Is there anything else you would like to tell us about shaping the future of Greater Adelaide?

Young survey respondents repeated commentary already captured in the above questions.

4.5   YourSAy spatial/map tool

The feedback and themes highlighted below were provided via the YourSAy website, where participants submitted their insights via drop pins placed on an interactive map. In total, 300 drop pins were provided, offering valuable perspectives on various aspects of the regional plan.

This feedback helped guide drafting the draft Greater Adelaide Regional Plan, ensuring that community voices are considered in shaping the region's future.

Below is a detailed breakdown of the community feedback, organised by theme.

4.5.1 Opportunities for future housing

Key feedback included:

- utilise Ingle Farm Shopping Centre and surrounds for neighbourhood regeneration

- proposals to redefine zoning areas (e.g. Rural to Rural Living) to manage urban expansion while preserving agricultural lands and environmental harmony

- encourage taller residential buildings in specific areas (e.g. southwestern and southeastern Adelaide)

- promote transit-oriented developments (e.g. around O-Bahn stops, inner west)

- develop housing near the CBD with mixed-use options.

4.5.2 Residential density and design

Key feedback included:

- concerns about poorly lit walkways from train stations, exacerbated by ongoing construction

- need to preserve liveability during high-density construction phases by balancing existing residents' needs with construction requirements

- design principles need enhancement to address safety concerns (petty crime) associated with high-density living

- suggestions include fully enclosed bike storage and proximity to essential services like doctors, chemists and post offices

- need for affordable 3-bedroom family homes in new high-density developments, not just smaller units or expensive penthouses

- emphasise sustainable and high-quality urban design (e.g. tree canopy preservation, green space enhancement).

4.5.3 Active transport infrastructure

Key feedback included:

- enhance "walkability" in the CBD with pedestrian corridors

- improve bike corridors and pedestrian infrastructure

- improve pedestrian and cyclist amenities around Happy Valley Reservoir

- better bike connections from the western suburbs into the CBD, avoiding main roads.

4.5.4 Road and traffic improvements

Key feedback included:

- enhance transport links (e.g. Goodwood Road, tram extensions)

- solve traffic issues at major intersections with better traffic flow solutions

- address poor road conditions and kerbing

- calls for new roads and slip lanes to improve connectivity between suburbs and major highways

- improve road maintenance and traffic light sequences across metropolitan Adelaide

- extend and upgrade motorways (e.g. North-South Motorway, Southern Expressway)

- build new freeway interchanges and elevated freeway sections

- develop East-West Motorway underground tunnels

- freeway upgrades (e.g. Adelaide/Gawler to Riverland, Adelaide to Port Wakefield/Port Pirie).

4.5.5 Public transport infrastructure

Key feedback included:

- extend tram and rail lines (e.g. to Aldinga, Adelaide Airport)

- restore and introduce train services (e.g. Barossa Valley, Riverlea)

- upgrade transport services for Victor Harbor

- consider underground stations for Adelaide City Rail Link (ACRL) connecting to bus networks, Rundle Mall and East End

- advocacy for more frequent trams during peak periods to accommodate increasing commuter demands

- improve rapid transit links to connect with key areas like Salisbury City Centre

- enhance local amenities near railway stations with improved parking, green spaces and connections to bus services

- consider tram lines to Adelaide Airport and through Norwood to Magill

- bring back interstate trains to Adelaide Railway Station, potentially moving stabling yards underground for mixed-use residential and commercial redevelopment

- extend passenger rail services to Mount Barker and investigate connections to Strathalbyn and Murray Bridge

- improve Grange line patronage and consider redevelopment options

- rail reactivation (e.g. Roseworthy, Aldinga) and new rail extensions (e.g. Riverlea, Two Wells)

- build multi-storey car parking near tram stops

- implement rail underpasses and remove multiple level crossings.

