


Greater Adelaide Regional Plan

Section 73 Engagement Report

| | Name / Title | Date | Signature |
|-----------------------------------|---|------------|---|
| Approved by the Designated Entity | Craig Holden / Chair, State Planning Commission | 10/02/2025 |  |

Contents

| | | |
|---|--|-----------|
| 2 | Introduction | 6 |
| 2.1 | Stages of engagement | 7 |
| 3 | Evaluation of engagement | 8 |
| 3.1 | Performance Indicators for Evaluation | 8 |
| Stage 1 engagement – Greater Adelaide Regional Plan Discussion Paper | | 9 |
| 4 | Engagement approach | 9 |
| 4.1 | Compliance with the engagement plan | 10 |
| 4.2 | Engagement activities | 10 |
| 4.3 | Mandatory requirements | 12 |
| 5 | Engagement outcomes | 13 |
| 5.1 | Workshops | 13 |
| 5.2 | Written submissions | 14 |
| 5.3 | YourSAy general survey | 38 |
| 5.4 | YourSAy youth survey | 48 |
| 5.5 | YourSAy spatial/map tool | 54 |
| 6 | Evaluation of engagement | 56 |
| 6.1 | Performance indicators for evaluation | 57 |
| 6.2 | Evaluation against the Charter principles | 57 |
| 6.3 | Summary | 60 |
| 7 | Stage 1 summary of themes and responses | 61 |
| 7.1 | Housing availability and affordability | 61 |
| 7.2 | Housing diversity and quality | 61 |
| 7.3 | Heritage and character | 62 |
| 7.4 | Infrastructure | 63 |
| 7.5 | Climate impacts and biodiversity loss | 63 |
| 7.6 | Changing mobility systems | 65 |
| Stage 2 engagement – Draft Greater Adelaide Regional Plan | | 66 |
| 8 | Engagement approach | 66 |
| 8.1 | Engagement activities | 66 |
| 8.2 | Mandatory requirements | 72 |
| 8.3 | Compliance with the engagement plan | 73 |

| | |
|---|------------|
| 8.4 Evaluation against the Charter principles..... | 73 |
| 9 Engagement outcomes | 75 |
| 9.1 Feedback received – survey | 76 |
| 9.2 The Greater Adelaide Regional Plan themes..... | 76 |
| 9.3 Youth survey | 82 |
| 9.4 Feedback received - submissions..... | 82 |
| 9.5 The Greater Adelaide Regional Plan themes..... | 82 |
| 9.6 Community groups..... | 84 |
| 9.7 Industry bodies..... | 88 |
| 9.8 Non-government organisations..... | 93 |
| 9.9 Councils | 100 |
| 9.10 State and commonwealth agencies / bodies | 112 |
| 10 Summary of draft Plan feedback and responses..... | 122 |
| 10.1 People, housing and liveability..... | 122 |
| 10.2 Transport and Infrastructure | 129 |
| 10.3 Natural Resources, Environment and Landscapes..... | 132 |
| 10.4 Productive Economy | 136 |
| 10.5 Delivery and implementation..... | 138 |
| 11 Spatial amendments by land supply region..... | 143 |
| 11.1 Northern Plains & Barossa..... | 144 |
| 11.2 Outer North | 146 |
| 11.3 Inner North | 159 |
| 11.4 Adelaide Hills | 167 |
| 11.5 Inner Metro (excluding CBD) | 168 |
| 11.6 Adelaide West..... | 173 |
| 11.7 Adelaide City..... | 177 |
| 11.8 Inner South | 178 |
| 11.9 Outer South..... | 184 |
| 11.10 Murray Bridge | 185 |
| 11.11 Fleurieu Peninsula | 189 |
| 11.12 Other spatial requests..... | 194 |
| 12 Refer to the Minister for Planning | 199 |

| | |
|--|------------|
| 13 Attachments | 200 |
| Stage 1 Greater Adelaide Regional Plan Discussion Paper Engagement..... | 201 |
| Attachment 1 – Copy of submissions received | 201 |
| Attachment 2 – What We Heard Report..... | 201 |
| Attachment 3 – Youth Forum Zine | 202 |
| Attachment 4 – Evaluation results | 203 |
| Stage 2 Greater Adelaide Regional Plan Engagement..... | 206 |
| Attachment 5 – Copy of submissions received | 206 |
| Attachment 6 – Evaluation against the Charter principles | 207 |
| Attachment 7 – Greater Adelaide Regional Plan Discussion Paper Engagement outcomes | 209 |
| Attachment 8 – Communication materials | 210 |

Executive summary

Overview

The Greater Adelaide region, spanning 11,000 square kilometres from Cape Jervis to Murray Bridge taking in the townships of the Barossa and the boundary of Port Wakefield, is home to approximately 85 per cent of the state's population.

In 2023, the Commission released the Greater Adelaide Regional Plan Discussion Paper for public consultation. This document generated a productive three-month consultation period, during which the community engaged in robust discussions and shared valuable ideas on the region's long-term vision, transport priorities, open spaces, community infrastructure and potential zoning changes.

Following the consultation, feedback was reviewed, and a report prepared for the Commission. The Commission, in collaboration with councils, stakeholders and the community, used feedback to develop the Greater Adelaide Regional Plan (the Plan).

The Plan set out a long-term vision for Greater Adelaide, detailing where people will live and work, how they will move around and where they will access services. It provides data and recommendations for managing growth and adapting to changes in our community an urban environment.

Between 23 September 2024 and 4 November 2024, communities, councils, state agencies, industries, interest groups and other key stakeholders were invited to have their say on the Plan.

This document provides an overview of the engagement activities undertaken and a short summary of the main themes of feedback received during the engagement process.

Stage 1 Engagement

The Discussion Paper was released as Stage 1 of engagement on the Plan. The feedback received would then inform the drafting of the Plan for Stage 2 engagement. 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 Report. This feedback underwent detailed analysis and was the catalyst for further investigations to assist in the preparation of the a draft Plan.

Stage 2 Engagement

Between 23 September 2024 and 4 November 2024, communities, councils, state agencies, industries, interest groups and other key stakeholders were invited to have their say on the draft Plan.

This document provides an overview of the engagement activities undertaken and a short summary of the main themes of feedback received during the engagement process.

A total of **676 submissions** were received during the 6-week engagement period.

Whilst the feedback received from the survey and submissions covered a diverse range of topics and viewpoints, the key areas of feedback can be categorised under the following five themes of the Plan:

- People, housing and liveability
- Productive economy
- Natural resources, environment and landscapes
- Transport and infrastructure
- Delivery and implementation

Feedback was well spread across all themes, with **People, housing, and liveability** the most highly rated and commented on themes in surveys and submissions. **Transport and infrastructure** was the second most rated theme by survey respondents, with **Natural resources, environment and landscapes** the second most commented on theme in submissions received¹

Purpose

This report has been prepared by the Planning and Land Use Services division of the Department for Housing and Urban Development (DHUD-PLUS) for consideration by the State Planning Commission to help inform the development of the Greater Adelaide Regional Plan (the Plan).

The report details the engagement that has been undertaken for the Greater Adelaide Regional Plan over the past 18 months, the outcomes of the engagement including a summary of the feedback received and the response to the feedback with the recommended changes to the Plan. In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

The report has been prepared in accordance with Section 73(7) of the *Planning, Development and Infrastructure Act 2016* (the Act) and Part 6 of Practice Direction 2: Preparation and Amendment of a Designated Instrument (Practice Direction 2). The report includes:

- details of the engagement process undertaken
- a summary of the feedback received
- a response to the feedback including recommended amendments
- an evaluation of the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

The report also confirms that engagement has been undertaken in accordance with the Engagement Plans, prepared under part 2(5) of Practice Direction 2 and the Community Engagement Charter.

2 Introduction

Greater Adelaide Regional Plan

The Plan sets a bold and forward-looking framework to guide the region's growth and development over the next 30 years. It provides the community, councils, industry, and other stakeholders with a strategic vision for planning Greater Adelaide's residential, employment, and infrastructure needs in a way that supports sustainable and balanced growth.

This Plan reflects the Government of South Australia's commitment to fostering a greener, more connected, and climate-resilient future for the region. It identifies land use priorities to support housing diversity, affordability, and an appropriate pipeline of land supply while enhancing liveability and protecting natural assets.

Greater Adelaide's growth is shaped by factors such as population increases, economic diversification, and climate adaptation. The Plan seeks to ensure the planning system responds proactively, offering land and infrastructure in the right locations to meet housing and employment demands.

Development of the Plan has involved significant collaboration with stakeholders and extensive community consultation conducted between 2022 and 2024, including a 12-week engagement on the Greater Adelaide Regional Plan Discussion Paper. Engagement in 2024 on the draft Plan has provided critical insights and feedback that will inform the finalisation of this important document.

2.1 Stages of engagement

The engagement for the Greater Adelaide Regional Plan was carried out in two key stages:

- Stage 1 – Greater Adelaide Regional Plan Discussion Paper engagement; from 14 August 2023 to 6 November 2023
- Stage 2 – Greater Adelaide Regional Plan engagement; from 23 September 2024 to 4 November 2024.

Stage 1 engagement for the Greater Adelaide Regional Plan was conducted through a 12-week consultation on the **Greater Adelaide Regional Plan Discussion Paper**, running from **14 August 2023 to 6 November 2023**

Stage 2 was designed to capture community and stakeholder input on the key themes, challenges, and opportunities for Greater Adelaide, helping to inform the Plan.

Engagement activities included:

- **Public consultation on the Discussion Paper**, facilitated through a dedicated YourSAy webpage, providing access to supporting materials such as fact sheets and a summary document.
- **Online surveys** to collect structured feedback from the public and stakeholders.
- **Workshops and meetings** with community groups, local councils, industry representatives, and state agencies to explore priorities and shared aspirations.
- **Stakeholder briefings** with Members of Parliament, the Planning and Infrastructure Coordination Group, and other key decision-makers to ensure broad awareness and alignment with regional planning goals.
- **First Nations engagement**, fostering ongoing relationships and integrating cultural considerations into the planning process.

To close the loop on both Stage 1 and Stage 2, participants received updates via email, including links to the **What We Heard** Report summarising key themes from the consultation process. They were also asked to provide survey responses on their experience of the engagement activities which are tabled in this report.

3 Evaluation of engagement

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process through Stage 1 and Stage 2 is required.

3.1 Performance Indicators for Evaluation

The minimum mandatory performance indicators have been used to evaluate engagement. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of engagement by community members

The following performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the draft Plan.
2. They were given an adequate **opportunity to be heard**.
3. They were given **sufficient information** so that they could take an informed view.
4. **Informed** about why they were being asked for their view, and the way it would be considered.

This evaluation was undertaken through an online survey, sent to people who provided feedback about the engagement on the Plan.