4.5.6 Environmental initiatives and considerations

Key feedback included:

- protect surf amenities while implementing climate adaptation measures

- manage growth in flood-prone areas like Myponga, considering nearby coastal assets

- preserve Warriparinga wetlands

- improve liveability by removing polluting industries from Port River

- biodiversity conservation (e.g. revegetation of Highbury Aqueduct, weed control in biodiversity corridors)

- consider environmental impacts (e.g. wind farm visual impact, bushfire risks)

- environmental conservation: protecting biodiversity assets from inappropriate developments like wind and solar farms.

4.5.7 Community services and facilities

Key feedback included:

- establish a community hub with shops and a school at Murray Bridge East to balance growth and reduce infrastructure pressure

- develop sporting precincts (e.g. around Adelaide Oval)

- infrastructure upgrades (e.g. intersection improvements, community ice arena)

- provision of community spaces and amenities (e.g. new ovals, local playgrounds, coffee shops)

- need for proper dog parks to cater to dogs in apartments

- demand for essential services within walking distance in high-density areas, beyond cafes, to include doctors and chemists

- support local businesses and trades for job creation and sustainable community growth.

4.5.8 Miscellaneous

Key feedback included:

- policy changes (e.g. emergency services levy in bushfire-prone areas)

- cultural and recreational enhancements (e.g. restoration of heritage sites, closure of Rundle Street for outdoor activities)

- proposals to relocate Adelaide Airport to Outer Harbour breakwater to alleviate inner suburb noise and repurpose existing airport land for high-tech industries and water improvement projects

- land-based aquaculture development: proposal for seaweed farming near Pt Stanvac, leveraging natural seawall protection, seawater access and proximity to roads.

5   Summary of themes and responses

The following themes have been derived from all methods of feedback (written submissions, online survey and workshops).

Submissions provided by individuals are included in this thematic analysis, however the specific nature of land to be investigated for inclusion in the Plan is being completed through a separate process. A copy of these individual submissions is provided in Attachment 2.

5.1 Housing availability and affordability

More than 350 comments were attributed to housing availability and affordability. Key feedback themes included:

- rising housing and rental costs are having an impact on living standards within the community

- the current rate and variety of available supply of affordable housing is falling short of meeting the needs in Greater Adelaide; we need to find a more effective pathway of implementing affordable housing

- inner and suburban councils are keen to see a diversity of housing, including affordable housing, social housing, houses with secondary dwellings and smaller households; there is also demand for housing types and design that respond to a changing climate, changing working arrangements (e.g. working from home) and changing cultural needs (e.g. multigenerational living).

305 submissions recommended locations for growth areas to be investigated for future employment and residential (greenfield and infill) development. The Outer North subregion received the highest number of requests for investigations. This region includes the following local government areas:

- Adelaide Plains (part)

- Light (part)

- Barossa (part)

- Gawler

- Salisbury (part)

- Playford.

Response

- The draft Plan contributes to improving housing avaliability by ensuring sufficent long-term land supply with the well-timed provision of infrastructure. It also seeks to improve affordability by locating a range of housing types close to services and amenities to promote affordable living.

- Housing availability has been considered across a range of infill, greenfield or township development contexts, and the draft Plan acknowledges that low housing diversity and choice is a barrier to many people achieving their housing preferences and aspirations. The Plan seeks to introduce new 'missing middle' housing products suited to a range of contexts.

- Land that is already zoned for residential development across Greater Adelaide has the capacity to accommodate the homes needed to meet demand for at least the next 15 years.

- It is the speed of housing delivery that will best help address the housing crisis, including delivering essential infrastructure to create development-ready land supply over the next 15 to 30 years. The Plan provides a platform to coordinate delivering infrastructure with future growth.

- Sufficent infill development capacity has been identified in the draft Plan to provide housing and locational choice. A targeted approach to infill development is the focus for accommodating the projected growth to 2051, specifically:

    o no new general infill areas are proposed; the focus is on improving design quality (and accepting diminished yields) in current general infill areas

    o identifying more strategic infill areas, where greater residential densities can be accommodated through better planning and coordination.

- Strategic infill areas include urban renewal neighbourhoods and centres, precincts or corridors identified for infill growth, subject to further planning and investigations.

- The development of new suburbs on the metropolitan fringe or around townships will continue to form an imporatant part of dwelling supply and several new growth areas have been identified to support the projected population growth required to cater for the 16 to 30-year time period.

- The government is committed to delivering more social and affordable houses, more affordable rental opportunities and more support for people to buy a home. The Affordable Housing Overlay will be expanded to all areas experiencing residential infill and greenfield, master planned estates or brownfield sites. An offset scheme is also being established to allow payment into an offset fund that will be used to deliver more social housing.

5.2 Housing diversity and quality

Housing diversity isn't just about the types of housing currently available; it encompasses a broader range of factors including how to meet the diverse needs of various demographics, abilities and cultures that influence how households are made up and how people like to live:

- ancillary dwellings (including houses on productive land and granny flats) can play a big role in promoting diversity in housing options; the Planning and Design Code can be more responsive to this

- improved design standards, particularly for infill development and high-rise apartment buildings

- renewal of SA Housing Trust areas to improve housing quality, particularly in the southern region.

5.2.1 Density, infill and greenfield

Key feedback included:

- corridor development isn't consistently achieving expected outcomes; some council's would like to see a review of these corridors to better consider the context of land use mix, interface issues, the process of precinct development and provision of transport

- well planned infill development is regarded by many participants (councils, organisations and the community) as able to help to deliver on living locally, responding to environmental challenges and providing housing diversity; however, a range of challenges were identified that are stemming from general infill development, including on-street parking, road network congestion, loss of tree canopy, increased heat island effect, increased stormwater runoff, loss of streetscape and neighbourhood character and lack of public open space

- respondents acknowledged that there are not many strategic infill locations left within Greater Adelaide

- greenfield development is more supported in the Outer North region, however, there is concern that this is impacting primary production land and provides no connection via active travel or public transport – communities can become isolated and are often self contained

- greenfield development provides more affordable housing opportunities and a range of housing typologies that may not be possible in the inner regions i.e. a 4 bedroom home with space for 3 cars and a shed

- greenfield development to not impact agricultural and food/wine production regions

- density is to be more than small blocks with single storey dwellings and should consider different forms, such as apartments, even in greenfield development.

Level of support for increased density and infill

- Pro density/infill - Against density/infill
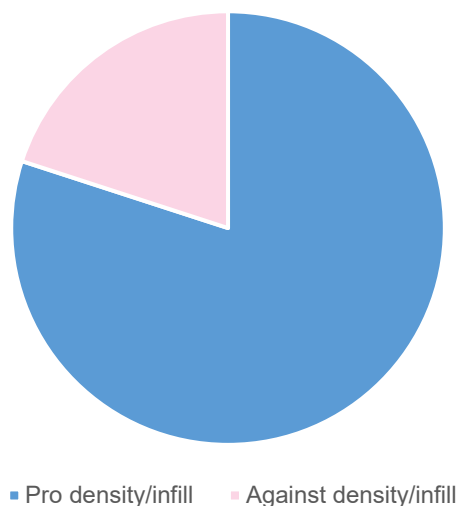
Response

- 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:

  o amendments to the Code to support more tree canopy protection, improved design outcomes, onsite storage and garage requirements

  o protecting areas that have character or historic value

  o 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.

- Urban corridors will be progressively introduced over the next 30-years as market conditions and available dwelling yields support additional supply and transport planning is undertaken (likely to be introduced toward the latter half of the 30 year horizon).

- Height and interface policies are essential to provide well-designed buildings that manage the interface with more sensitive low-rise housing that often occurs at the edge of zones. The draft

Plan includes an action to review Code policy for urban corridors, which includes establishing a new Urban Corridor (Interface Zone) that can be applied along existing residential corridors and at the interface with more sensitive zones.

- The government will take the lead on planning, coordinating and de-risking state-significant infill areas, whilst councils could lead local infill investigation areas for identified sites that could provide for well-planned and well-located sources of medium density (or 'missing middle') diverse housing.