Evaluation of engagement by the designated entity

A further evaluation of the engagement process is required to be undertaken by (or on behalf of) the designated entity. The minimum performance indicators require an evaluation by the designated entity of whether (or to what extent) the engagement:

1. **Occurred early enough** for feedback to genuinely influence the Planning policy, strategy or scheme.
2. **Contributed to the substance** of the draft Plan.
3. **Reached those identified** as communities or stakeholders of interest.
4. **Provided feedback to community** about outcomes of engagement.
5. Was **reviewed throughout** the process and **improvements put in place**, or recommended for future engagement.

The evaluation of the engagement was undertaken by the Strategic Communications Unit of the Planning and Land Use Services Division of the Department for Trade and Investment, on behalf of the designated entity. The results of the evaluation are contained in **Attachment 4** to this engagement report. There were 99 responses.

Stage 1 engagement – Greater Adelaide Regional Plan Discussion Paper

14 August 2023 to 6 November 2023

4 Engagement approach

The process for amending a designated instrument (including a regional plan) is set out in the Act. 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
 - > 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.

4.1 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.
- The launch event did not happen to better support resourcing and budget for promotion through social media and other feedback mechanisms.

It is noted that post-engagement activities set out in the engagement plan to 'Inform of outcome' and 'Closing the loop and reporting back' are still in progress.

4.2 Engagement activities

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

4.2.1 Phase 1: announcement and promotion

Phase 1 of the engagement program was the preparation of materials to promote the release of the Discussion Paper.

| Activity | Description | Target Audience |
|---|---|-----------------|
| Website | Established a project webpage and fact sheet that provided information about the Greater Adelaide region 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 documents relating to the Discussion Paper including the Paper itself and fact sheet. The online survey was accessible through the YourSAY. | All |
| Fact Sheet | Established a fact sheet that provided information about the Greater Adelaide region planning process including what the Plan is, how it will be prepared, at what stages engagement will occur and with whom. The factsheet was shared to stakeholders when invitations were sent. | All |
| Social media (Facebook, Twitter and LinkedIn) | Promotion of the Discussion Paper feedback submissions opening on PlanSA pre-existing social media. Social media posts (including image, text and social media plan) to be produced, aligning with pre-established branding. This included geo-targeted ads to different regions with information specific to them. | Under 25 |
| Youth-focused social media | Engaged a digital agency to help support youth engagement with the Discussion Paper. | Under 25 |
| Out of home advertising | Promotion of the Discussion Paper through posters and banners in strategic locations (such as community centres) to raise awareness of the paper and to garner feedback. | Community |

| Activity | Description | Target Audience |
|-----------------------|--|--|
| | This included a digital poster, a council toolkit (including roadside banners, posters for local noticeboards), a flyer sent to distribution list. | |
| Briefing paper | Communication to Minister, 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 council |
| 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 | Analysis to identify key focus groups and survey participants for Greater Adelaide project. | N/A |
| Council toolkit | A package of materials provided to Greater Adelaide councils to promote feedback in their communities, this included digital posters, email signatures and copies of the Discussion Paper. | Greater Adelaide councils |

4.2.2 Phase 2: engagement period activities

Phase 2 of the engagement period was the delivery of 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 | A workshop was held within each of the seven sub-regions. councils were invited to send representatives to the workshop held 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 | Online information sessions with youth aged 13-25 to discuss the Discussion Paper and identify key themes of interest. | Under 25 |
| Community information sessions | 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 | Online community information sessions to support the drop-in sessions and increase feedback reach and accessibility. | Local community and businesses |
| Online survey | Prepared online survey for community and those stakeholders those not able to attend workshops. Conducted using YourSAy to spatially map ideas and feedback. | Community and stakeholders |
| First Nations focus group | Established an 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 | First nations people |

| Activity | Description | Target Audience |
|-------------------------------|--|-----------------|
| | strategic planning incorporates and acknowledges Aboriginal cultural knowledge, history and addresses issues and opportunities. | |
| Listening posts | Provide a mechanism for 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 | The PlanSA contact details were provided throughout the consultation period and the public and stakeholders were invited to make contact if they had enquiries or wished to set up a meeting to discuss the proposal. <ul style="list-style-type: none"> • Phone: 1800 752 664 • Email: Plansa@sa.gov.au | All |

4.2.3 Phase 3: what we heard and close the loop

Phase 3 of engagement is the analysis and theming of feedback received to inform the development of growth area investigations and development of the draft Plan. This phase also includes ongoing communications to those that have registered for updates.

| Activity | Description | Target Audience |
|---------------------------|--|-----------------|
| Engagement summary report | Prepare a report that summarises the engagement undertaken, and key themes of feedback received. | All |
| Close the loop messaging | Update the project web page and send an email to participants with a link to the engagement summary report and to communicate the next steps in the project. | All |
| Ongoing communication | Ongoing face to face/online meetings to gather information and provide updates. | All |

4.3 Mandatory requirements

Consultation on the Discussion Paper formed Stage 1 of the statutory engagement required for the development of the draft Plan.

The following mandatory requirements were completed as part of State 1 Engagement and were repeated as part of Stage 2 Engagement.

1. Notice and consultation with council/s

The Community Engagement Charter requires that, a council or councils must be directly notified and consulted, where a proposal is relevant to a particular council or councils (and where the council did not initiate the proposal). Mayors and chief executives of councils located in the Greater Adelaide Region were notified via a letter.

2. Notice and consultation with the Local Government Association

The Community Engagement Charter requires that, the Local Government Association must be notified in writing and consulted, where the proposed engagement is generally relevant to councils.

As the Plan is relevant to all Greater Adelaide councils (not just one), the Local Government Association was directly notified and consulted.

5 Engagement outcomes

The following section summarises feedback received through the engagement activities for Stage 1 of engagement focused on the Plan's Discussion Paper. 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.

5.1 Workshops

5.1.1 Youth

80 young people aged 18 to 24 attended a Youth Forum held at the Adelaide Town Hall on Wednesday 1 November 2023. Key overarching themes include:

- More needs to be done to provide housing security for young people and those with a Limited options for housing options often require young people to move every 12 months.
- Public transport is critical to young people. Not all young people have access to a driver's license and/or car. There needs to be improved public transport at affordable rates and employers not requiring a full 's license.
- 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 the discussion of the Forum. This is provided in Attachment 3.

5.1.2 Councils

Representatives from the 27 Greater Adelaide councils were invited to attend workshops 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 sub-regional workshops are in section 4.2.4; key overarching themes include:

- 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 as a sub-regional 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, 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.

5.1.3 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 SA 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 for reassessment of 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.

5.2 Written submissions

754 public submissions were received during the Discussion Paper consultation period. Due to the high number of submissions, in order to best analyse the results of these, 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 section 6 for further analysis on these themes.

5.2.1 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 1.

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

| Community groups | |
|--|---|
| AdaptWest | <ul style="list-style-type: none"> • Public transport is an essential service 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 | <ul style="list-style-type: none"> • Advocate for the Plan to provide forward planning for aquatic facilities. • There is an absence of planning for new facilities in growing areas such as Aldinga. There are also many centres which are ageing and 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 | <ul style="list-style-type: none"> • 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 infrastructure for walking and cycling, and well serviced by public transport. |
| Community Alliance SA | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Concerns raised regarding climate change, sustainable growth management and transport and infrastructure that is fit for purpose and supports growth. |

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| <p>Gawler Environment and Heritage Association Inc</p> | <ul style="list-style-type: none"> • 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. |
| <p>Gawler Environmental Groups</p> | <ul style="list-style-type: none"> • 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. • Advocates for the restoration of 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. |
| <p>Kent Town Residents Association</p> | <ul style="list-style-type: none"> • 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. 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. |
| <p>Marion Living Smarties</p> | <ul style="list-style-type: none"> • 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 to be clearer on what is wanted and needed to achieve the living locally objective. |
| <p>Prospect Residents Association</p> | <ul style="list-style-type: none"> • 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. |
| <p>Resilient East</p> | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • Suggestion to introduce more actions for the outcome of a greener, wilder, climate resilient environment, including climate change adaptation. |
| Resilient Hills & Coast | <ul style="list-style-type: none"> • Concerns that the actions outlined for a greener, wilder and climate resilient environment are insufficient to achieve the "The state governments 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 Harbour. • Substantial investment in infrastructure and a shift in culture is required to reduce car dependency. |
| Sellicks Woodlands and Wetlands Action Network | <ul style="list-style-type: none"> • Advocate for avoiding biodiversity loss to ensure no further extinctions and protection of the 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 significant importance to Kurna. • The Plan to consider the health and economic issues associated with climate change. |
| Social Planners Network of South Australia | <ul style="list-style-type: none"> • Clarification on some definitions in the 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Advocate for strategic infill over ad-hoc infill. Land that is already zone 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. |

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| <p>The Environment Institute of the University of Adelaide</p> | <ul style="list-style-type: none"> • 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. |
| <p>Transport Action Network</p> | <ul style="list-style-type: none"> • 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. |

5.2.2 Industry bodies

| <p>Industry</p> | |
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| <p>Australian Institute of Architects</p> | <ul style="list-style-type: none"> • Supportive of a connected all of government approach to the future development of Greater Adelaide. • Suggests re-consideration of 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. • Questions 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. |
| <p>Australian Institute of Landscape Architects</p> | <ul style="list-style-type: none"> • Support for meaningful engagement with First Nations peoples and inclusive planning for Greater Adelaide. • Support for 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. |
| <p>Australia Mobile Telecommunications Association</p> | <ul style="list-style-type: none"> • Advocates 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 in order to be productive and connected. |
| <p>Civil Contractors Federation SA</p> | <ul style="list-style-type: none"> • Advocate for a range of practical measures that better engages the Federation and their members in the integrated approval, funding and delivery of infrastructure in Greater Adelaide. |

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| | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 Food Production Areas. |
| Local Government Association | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 Food Production Areas, post-war suburbs for infill opportunities, surplus land from the Torrens to Darlington Project. |
| Master Electricians Australia | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • It is noted that the ABS projections are lower than those provided in the Discussion Paper. More transparency on how these figures were |

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| | <p>determined will assist the industry and suggests more detailed modelling and research be undertaken.</p> <ul style="list-style-type: none"> • The Plan needs to have a greater emphasis on establishing an integrated transport plan to support new growth areas. • The Plan should address policy trade-offs on regional town structure, rural uses, biodiversity conservation, and resilience to natural hazards. |
| PIA SA Young Planners | <ul style="list-style-type: none"> • Supportive of strategic infill development (including Urban Corridor and Urban Renewal Zones) over general infill • Advocates 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 | <ul style="list-style-type: none"> • The Discussion Paper lacks clear policy on primary industry and managing the interface between primary industry and residential development. |
| Property Council of Australia | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Advocates 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 | <ul style="list-style-type: none"> • Consideration for land to be set aside for sporting ovals, playing fields and associated infrastructure. |

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| | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • The Plan should better explain the methodology for population projections. • Advocate for a stronger and clearer statement about protection of Environment 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 | <ul style="list-style-type: none"> • Greater clarity needs 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. |

5.2.3 Non-government organisations

| Non-government Organisation | |
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| Adelaide Fringe | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Advocate for the Plan to identify policy that encourages dementia friendly communities through building design. |
| Grounded Community Land Trust Advocacy | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Strong support for living locally as this encourages wellbeing of communities, including increasing the use of active travel. |