- The draft Plan acknowledges that the ongoing trend for detached housing, typically three or more bedrooms, does not necessarily match the needs of the increasing number of smaller households, and the need to encourage a broader range of dwelling types and dwelling sizes in both greenfield and infill locations.

- 'Missing middle' housing offers a variety of alternative options that provide greater choice to meet the needs of a wide range of households, including co-located housing. 'Missing middle' housing has the potential to provide more affordable and diverse options than detached houses, but is smaller than larger mixed-use developments. New design criteria and assessment pathways will be established and incorporated into the Code to facilitate these housing types in appropriate areas.

- A diverse mix of housing in new master planned communities can also support more sustainable access to social infrastructure and services, for example schools or services for ageing. New performance measures will be established in the Code to guide:

  o minimum housing density and diversity targets, and housing diversity targets around activity centres, open space and transport to make services viable

  o providing affordable housing near facilities, services and transport to support affordable living.

5.3 Heritage and character

Key feedback included:

- development needs to be conscious of existing suburbs' character, heritage and streets; there are mixed views regarding if someone needs a particular housing type that does not suit the character of the suburb then the development should occur elsewhere

- some are supportive of reviewing the Environment and Food Production Areas and Hills Face Zone to release more land while others are strongly against as this because it will diminish the character of some areas of Adelaide.

Response

Heritage

- The draft Plan acknowledges heritage areas and places as an essential part of Greater Adelaide's fabric, and their conservation and protection should be fundamental considerations of planning policy.

- Strategies in the draft Plan include promoting the heritage values of national, state and local heritage listed places, promoting adaptive reuse of buildings that enhance areas of cultural

heritage value and encouraging councils to lead the identification and listing of local heritage places to protect historical attributes and themes that are important to local communities.

- An action is included in the draft Plan to investigate greater opportunities for adaptive reuse, including a broader range of possible land uses for heritage places in the Code to facilitate greater adaptive reuse of heritage places.

Character

- The draft Plan recognises landscape and neighbourhood character as applying to both natural landscapes and built environments. Landscapes of high scenic quality are already safeguarded via a range of legislative or planning policies, including via the Barossa and McLaren Vale Character Preservation Districts and the Hills Face Zone.

- The Commission is required to conduct a review of the Environment and Food Production Areas boundaries every 5 years, which must focus on the suitability and adequate supply of land to support a minimum of 15-year supply of housing and employment growth within Greater Adelaide, as well as whether existing urban areas are able to support urban renewal and consolidation. The boundaries of the Environment and Food Production Areas may only be amended following review or inquiry by the Commission.

- Actions in the draft Plan include preparing a schedule of areas to be considered for removal (and retained) from the Environment and Food Production Areas during future reviews by the Commission to ensure a 15-year rolling supply of land to accommodate housing and employment growth. An investigation will also be undertaken on the definition of 'anomaly' for consideration by the Minister for Planning regarding minor boundary anomalies within the Hills Face Zone.

- The built form character of local areas is generally protected and enhanced through existing policies in the Code via the Character Area Overlay and Character Area Statements. The Commission is supporting councils in updating these statements to ensure an appropriate focus on design that complements unique local character values.

- The Commission's Future Living Code Amendment seeks to enhance housing diversity in Adelaide's established suburbs. An action is included in the draft Plan to facilitate the delivery of new smaller housing options in conjunction with existing dwelling stock and historic and character value retention through this Code amendment.

5.4 Infrastructure

Nearly 300 submissions referred to infrastructure. Common themes relating to infrastructure included:

- it makes sense to grow in areas that are well serviced by, or can easily connect to, existing infrastructure; greenfield development or development on the fringe can incur substantial investment costs in infrastructure development

- there is an opportunity for state government and councils (particularly in growth areas on the urban fringe) to better work together on a whole-of-government approach to planning, physical and social infrastructure, local employment and funding to support residential growth

- infrastructure is often not expanded to support an additional six townhouses on a block that had one house, which impacts the remaining nearby houses e.g. water pressure.