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| | <ul style="list-style-type: none"> • Support for infill and density increase where it is well designed and has positive wellbeing outcomes for communities – and that this should be achieved through the provision of coordinated infrastructure and design principles. • That greenfield development should only be considered where there is specific and committed provision for infrastructure that contribute to health and wellbeing. |
| Shelter SA | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Gardening provides many benefits to communities including wellbeing. Advocate for more gardening opportunities in developments. • Advocates for social connectivity, public transport and equal access to local services. |
| Westside Housing | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 of 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. |

5.2.4 Councils

Thirty submissions were received from councils in (or in proximity to) Greater Adelaide. A summary of each sub regional workshop is provided above individual submissions provided by councils. The sub regional workshops focussed on outcomes for the region, this means that priorities may not align with individual council submissions. Some councils are also located within more than one sub region, 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

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| Councils | |
| Subregion – Inner Metro | |
| <ul style="list-style-type: none"> > 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Balance growth and transport with protecting heritage, character and tree canopy. • Deliver a greater diversity of housing including that meets 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 | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • Ensure housing is supported by adequate social and physical infrastructure including mass transit. |
| City of Norwood Payneham St Peters | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • When planning arterial road corridors, consider land use mix, building height, interface with adjoining residential areas, traffic movements and waste management. |
| <p>Subregion – Adelaide West</p> <ul style="list-style-type: none"> > 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. | |
| <p>City of Charles Sturt</p> | <ul style="list-style-type: none"> • 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. |
| <p>City of Port Adelaide Enfield</p> | <ul style="list-style-type: none"> • 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. |
| <p>City of West Torrens</p> | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • Provide sufficient public transport and other infrastructure to support growth. |
| <p>Subregion – Northern Plains and Barossa</p> <ul style="list-style-type: none"> > 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 Food Production Areas. | |
| <p>Adelaide Plains Council</p> | <ul style="list-style-type: none"> • 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 Food Production Areas. • Ensure environmentally sustainable growth including open space, climate ready, energy efficient buildings, and flood/inundation hazard management. |
| <p>The Barossa Council</p> | <ul style="list-style-type: none"> • 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 sub-region 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. |
| <p>Light Regional Council</p> | <ul style="list-style-type: none"> • 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 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 |

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| | travel distances, maximising water use (including harvesting and re-use opportunities) and building cool, green suburbs. |
| <p>Subregion – Outer North</p> <ul style="list-style-type: none"> > 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 Food Production Areas areas. > Address physical constraints, infrastructure requirements and funding for greenfield growth and ensure strategic infill opportunities in Playford are accurate. | |
| <p>Town of Gawler</p> | <ul style="list-style-type: none"> • 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 identity from surrounding urban areas. |
| <p>City of Playford</p> | <ul style="list-style-type: none"> • Support economic growth through local service provision and employment in Elizabeth Centre, Greater Edinburg Parks, North-West economic corridors, Edinburgh Deference 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. |
| <p>City of Salisbury</p> | <ul style="list-style-type: none"> • 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, |

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| | <p>sewerage, activate transport routes, recreation and high quality, green public realm.</p> <ul style="list-style-type: none"> • 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 |
| <p>Cities of Salisbury and Playford (additional joint submission)</p> | <ul style="list-style-type: none"> • 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. |
| <p>Subregion – Inner North</p> <ul style="list-style-type: none"> > 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 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. | |
| <p>City of Tea Tree Gully</p> | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • 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 | <i>Refer Adelaide West section above for this submission summary.</i> |
| City of Salisbury | <i>Refer Outer North section above for this submission summary.</i> |
| <p>Subregion – Adelaide Hills</p> <ul style="list-style-type: none"> > Provide more for social infrastructure, 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 north-south freight route to support the region. | |
| Adelaide Hills Council | <ul style="list-style-type: none"> • 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 delivery of infrastructure, water management and recreational areas. |
| Mount Barker District Council | <ul style="list-style-type: none"> • Respond to infrastructure pressures imposed on council through rezoning of the Mount Barker growth area, and do not plan further residential growth in Mount Barker. • Avoid potential encroachment into existing township boundaries and erosion of the Environmental Food Production Areas. • Address mass transit shortcomings within the Mount Barker district. • Support investigations of employment lands near Callington. |
| <p>Subregion – Murray Bridge</p> <ul style="list-style-type: none"> > Provide more for social infrastructure, 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 | <ul style="list-style-type: none"> • Provide adequate infrastructure for growth areas including improved public transport options, a freight bypass around Murray Bridge and |

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| | <p>improved social infrastructure including education, recreation, sporting facilities, hospitals and other health services.</p> <ul style="list-style-type: none"> • 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. |
| <p>Subregion – Fleurieu Peninsula</p> <ul style="list-style-type: none"> > Support implementation of outcomes through an implementation framework or other appropriate policy and mechanisms, add additional outcomes for transport and social and physical 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. | |
| <p>Alexandrina Council</p> | <ul style="list-style-type: none"> • Elevate the region to a peri-urban sub region 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. |
| <p>District Council of Yankalilla</p> | <ul style="list-style-type: none"> • Increase the District Council of Yankalilla to its own ‘peri-urban sub region’ 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. |
| <p>City of Victor Harbor</p> | <ul style="list-style-type: none"> • 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 Environmental Food Production Areas in appropriate areas and consideration of Rural Living Zones. |

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| | <ul style="list-style-type: none"> • 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 sub-region and retain and maximise agricultural land. |
| <p>Subregion – Outer South</p> <ul style="list-style-type: none"> > Support implementation of outcomes through an implementation framework or other appropriate policy and mechanisms, add additional outcomes for transport and social and physical infrastructure, and provide more detail about ‘satellite cities’. > Agree with future growth identified with Victor and Goolwa, include missing growth areas in higher density locations in Onkaparinga, and consider inclusion of a Victor-Goolwa sub-region 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. | |
| <p>City of Onkaparinga</p> | <ul style="list-style-type: none"> • 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 the 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. |
| <p>Subregion – Inner South</p> <ul style="list-style-type: none"> > 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 infrastructure and public transport) and a fifth outcome focused on ‘transport integration’. <p>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.</p> | |
| <p>City of Holdfast Bay</p> | <ul style="list-style-type: none"> • Protect and improve character and heritage. • Encourage an increase in housing supply and diversity in suitable locations. • Direct housing growth to locations which can accommodate change, including mixed use development along urban corridors and protection of employment land. • Build environmental resilience by reaching net zero, greening, avoiding hazards, building sustainable houses and reducing car dependency. |
| <p>City of Marion</p> | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> • 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 the protection and enhancement of open space and greening including within development, better support the net zero target, and ensure design quality. |
| City of Mitcham | <i>No written submission received.</i> |
| Outside Greater Adelaide | |
| Coorong District Council | <ul style="list-style-type: none"> • Consider Tailm Bend as an additional urban growth contributor to the Greater Adelaide Region, through development of deferred urban land and 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 Tailm Bend including affordable homes, large blocks, river views and proximity to the Coorong and Adelaide • Improve the connection between the Coorong District Council and Murray Bridge and Adelaide through duplicate the Swanport Bridge and improved public transport between Murray Bridge and Adelaide. |

5.2.5 State and commonwealth agencies / bodies

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| State government | |
| Coast Protection Board | <ul style="list-style-type: none"> • 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 Metropolitan Beach system be considered as part of the Open Space Strategy, but that it 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 | <ul style="list-style-type: none"> • 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. |

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| | <ul style="list-style-type: none"> 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) | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> The four outcomes are broadly supported, however, do not go far enough the 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) | <ul style="list-style-type: none"> Reference how the Park Lands contribute to liveability, climate impacts, 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 protection of existing canopy. |

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| <p>Northern Adelaide Health and Wellbeing Partnership</p> | <ul style="list-style-type: none"> • 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. |
| <p>Office for Design and Architecture SA</p> | <ul style="list-style-type: none"> • 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. |
| <p>Premiers Climate Change Council</p> | <ul style="list-style-type: none"> • 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 implemented to encourage a smarter, cleaner, regenerative and decarbonised future. |
| <p>SA Water</p> | <ul style="list-style-type: none"> • SA Water’s legislative and regulatory frameworks must be considered when developing future growth models. • Suggest review of the 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. |
| <p>Water Sensitive South Australia</p> | <ul style="list-style-type: none"> • 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). |

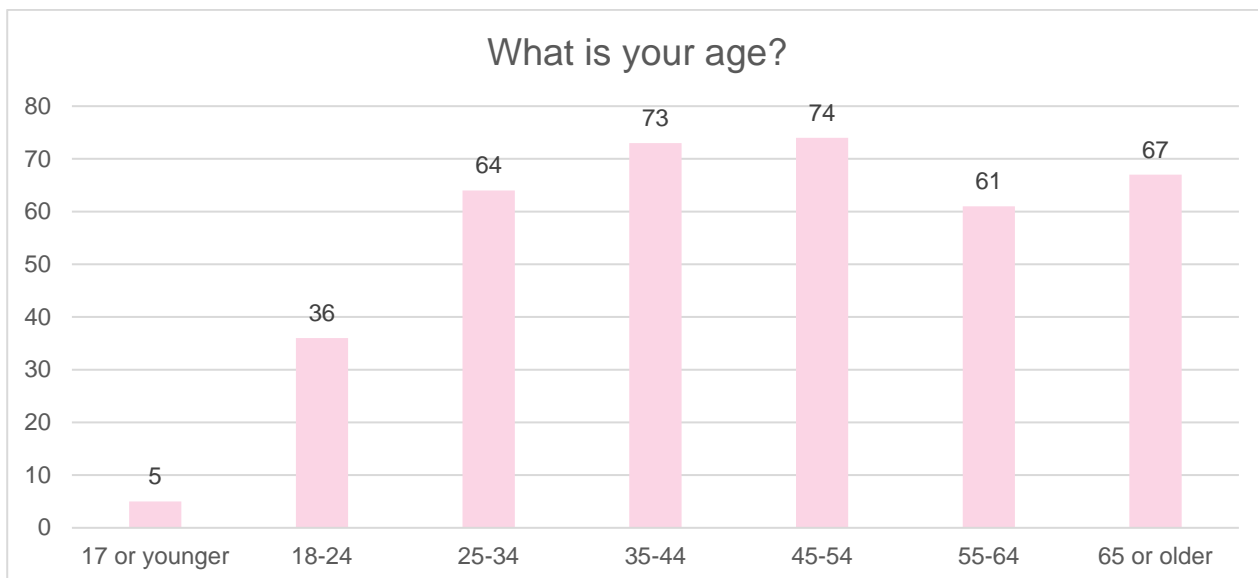
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| | <ul style="list-style-type: none"> • Establish an expanded network of linear parks along drainage lines and watercourses to support biodiversity adaptation and connectivity. |
| South Australia Police | <ul style="list-style-type: none"> • Advocate for the following processes to be implemented through the Plan: <ul style="list-style-type: none"> > Integration of SAPOL Crime Prevention Through Environmental Design Principles > Consult on characteristics of transport roadways and corridors that affect police vehicular access. • The provision of loading car parking spaces for commercial vehicles and emergency service vehicles in key locations to assist response. |
| South Australian Heritage Council | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 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 | <ul style="list-style-type: none"> • 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 has developed a Stormwater Cost Benefit Framework that could inform the Plan. |