5.4.1 Road and traffic

Key feedback included:

- road infrastructure is not meeting the current or future needs of communities to adequately get to and from work and school; increasing demand for freight throughout the Greater Adelaide region also needs to be considered and balanced

- road safety should be incorporated into the vision for the Plan and the road environment needs to consider users beyond vehicles

- safer streets includes improved lighting and designing in a way that reduced antisocial behaviours

- there is a direct link between being employed locally and utilising local services and reducing traffic; employment that encourages regional economic opportunities instead of the CBD should be encouraged to ease traffic stress.

5.4.2 Parking

Key feedback included:

- off-street car parking standards need to be revised to consider the average car now used by households e.g. SUVs and utes; a double garage often will not fit two household cars, which leads to on-street parking

- improve Park 'n' Ride capacities and locations to reduce the number of cars on the road; Kudla was raised as a location for a Park 'n' Ride

- increased infill and density often leads to housing and apartments with no car parking allowance. This impacts existing residents due to more cars being parked on the street.

Response

Infrastructure (general)

- Access to quality services and infrastructure is intrinsically linked to community well-being. The draft Plan seeks to prioritise future growth areas based on factors including the serviceability of land and the cost of future infrastructure provision.

- The draft Plan includes strategies and actions to identify, set aside and protect infrastructure corridors and reserves for key networks in advance of future development. These include electricity and gas transmission networks, water and sewerage infrastructure, social infrastructure (such as health and education) and transport networks and facilities.

- An amendment to the Plan will be undertaken in 2025 to further define and prioritise greenfield growth and infill locations based on infrastructure service and 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. This work will involve further engagement with state agencies, local government and local communities.

- The Department for Housing and Urban Development's Housing, Infrastructure, Planning and Development Unit 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.

- The Land Supply Dashboard will help 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 deficincies or gaps.

- Aligning the 20-Year State Infrastructure Strategy (Infrastructure SA) and the State Transport Plan (Department for Infrastructure and Transport) with the Greater Adelaide Regional Plan will also allow for more coordinated infrastructure planning.

Roads, traffic and parking

- The draft Plan includes strategies to encourage the design of local transport networks to promote the use of public transport and active travel, and to increase the number of dwellings located close to high-frequency public transport.

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

5.5   Climate impacts and biodiversity loss

Key feedback included:

- protecting and enhancing open space and increasing greening is critical to achieving quality neighbourhoods, a net zero target and design quality

- investment in public transport and cycling and walking infrastructure will enhance living locally and reduce emissions, resulting in better environmental outcomes

- councils demonstrated strong leadership in the areas of planning for, and actively responding to, environmental issues, including improving sustainability, reducing greenhouse emissions, reducing energy consumption and travel distances, maximising water use (including harvesting and re-use opportunities) and building cool, green suburbs (more sustainable building design)

- support for alternative energy sources – particularly solar power and electric vehicles.

- policies to focus more on circular economies in reducing waste, promoting materials circulation and sustainable growth.

5.5.1 Greening

Key feedback included:

- pocket parks are often overlooked but are highly valued, particularly when higher-density development replaces existing low-density neighbourhoods

- tree canopy is a defining feature of Adelaide and is highly valued; legislation on tree removal should be strengthened.

5.5.2 Open space

Key feedback included:

- open space that is being removed (often due to transport projects or new development) is not being readily replaced for use by the community for recreation or amenity purposes

- open space is not fairly or well distributed across all areas of Greater Adelaide, with the size, amount and quality of open spaces varying significantly through different areas within the region

- well-located, quality open space is a key part of the living locally concept, and to meet community needs and expectations; there was a desire to see more open space and facilities with shade to increase use year-round

- sporting and recreation facilities need to be specifically planned for to ensure they are well-located to neighbourhoods.

5.5.3 Urban heat island

Key feedback included:

- tree canopy should be increased to improve amenity, contribute to wellbeing and to mitigate the environmental/heat island effect.

5.5.4 Hazards

Key feedback included:

- increase engagement with Aboriginal communities to learn more about sustainable land management and improve the way hazards like bushfire are managed

- the location of future development needs to consider the long-term impacts of climate change, particularly sea level rise, coastal erosion and bushfire risk

- undertake hazard mapping, including waste management and mitigation.