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| | <ul style="list-style-type: none"> • Several documents that provide contextual relevance on stormwater matters that may be useful to inform the Plan are provided. |
| Wellbeing SA | <ul style="list-style-type: none"> • Advocate for stronger focus on the relationship between urban planning, the built form and communities. • The development of the Plan 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. |
| Member for Parliament | |
| Hon. Vincent Tarzia MP (State Member for Hartley) | <ul style="list-style-type: none"> • 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 the 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 harmonize with the prevailing housing styles in the vicinity and will likely encounter limited support for the current residents. |
| Adrian Pederick MP (State Member for Hammond) | <ul style="list-style-type: none"> • 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 here 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 a freight bypass is created to restrict heavy vehicle traffic in residential areas. |
| Jack Batty MP (State Member for Bragg) | <ul style="list-style-type: none"> • 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. Concern about loss of open space, tree cover and place further stressors on water and sewer systems, traffic congestion, schools, and parking. • Would like to rule out high rise development in residential areas. |
| Hon. Tony Piccolo MP (State Member for Light) | <ul style="list-style-type: none"> • Suggest mix of high-density housing (500 sqm), medium density housing (1000sqm) and low-density housing (2000sqm). • Advocate for housing diversity with focus on utilities and infrastructure (public transport, stormwater, power, sewer and water). |

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| | <ul style="list-style-type: none"> • 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 |
| <p>Matt Burnell MP (Federal Member for Spence)</p> | <ul style="list-style-type: none"> • 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. |
| <p>John Fulbrook MP (State Member for Playford)</p> | <ul style="list-style-type: none"> • There is significant investment into the running of 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 intersecting with 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. |

5.3 YourSAy general survey

Over 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.

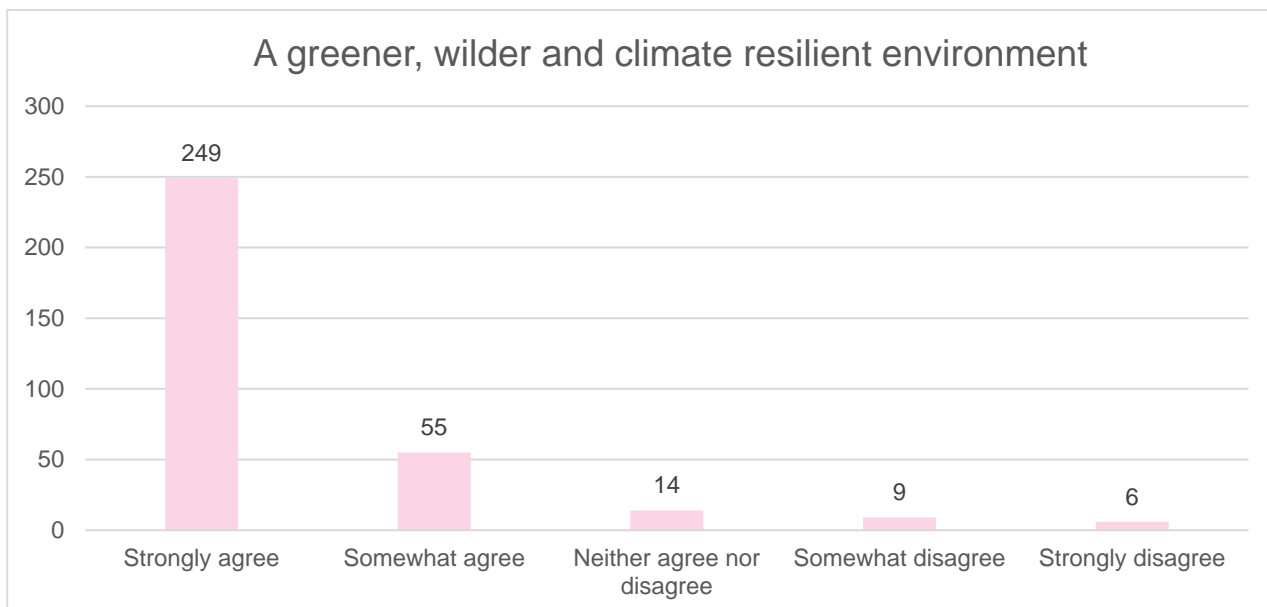


5.3.1 What can the Plan do to deliver the outcomes for Greater Adelaide?

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 hold relevant parties accountable.

A greener, wilder and climate resilient environment

249 participants strongly agreed with the outcome to create a greener, wilder and climate resilient environment.



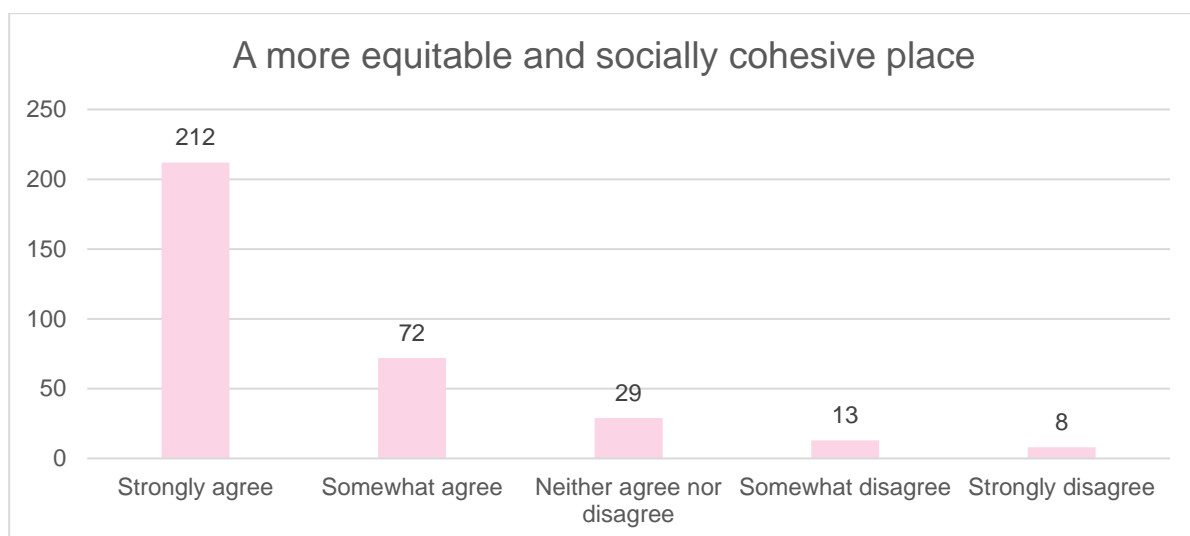
Participants were asked what the Plan could do to contribute to a greener, wilder and climate resilient environment. Key themes included:

- 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 decision-making processes.
- Limiting 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.



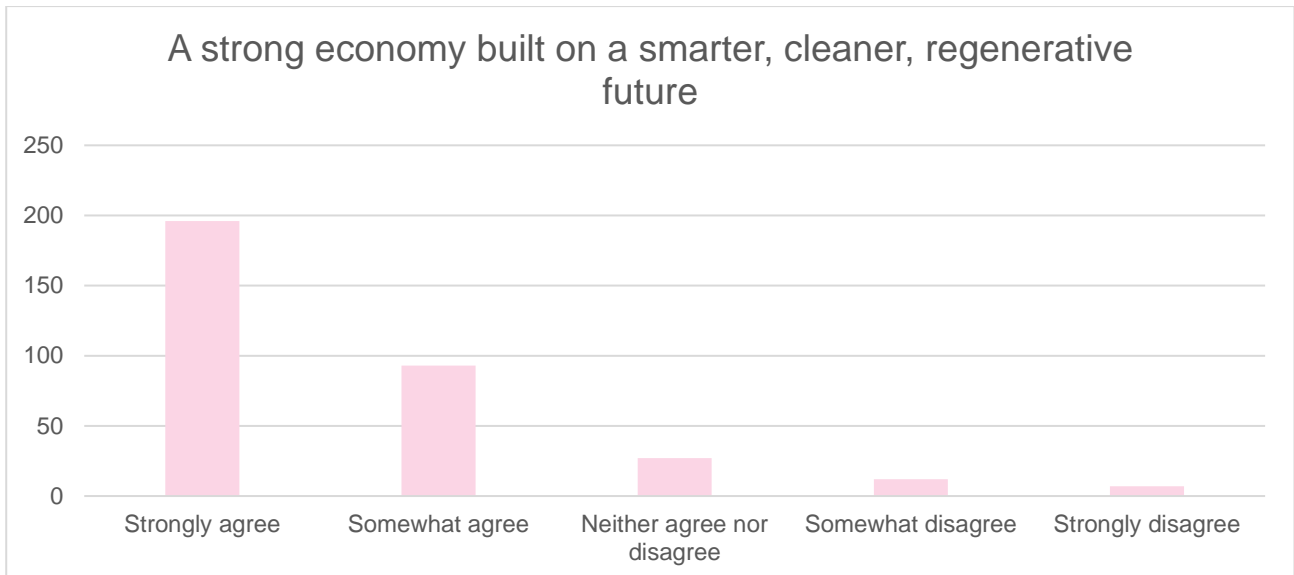
Participants were asked what the Plan could do to contribute to a more equitable and socially cohesive place. Key themes included:

- Accessible and expanded public transport systems for individuals who cannot afford cars This enables to access various opportunities and services, promoting equity in mobility.
- Social and affordable housing spread across different areas prevents segregation and promotes promoting social integration.
- Creating inclusive spaces that cater to the needs of diverse groups within the community. For example sensory-friendly area 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. This builds 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 creates 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 limiting urban sprawl.