5.5.5 Health and education

Key feedback included:

- there is a direct link between nature and public health; the Plan needs to focus on health more and equal access to health/medical facilities

- development needs to consider health and wellbeing, including access to health and education facilities for new and existing communities

- health services are required in the proposed satellite cities and growth areas e.g. Victor Harbor, Gawler and Murray Bridge

- opportunity to focus on the next generation of Aboriginal children to become educated in a new skilled labour force.

Response

- The draft Plan recognises that 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.

- At a macro-scale, the draft Plan's growth areas are identified to take advantage of current and planned city shaping infrastructure projects, providing logical extensions to Adelaide's urban lands along with satellite cities that have infrastructure capacity. Growth is also based on the living locally concept, which aims to create connected, convenient cohesive and climate-smart communities and reduce the need for long-distance car travel.

- The Code contains several hazard overlays which include policies to recognise sea level rise, bushfire and flood hazard. Recent work to update these overlays and other policies will contribute to our climate change resilience and actions have been included in the draft Plan to update coastal process and hazard mapping, incorporate updated coastal flooding data and incorporate new biodiversity mapping.

- The draft Plan seeks to support the transition to a circular economy by ensuring local waste management facilities are appropriately located and new and existing sites can operate without impediment.

- Supporting the transition to regenerative thinking in planning, the draft Plan promotes the concepts of inter-generational equity, planning with country, circularity, integrated planning and management, adaptive processes and strategic foresight. Further work to develop a regenerative planning framework and toolkit forms an action within the draft Plan.

- The draft Plan includes a more ambitious urban tree canopy target to achieve a 30% tree canopy (3 metres in height or greater) cover across metropolitan Adelaide by 2051.

- The creation of a second generation of park lands is also being reimagined as the Greater Adelaide Open Space System, and is described in the draft Greater Adelaide Open Space Strategy. The draft Plan includes strategies to create new linear parks, including the new Northern Park Lands, that provide increased recreation opportunities, enhance biodiversity, promote tourism and encourage cycling and walking.

- The draft Plan recognises the need for better integration and alignemnt with growth area planning and social infrastructure, noting that responsibility for policy development, funding and service delivery lies across all levels of government, together with private and not-for-profit providers. The draft Plan seeks to facilitate the ability to reserve land for future social infrastructure capacity (including health and education facilities) in growth areas and to facilitate the expansion of existing facilities in established areas to accommodate future demand.

5.6   Changing mobility systems

5.6.1 Public transport

Key feedback included:

- substantial investment in public transport infrastructure is required to reduce car dependency across Greater Adelaide region; many modes of public transport were specifically mentioned, including extending existing tramways and adding new lines, electrification and extension of train lines and a bus rapid transit service

- review the timetable, service reliability and frequency

- trains were the mode of public transport most raised, with comments relating to the need to extend train lines to growth areas, investigation of rapid mass transit and that trains get cars off the road and are often the fastest way to reach a destination

- greenfield development should only be developed along existing rail corridors or where one is planned to reduce car dependency

- a review of bus timetables and destinations was raised to consider better connections with country areas and community services such as hospitals.