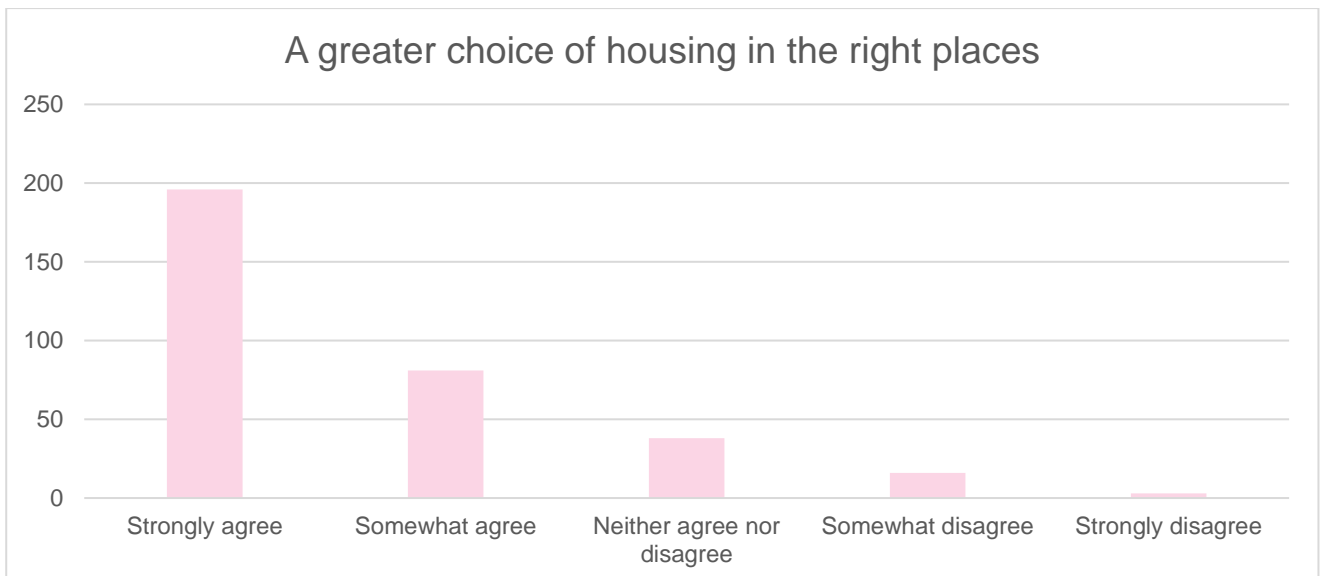
- Higher-density living closer to the city that reduce reliance on cars and promote public and active transport.
- Transitioning away from gas and synthetic surfaces and encouraging renewable energy including retrofitting buildings for energy efficiency and encouraging remote work.
- Establishing regional 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. This includes 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 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 the redevelopment of 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 environmentally responsible manner came out clearly in the feedback.

5.3.2 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 expansion of 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 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 emphasized 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, 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.

5.3.3 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 supports local economies.
- Good transport options, including public transportation, cycling paths, and walkable neighbourhoods. They 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 ensuring 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.

5.3.4 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* include:

- 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.

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

Feedback relating to greenfield development was significantly divergent. Participants identified benefits of greenfield development 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 new population and existing population, particularly 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.

5.3.6 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 minimises urban sprawl.
- Better connectivity to public transport, education and employment. Infill sites will often provide an opportunity to live close to their families which improves quality of life.
- Creates a more walkable community which reduced climate impacts and private vehicle reliance.
- Less loss of areas of nature and car-dependant suburbs that create a higher local population density to support more local business.
- People living in infill developments do not experience the same alienation from society that those in outer greenfield developments

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

- 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 includes:

- Improved infrastructure planning and provision
- Infill development design guidelines to improve amenity and livability for residents and neighbours
- Improved car parking provision to reduce pressure on street.

5.3.7 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 include:

- Near train and tram lines instead of bus stops to get more people off the road
- The west of Adelaide is underdeveloped and provides flat land close to the beach and city.
- Ideally within 1km 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.

5.3.8 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 interface with housing. Participants suggested the Plan consider the following to meet demand 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.

5.3.9 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. This 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 that are accessible through walking and cycling.
- Have 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.
- Preservation of the Adelaide Park Lands.
- Focus on protecting and preserving current open space and not just investing in new open spaces.

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

Response to achieving and reviewing the urban green cover target was similar to what has been raised previously. Key considerations include:

- 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 have longevity.
- Consider implementation of rooftop gardens, community gardens and green walls which can help offset the heat imprint of high density development which often don't have open space.
- Preventing the 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 drive way 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.

5.4 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.

5.4.1 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 walking, 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.
- 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' which 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.

5.4.2 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:

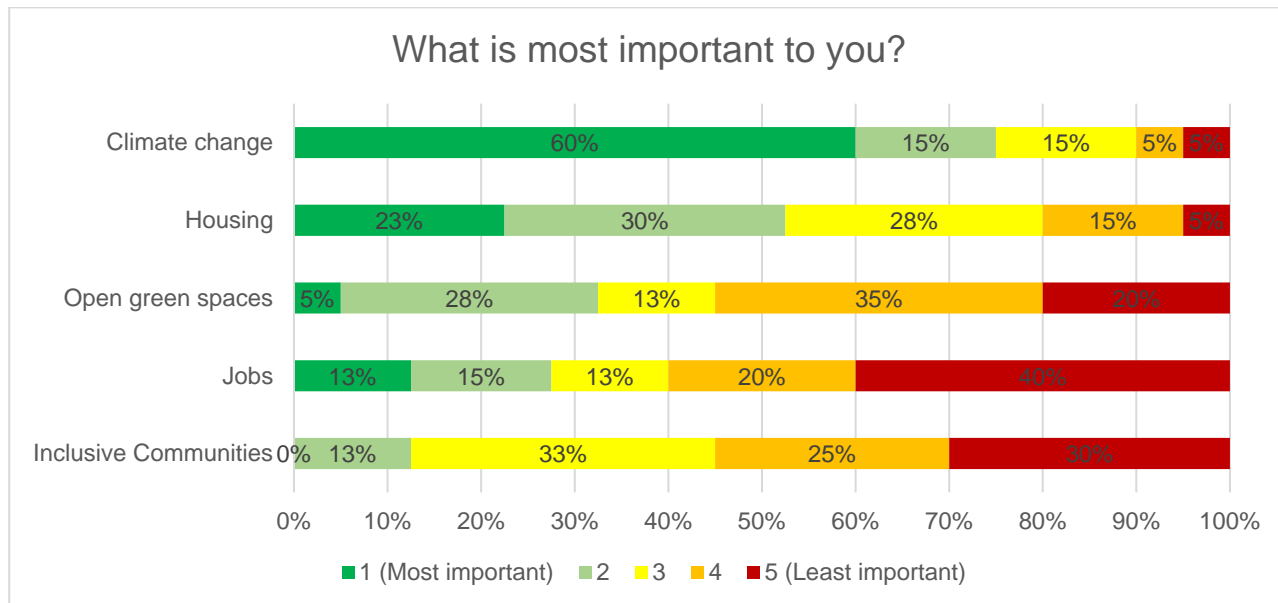
- Climate change
- Housing
- Open green spaces
- Jobs
- Inclusive communities

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 that jobs as least important, but 13% considered this as most important.

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



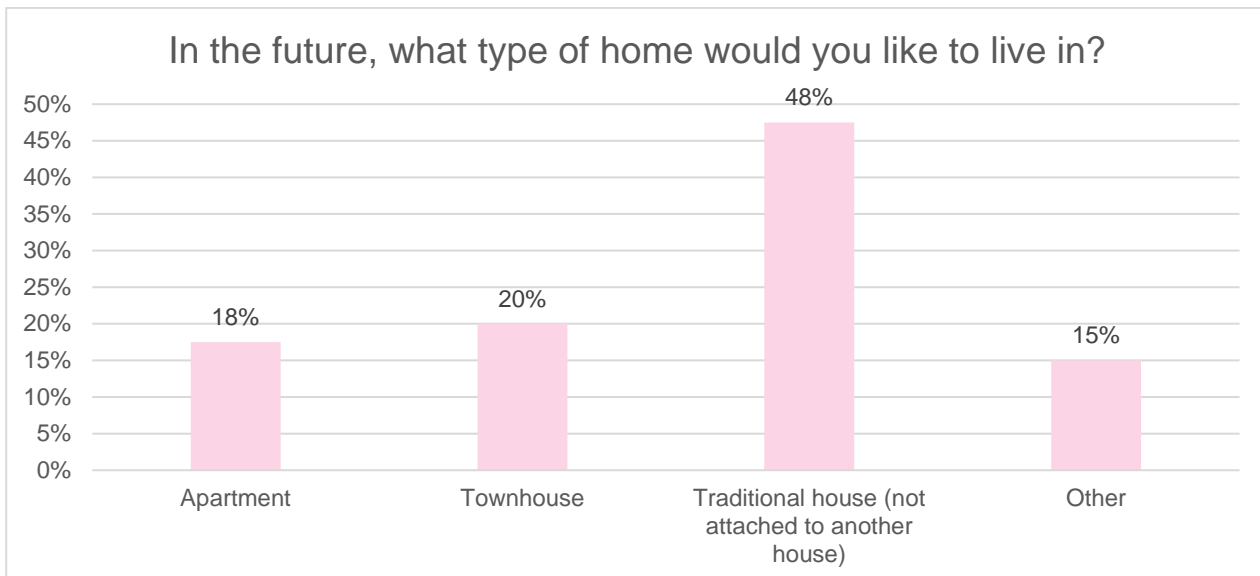
5.4.3 What are your concerns for the future of the Greater Adelaide region?

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 wellbeing 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.

5.4.4 In the future, what type of home would you like to live in?

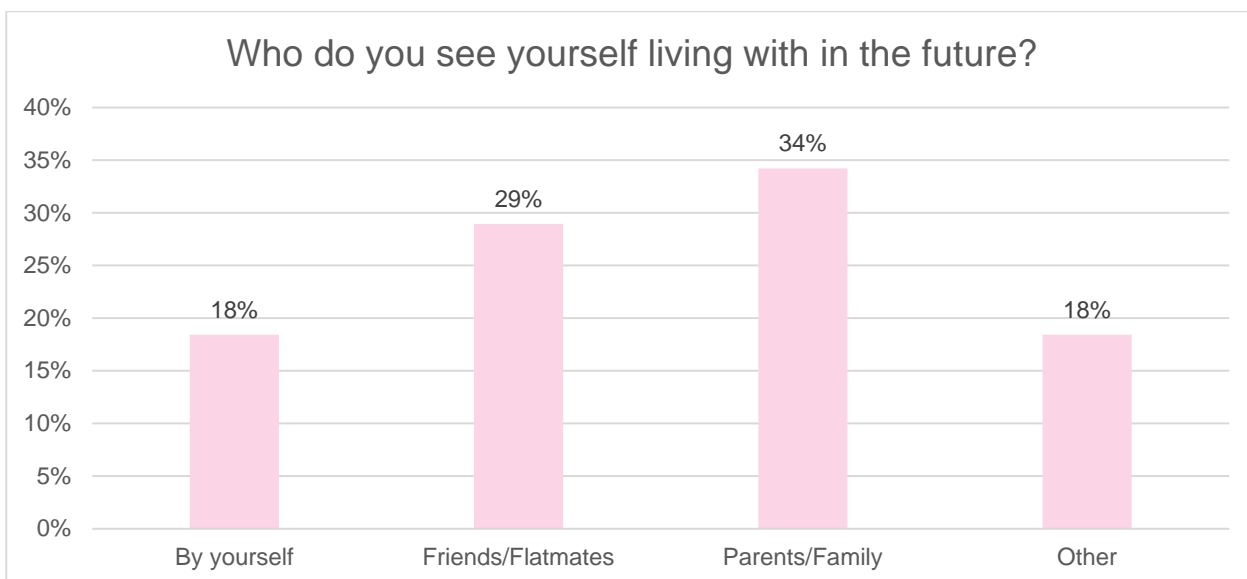
48% of young survey respondents would like to live in a traditional house. 20% would like to live in a townhouse and 18% would like to live in an apartment.