Public Transport Comments

Category	Comments
PT - Train	254
PT - Tram	216
PT - Bus	211
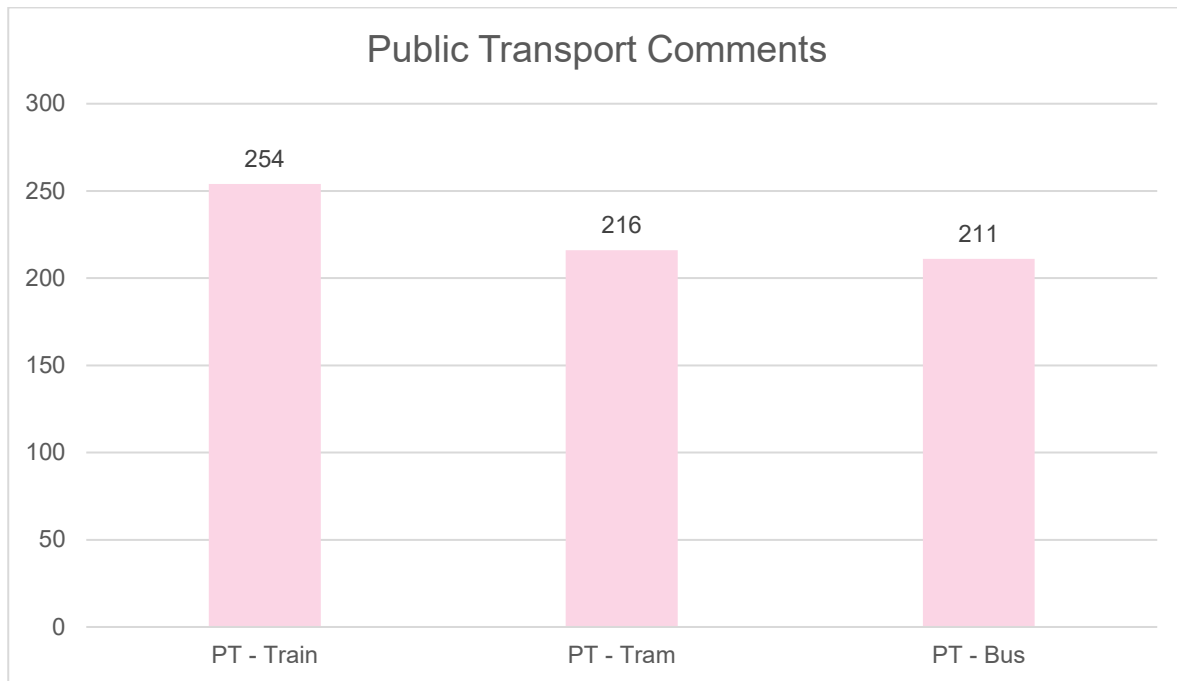
Response

- The draft Plan recognises that Greater Adelaide's strategic transport network is central to economic growth, incorporating mass transit corridors and strategic freight routes alongside key transport facilities such as major airports, seaports, intermodal and bulk handling facilities.

- Most state-significant infill housing in the draft Plan is targeted for the CBD, transit corridors, regional centres and urban renewal areas, which are largely located along fixed transit lines. Department for Infrastructure and Transport will consider efficient ways to improve mass transit in established areas identified for future intensification in the Plan, through developing a passenger transport strategy.

- Servicing growing communities on the outskirts of the city and in our regional cities and towns remains a challenge, and delivering public transport in lower density areas costs more per capita. To this end, the Plan seeks to locate and plan residential and employment growth areas to integrate with and capitalise on existing and planned strategic transport infrastructure, and to increase the number of dwellings located close to high-frequency public transport.

- The Department for Infrastructure and Transport is developing an overarching transport strategy for South Australia, which will provide a basis for strategic prioritisation and investment in the state's transport system.

- The draft Plan also seeks to protect planned and existing transport infrastructure through a range of statutory instruments, including the identification of infrastructure corridors and reserves, together with overlays within the Code and the Plan that guide rezoning processes.