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.

5.4.5 Who do you see yourself living with in the future?

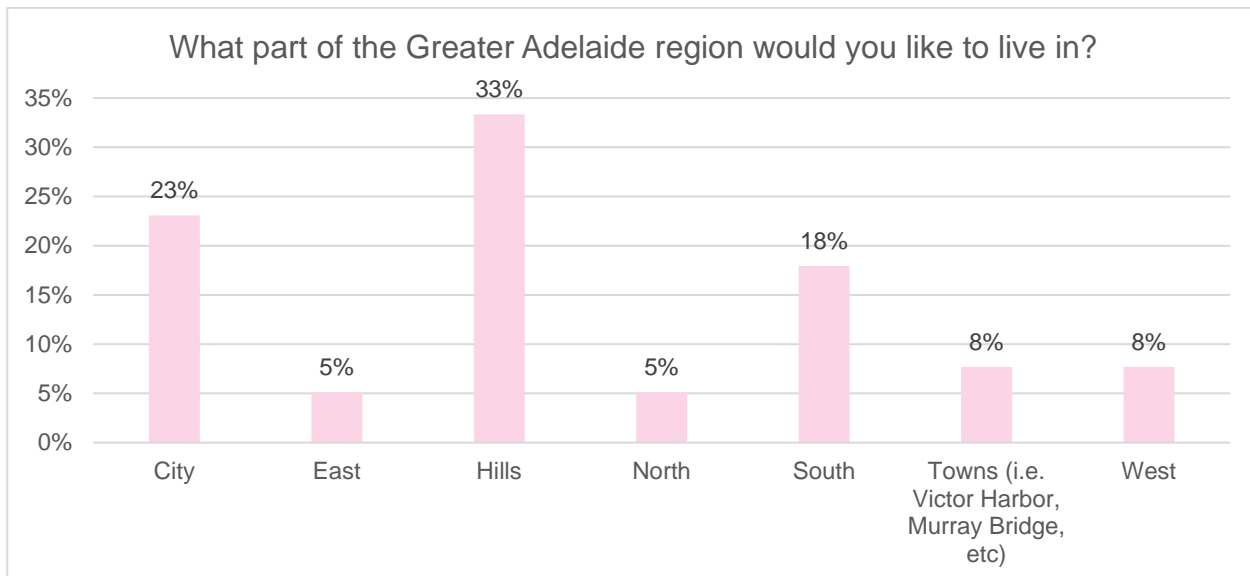
34% of young survey respondents see themselves living with parents or their family in the future, 29% see themselves living with friends or flat mates, and 18% see themselves living on their own.



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

5.4.6 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 live in the east or north.



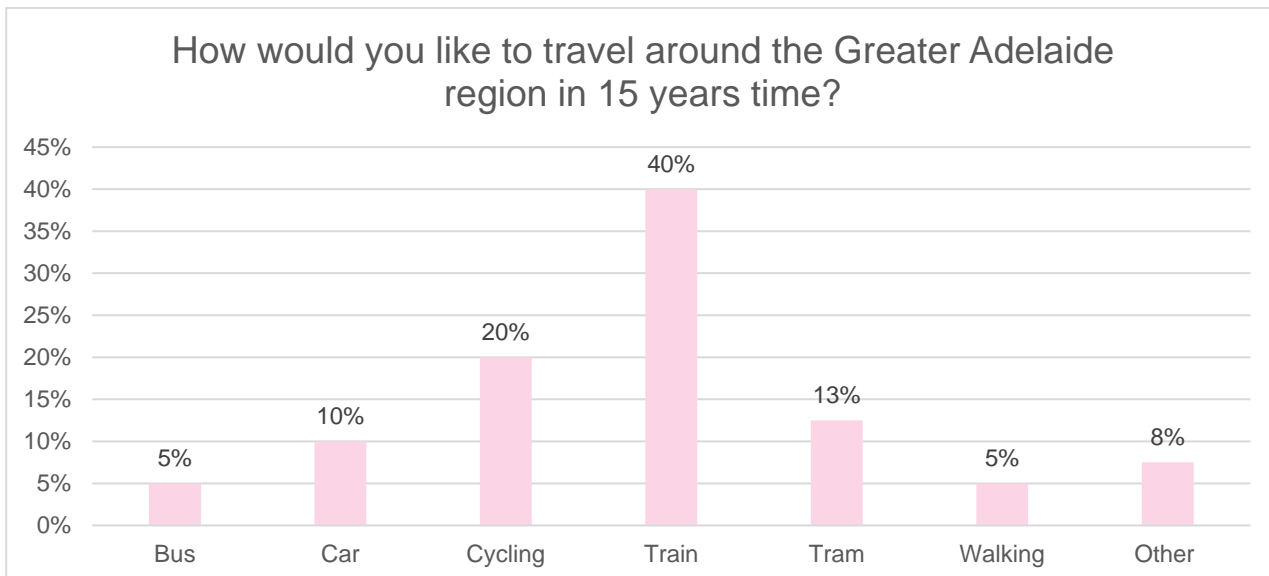
5.4.7 How can Greater Adelaide be more sustainable and respond to climate change?

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 (eg 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 fuel.
- **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.**

5.5.8 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.



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.

5.5.9 What do you like about your current local neighbourhood?

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

- Green space: green spaces, lakes, parks, trees, farmland and wildlife.
- Proximity to facilities and natural areas: 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.
- Community: multicultural neighbourhoods, close knit communities, with friends nearby.
- Transport: walkable and lots of public transport options close by.
- Housing: more traditional/older houses, houses with backyards and diversity in housing design.
- Amenity: tidy, peaceful and beautiful.

5.5.10 What do you think your local neighbourhood is missing?

- Young survey respondents felt that their local neighbourhoods were missing the following:
- Transport: accessible public transport (especially trains and trams), a comprehensive and safe network of cycle paths, safe walking paths and good traffic flow.
- Green spaces: greenery, parks, community gardens, tree canopy and native vegetation.
- Housing: affordable housing, smaller houses and denser housing near train stops.
- Urban design: mixed use zoning with local grocery shops and other services and facilities.
- Recreation: things for young people to do, local events, clubs and activities.

5.5.11 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.

5.5 YourSAy spatial/map tool

The feedback and themes highlighted below were provided via the Discussion Paper's 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 the drafting of 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:

Opportunities for future housing

- 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.

Residential Density and Design

- 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).

Active Transport Infrastructure

- 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 western suburbs into the CBD, avoiding main roads.

Road and Traffic Improvements

- 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).

Public Transport Infrastructure

- 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.

Environmental Initiatives and Considerations

- 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.

Community Services and Facilities

- 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.

Miscellaneous

- 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.

6 Evaluation of engagement

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process for Stage 1 Engagement is required. Completing this evaluation for Stage 1 prior to the commencement of Stage 2 enables the project team to review the success of the activities. Improvements can then be made for Stage 2 Engagement (draft Plan).

6.1 Performance indicators for evaluation

The minimum mandatory performance indicators have been used to evaluate engagement on the Discussion Paper. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of engagement by community members

The following performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the draft Plan.
2. They were given an adequate **opportunity to be heard**.
3. They were given **sufficient information** so that they could take an informed view.
4. **Informed** about why they were being asked for their view, and the way it would be considered.

This evaluation was undertaken through an online survey, sent to people who provided feedback about the Discussion Paper.

Evaluation of engagement by the designated entity

A further evaluation of the engagement process is required to be undertaken by (or on behalf of) the designated entity. The minimum performance indicators require an evaluation by the designated entity of whether (or to what extent) the engagement:

5. **Occurred early enough** for feedback to genuinely influence the planning policy, strategy or scheme.
6. **Contributed to the substance** of the draft Plan.
7. **Reached those identified** as communities or stakeholders of interest.
8. **Provided feedback to community** about outcomes of engagement.
9. Was **reviewed throughout** the process and **improvements put in place**, or recommended for future engagement.

The evaluation of the engagement was undertaken by the Communications and Engagement Unit of the Planning and Land Use Services division of the Department for Housing and Urban Development Planning and Land Use Services Division of the Department for Trade and Investment, on behalf of the designated entity. The results of the evaluation are contained in Attachment 4 to this engagement report. There were 99 responses.

Drafting Note: it is recommended that the Designated Entity engage an independent professional to undertake a third-party assessment and evaluation of the engagement on the Discussion Paper. This is intended to provide an honest and authentic evaluation of the engagement process against the minimum performance indicators described above, as well as any additional performance indicators identified.

6.2 Evaluation against the Charter principles

The following is a summary of the evaluation of the engagement against the five principles of the Charter. The full results of the evaluation can be found in Attachment 4 to this engagement report.

6.2.1 Engagement is genuine

People had faith and confidence in the engagement process.

Responses to this question were highly favourable, with 70% of being in the positive (strongly or somewhat agree).

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|----------------------------|-------------------|-------------------|
| I feel the engagement genuinely sought my input to help shape the future Greater Adelaide Regional Plan. | 31% | 39% | 5% | 20% | 4% |

6.2.2 Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard.

Responses again were highly favourable, with 75% of responses in the positive. Only small numbers of respondents (12%) disagreed with this statement.

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|---|----------------|----------------|----------------------------|-------------------|-------------------|
| I was given an adequate opportunity to be heard and provide feedback. | 40% | 35% | 12% | 8% | 4% |

6.2.3 Engagement is fit for purpose

People were effectively engaged and satisfied with the process.

People were clear about the proposed change and how it would affect them.

Similar proportions of respondents indicated their agreement with this statement, with almost 80% in the positive, and only 8% in disagreement.

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|----------------------------|-------------------|-------------------|
| I believe I was given sufficient information to take an informed view. | 37% | 42% | 12% | 7% | 1% |

6.2.4 Engagement is informed and transparent

All relevant information was made available, and people could access it.

People understood how their views were considered, the reasons for the outcomes and the final decision that was made.

Responses were consistent to previous questions with the majority indicating agreement with the statement (74%), and a much lower proportion indicating their disagreement (14%).

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|----------------------------|-------------------|-------------------|
| I felt informed about why I was being asked for my view on Greater Adelaide Regional Plan Discussion Paper (2023), and the way it would be considered. | 36% | 38% | 11% | 13% | 1% |

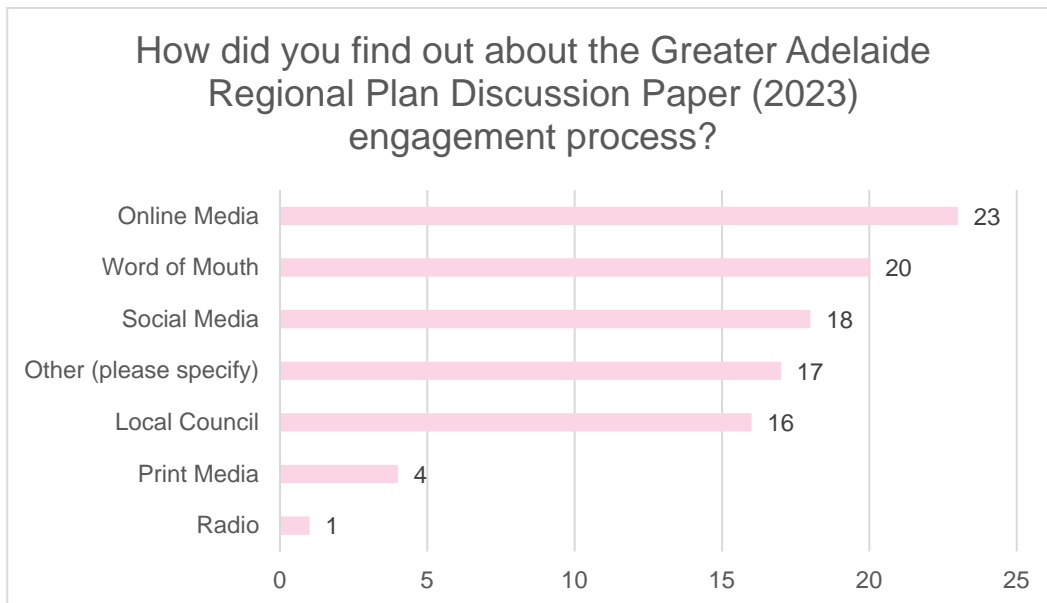
6.2.5 Engagement processes are reviewed and improved

The engagement was reviewed, and improvements recommended.

Responses to this question showed greater variation than previous questions with responses still tending towards positive rather than negative, but in lower numbers. 54% of respondents agreed (somewhat or strongly), with 22% disagreeing (somewhat or strongly) and the largest proportion of respondents (compared to other questions) indicating a neutral response (23%).

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|----------------------------|-------------------|-------------------|
| I am confident that my views were heard during the engagement. | 21% | 33% | 23% | 15% | 7% |

Respondents were also asked where they found out about this engagement, and were provided with 6 prefilled options, and an 'other' option. The most common ways people found out about the engagement process was by online media (23%) and word of mouth (20%). Social media and other received similar high response rates too (18% and 17% respectively). Of those who indicated an 'other' response common ways were via direct email (6 responses), via their professional organisation or network (4 responses) and YourSAy (3 responses). Print media and radio were very uncommon methods for people hearing about the engagement (4% and 1% respectively).



The evaluation survey concluded with a final open-ended field for further comments. These were wide ranging from further detailed comments on the Greater Adelaide Regional Plan itself, to feedback on the engagement process. Comments included:

“Availability of the (State Planning Commission) Chair and preparedness to engage, discuss, listen and (hopefully) hear the discourse and opinions of local communities was a valuable and effective aspect of engagement.”

“Hopefully the Plan will ultimately lead to some innovative, imaginative and diverse solutions to sustainable population growth and lifestyle.”

“Have more better and more informed benchmarks to aim for and contrast our own developing goals.”

“...responding to the community so quickly is terrific.”

“Should run the (Plan and Infrastructure Strategy) processes together considering the overlap and how land use and infrastructure are so intertwined.”

“Don’t release the ‘what we heard’ document on the office equivalent of Christmas Eve. It makes people suspicious that you want to be missed.”

6.3 Summary

Feedback on the engagement process was highly favourable across all Charter principles, reflecting that the large majority of respondents had good levels of satisfaction with the process. Some caution should be applied to the broader application of these results as responses to the evaluation represented approximately 13% all participants in the engagement process.

Recommendations for improvement of future processes, in response to feedback received are:

- Continue to use a range of methods to promote the engagement process.
- Investment in print and radio may not be necessary (or may need to be much greater in number in order to have an impact).
- Closing the loop and getting back to the community with results of the engagement quickly reflects best practice and is seen favourably. This could benefit from some refinement around particularly busy times of year (such as Christmas, school holidays or public holidays).

7 Stage 1 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 1.

7.1 Housing availability and affordability

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

- Rising housing and rental costs is 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, smaller households. There is also demand for housing types and design that responds to a changing climate, changing working (eg working from home) and changing cultural needs (eg multigenerational living).

305 submissions recommended locations for growth areas to be investigated for future employment and residential (greenfield and infill) development. The Outer North sub-region 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

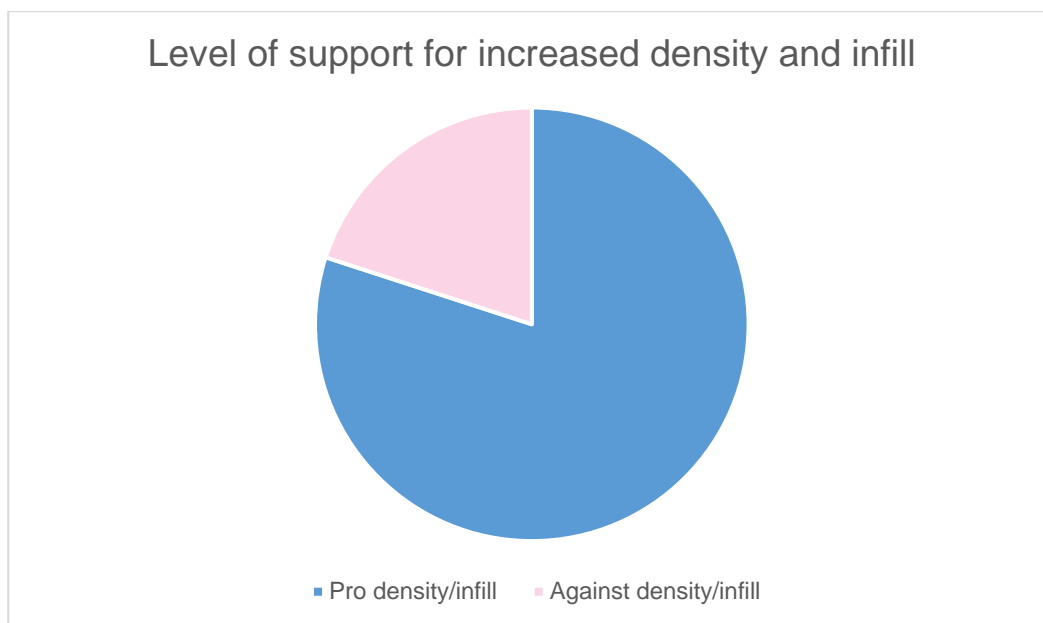
7.2 Housing diversity and quality

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 Areas to improve housing quality, particularly in the southern region.

7.2.1 Density, infill and greenfield

- Corridor development isn't consistently achieving expected outcomes. Some council's would like to see 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. These include 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. Density should consider different forms such as apartments, even in greenfield development.



7.3 Heritage and character

- Development needs to be conscious of existing character and heritage of suburbs and streets. There are mixed views on if you need a particular housing type that does not suit the character of the suburb, development should occur elsewhere.

- Some are supportive of reviewing the EFPA and Hills Face Zone to release more land. Others are strongly against as this will diminish the character of some areas of Adelaide.

7.4 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 the additional 6 townhouses on a block that had one house. Impacts remainder of nearby houses e.g. water pressure

7.4.1 Road and traffic

- Road infrastructure is not meeting the current or future needs of communities to adequately get to and from work, school. Increasing demand for freight throughout the Greater Adelaide region also needs to be considered and balanced.
- Road safety incorporated into the vision for the Plan. Road environment also 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 to ease traffic stress.

7.4.2 Parking

- 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.
- Improved Park n Ride capacities and locations to reduce the number of cars on the road. Kudla 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.

7.5 Climate impacts and biodiversity loss

- 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 and EVs.
- Policies to have more of focus on circular economies in reducing waste, promotion of circulation of materials and sustainable growth.

7.5.1 Greening

- 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.

7.5.2 Open space

- 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.

7.5.3 Urban heat island

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

7.5.4 Hazards

- Increase engagement with Aboriginal communities so that we can learn more about sustainable land management and improve the way we manage hazards like bushfire.
- 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

7.5.5 Health and education

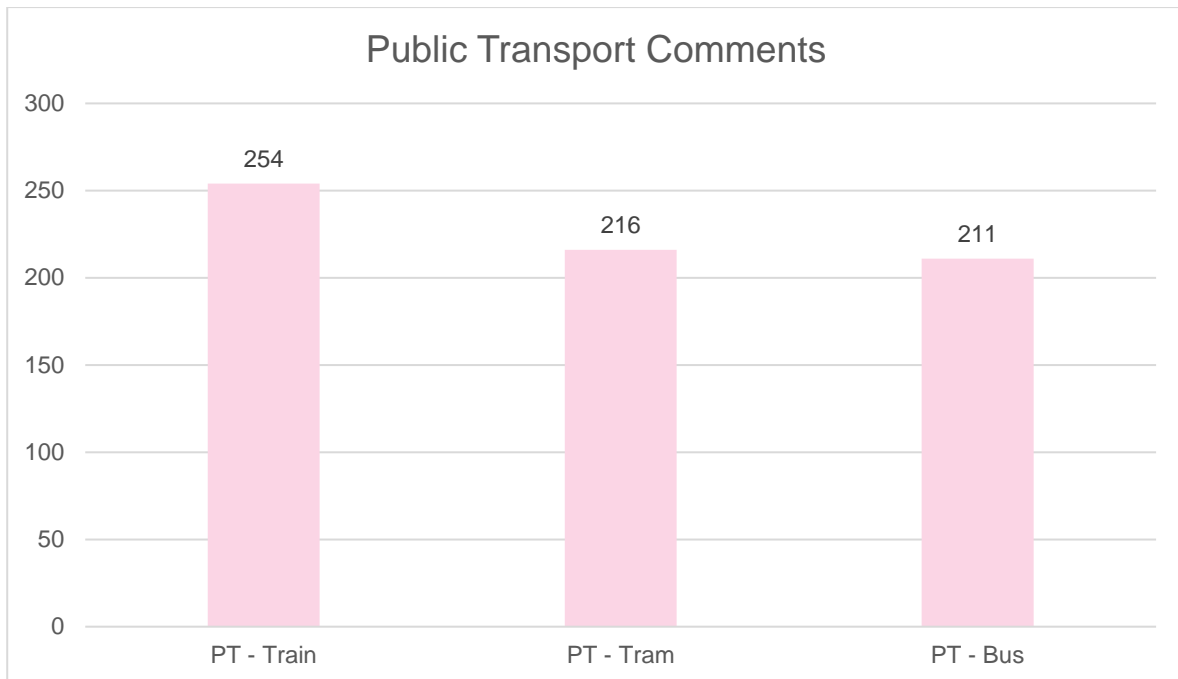
- There is a direct link between nature and public health. The Plan needs to focus on health more and equal access to health/medical facilities
- Development to consider health and wellbeing including access to health and education facilities for new and existing communities.
- Health services are required 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.

7.6 Changing mobility systems

7.6.1 Public transport

- 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 of the timetable, service reliability and frequency.
- Trains were the mode of public transport most raised. Comments related 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.