Attachment 1 – Youth forum zine
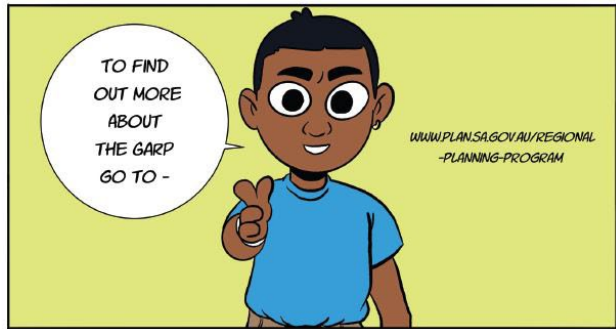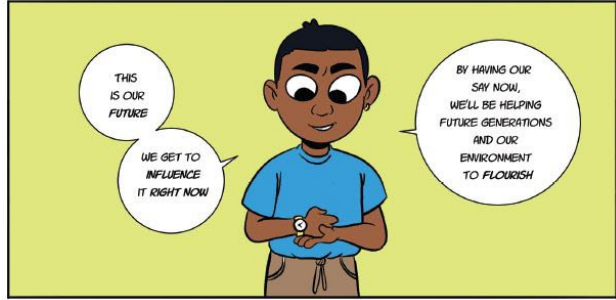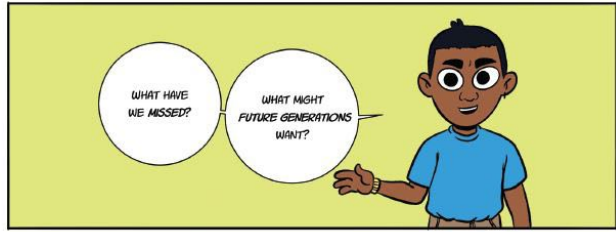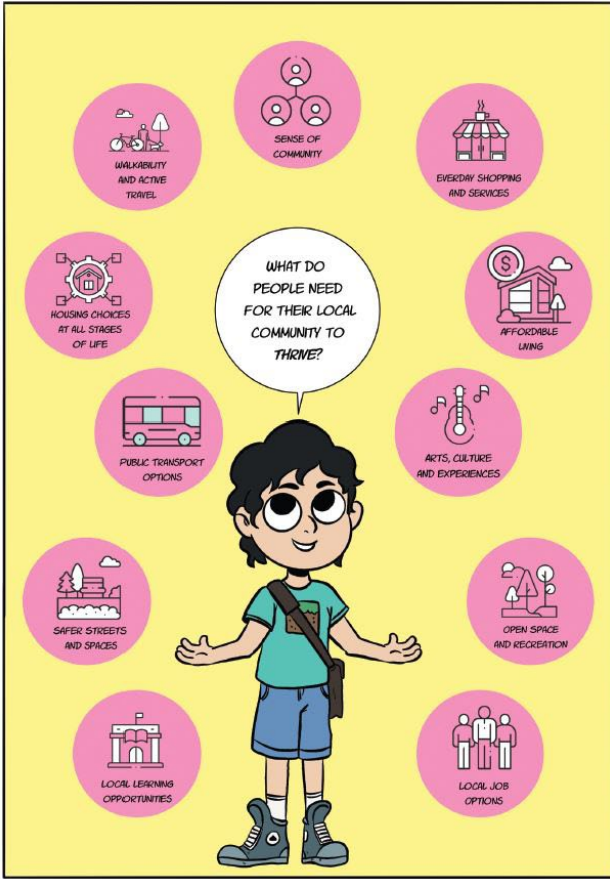
Attachment 2 – Copy of submissions received

Submissions can be viewed on the PlanSA website by clicking on the links below.

Attachment 2.1	Council
plan.sa.gov.au/__data/assets/pdf_file/0015/1303440/Plan-Discussion-Paper-council-submissions.pdf	
Attachment 2.2	**Community groups, industry associations and non-government organisations**
plan.sa.gov.au/__data/assets/pdf_file/0004/1304752/Plan-Discussion-Paper-community-groups,-industry-associations-and-non-government-organisations-submissions.pdf	
Attachment 2.3	**Federal government**
plan.sa.gov.au/__data/assets/pdf_file/0003/1306344/Plan-Discussion-Paper-Federal-Government-submissions.pdf	
Attachment 2.4	**Members of parliament**
plan.sa.gov.au/__data/assets/pdf_file/0003/1306344/Plan-Discussion-Paper-Federal-Government-submissions.pdf	
Attachment 2.5	**Landowners**
plan.sa.gov.au/__data/assets/pdf_file/0007/1312396/Plan-Discussion-Paper-landowner-submissions.pdf	
Attachment 2.6	**Members of public**
plan.sa.gov.au/__data/assets/pdf_file/0006/1334769/Plan-Discussion-Paper-members-of-public-submissions.pdf	