Stage 2 engagement – Draft Greater Adelaide Regional Plan

23 September 2024 to 4 November 2024.

8 Engagement approach

The process for amending a designated instrument, such as a regional plan, is governed by the *Planning, Development and Infrastructure Act 2016* (the Act). The Act requires public engagement to be conducted in accordance with the principles of the Community Engagement Charter.

An engagement plan was developed to ensure the principles of the Community Engagement Charter were effectively applied. Engagement activities for the Greater Adelaide Regional Plan aimed to achieve the following:

- **Understand community aspirations:** Capture the vision and aspirations of Greater Adelaide’s diverse communities to guide long-term development planning.
- **Foster authentic dialogue:** Engage meaningfully with community leaders, key stakeholders, state agencies, and councils to ensure regional plans are grounded in practical outcomes and deliver positive, tangible impacts.
- **Enhance community awareness:** Build knowledge and capacity within communities about the planning system, empowering them to actively participate in shaping their region’s future.
- **Achieve broad and targeted engagement:** Provide opportunities for wide participation while also facilitating in-depth discussions with specific groups to address complex planning challenges, including those related to social and physical infrastructure.
- **Leverage prior insights:** Incorporate findings from earlier engagement activities to ensure continuity and avoid duplication of efforts.
- **Close the feedback loop:** Inform stakeholders and communities about the outcomes of the engagement process and provide access to the final version of the Greater Adelaide Regional Plan.

The engagement period for the Greater Adelaide Regional Plan spanned **6 weeks**, running from **23 September 2024 to 5pm Monday, 4 November 2024**.

8.1 Engagement activities

8.1.1 Stage 2: public engagement activities

The 6-week public engagement period included delivery of a range of engagement activities to inform community and stakeholders of the Plan’s objectives and gather feedback.

| Activity | Description | Stakeholders |
|------------------|--|---|
| Landowner letter | Letters were sent to directly affected or adjoining landowners from various regions across Greater Adelaide to advise them of the Regional Planning Process and what is proposed for their land. within the letter, Kudla growth area | Landowners of sites identified for change |

| Activity | Description | Stakeholders |
|---|---|--|
| | <p>landowners were offered a special briefing with SPC and Plus members to discuss proposed actions.</p> <p><i>In total 450 letters were sent to affected landowners.</i></p> | |
| <p>Letter sent to identified stakeholders</p> | <p>Advised the commencement of engagement on the draft regional plan and opportunities to get involved.</p> <p><i>In total 1,521 letters were sent to key stakeholders.</i></p> | <p>All stakeholders</p> |
| <p>Stakeholder toolkit</p> | <p>Sent to Greater Adelaide councils and key stakeholders such as industry groups and community groups to help support engagement, increase reach and promote the Plan (refer Attachment 8).</p> <p>The toolkit contained:</p> <ul style="list-style-type: none"> • community poster • electronic signage • social media imagery • website banner imagery • email signature imagery • DL community flyer • hot topic fact sheets. <p><i>In total 1,521 stakeholders were sent the toolkit.</i></p> | <p>All stakeholders</p> |
| <p>Factsheets</p> | <p>A series of hot topic factsheets, written in plain-English, were developed and published on the YourSAy, PlanSA and Regional Planning Portal websites to help interested community understand the Plan and its proposed actions. (refer Attachment 8).</p> <p><i>The hot topic fact sheets were downloaded 1,055 times from the YourSAy website during the consultation period.</i></p> | <p>All audiences, with a focus on interested community</p> |
| <p>Online community workshops</p> | <p>Four online community workshops were delivered to promote the draft Plan and provide community with access with regional planning team members to</p> | <p>Community</p> |

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| Activity | Description | Stakeholders |
|-------------------------|---|--|
| | <p>discuss the Plan and answer any questions. The sessions were advertised via promotional material with the support of council, and registrations were taken through Eventbrite.</p> <p>The following events were held:</p> <ul style="list-style-type: none"> • 12:00pm, 16 October 2024: 26 attendees • 6:00pm, 16 October 2024: 25 attendees • 12:00pm, 23 October 2024: 22 attendees • 6:00pm, 23 October 2024: 26 attendees <p><i>In total 99 community members attended the online community workshops.</i></p> | |
| Eventbrite | <p>The community briefing sessions, online community workshops and youth workshop were promoted via Eventbrite, which included sending email notification to all people who follow the PlanSA Eventbrite profile.</p> <p><i>The event pages received 2,084 page views during the engagement period.</i></p> | Community |
| Stakeholder briefing(s) | <p>Delivered online briefing(s) to promote the draft Plan and gather feedback. Additional briefings were also provided on request.</p> <p>Briefing sessions conducted during engagement:</p> <ul style="list-style-type: none"> • Council & elected members - 80 attendees • Industry – 23 attendees • Community groups – 258 attendees • State agencies – 104 attendees • Department for Housing and Urban Development – 256 attendees | Peak Industry Bodies, Peak Planning bodies, Utilities, state government Agencies. Progress Community and Business Associations, RDA Board, LGA Board, council, community |

| Activity | Description | Stakeholders |
|------------------------------|--|--|
| | <ul style="list-style-type: none"> • Kudla landowners – 82 attendees • Regional Planning Portal key user workshop – 49 attendees <p><i>In total 852 (+FirstNations) key stakeholders attended online briefing sessions.</i></p> <p>Additional briefing sessions conducted upon request were provided to:</p> <p>Federal Member for Spence</p> <p>Labor MPs and MLG</p> <p>PIA - Fellows and Young Planners</p> <p>Member for Light community forum</p> | |
| Pre-engagement with councils | Delivered face-to-face presentations and workshop(s) to provide overview of the engagement process, expectations of councils and how to make the most of the opportunity prior to public release | All Greater Adelaide councils |
| First Nations engagement | <p>Correspondence to First Nations groups to introduce the program, providing a link to YourSAy and offering an online presentation of the Regional Planning Program.</p> <p>A workshop with representatives from Kurna, Peramangk, Ngadjuri, Ngarrindjeri and First Peoples of the River Murray Mallee was held prior to engagement commencing to provide an overview of GARP.</p> <p>This workshop focused on developing an acknowledgement of country with the five First Nations groups, and explore effective methods and strategies to ensure First Nation's groups perspectives, values, cultural information and intellectual property is valued and protected.</p> <p>Further work and workshops are planned with the five First Nations groups to continue this work and better reflect cultural heritage and values in the GARP and planning system more broadly.</p> | State agencies Aboriginal Leaders First Nations groups |

| Activity | Description | Stakeholders |
|--|--|---|
| Youth engagement | <p>Delivered targeted youth engagement on the draft Plan.</p> <p>An online workshop was held on 28 October 2024, providing direct access to the planning team to discuss the Plan's content and have any questions answered.</p> <p>Educators and youth focussed stakeholders were engaged to help promote the engagement period with their networks.</p> <p>Youth feedback workshop – 17 attendees</p> <p>20 youth YourSAy surveys submitted.</p> | Youth groups including youth advisory committee/council and Youth Affairs Council of SA |
| Ongoing meetings and communication as required | Ongoing face to face/online meetings to gather information and provide updates. | Council, Agencies, RDA, LGA etc |
| Email and telephone enquiries | <p>The PlanSA contact details were provided throughout the engagement period and the public and stakeholders were invited to make contact if they had enquires or wished to set up a meeting to discuss the proposal.</p> <p>The service desk was fully briefed to assist people in obtaining further information or to speak with a project team.</p> <p>A total of 22 email enquiries and 26 phone enquiries were handled during the engagement period.</p> | All |
| PlanSA website | <p>Information relevant to the Plan were available on the PlanSA website. This included the Plan, visioning workshop reports, fact sheets, summary document and the engagement plan.</p> <p>A news article and banner promoting the engagement were also published on the landing page of the PlanSA website.</p> <p>The Plan's PlanSA website pages received 5,866 views and was visited by 3,244 people.</p> | All |

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| Activity | Description | Stakeholders |
|---------------------------------|---|------------------|
| YourSAy website & online survey | <p>A dedicated page on the YourSAy website was created as the primary location for the community to find easy to understand information and to submit feedback via a survey.</p> <p><i>The YourSAy page received 10,500 visits during the engagement period.</i></p> <p><i>Supporting material documents were downloaded 2,470 times.</i></p> <p>284 YourSAy survey submissions were provided during the engagement period.</p> | Community |
| Regional Planning Portal | <p>The Regional Planning Portal was created as the primary digital location for the community to engage with the Plan and all the supporting material.</p> | All stakeholders |
| Newsletter article | <p>Articles outlining the Plan were featured in Planning Ahead on 23 September 2024 and 16 October 2024.</p> <p>Copies of the Planning Ahead newsletters can be found in Attachment 8.</p> <p><i>The September article achieved 1,277 opens and 1,068 link clicks.</i></p> <p><i>The June article achieved 1,551 opens and 312 link clicks.</i></p> | All stakeholders |
| Media | <p>A ministerial media release was distributed to metropolitan and regional media on 23 September 2024.</p> <p>The State Planning Commission Chair and the Minister for Planning were made available for media requests.</p> <p><i>Media coverage consisted of 431 media items across print, tv, radio and online - achieving an audience reach of 9,661,260 across the 6-week engagement period.</i></p> <p>See Attachment 8 for the full media report.</p> | Media outlets |
| Social media | <p>Social Media campaign was utilised during the engagement period.</p> <p>Organic posts were supported by boosted posts, as well as a \$1,000 like campaign</p> | All stakeholders |

| Activity | Description | Stakeholders |
|----------|--|--------------|
| | <p>to increase followers during the engagement period.</p> <p>The following social media channels were used to promote public consultation:</p> <ul style="list-style-type: none"> • PlanSA X • PlanSA Facebook • SPC LinkedIn • YourSAy Facebook. <p>Examples of the posts are featured in Attachment 8.</p> <p>A total of 10 posts were published on each platform during the six-week engagement. During the engagement period the Plan content published on the PlanSA Facebook page achieved 485,400 views, reached 131,100 users, received 2,713 link clicks and attracted 375 new followers.</p> | |

8.2 Mandatory requirements

The following requirements were required to be completed as part of the statutory engagement on the draft Plan, they were also completed as part of this engagement process.

1 Notice and engagement with council/s

The Community Engagement Charter requires that, a council or councils must be directly notified and consulted, where a proposal is relevant to a particular council or councils (and where the council did not initiate the proposal).

The 27 councils in Greater Adelaide were engaged in the following ways:

- The mayor and chief executive of the Greater Adelaide councils were notified via a letter.
- Council staff were invited to a pre-briefing prior to engagement to assist in their understanding of the Plan’s content and the engagement process to prepare them for making a submission.
- A number of meetings were facilitated by PLUS with council staff and planning practitioners during the pre-engagement period.
- Pre-engagement meetings, each with council Chief Executives to ensure they understood the process and were best prepared to make the most of the opportunity to provide feedback.

2 Notice and engagement with the Local Government Association

The Community Engagement Charter requires that, the Local Government Association must be notified in writing and consulted, where the proposed Regional Plan is generally relevant to councils.

The LGA was engaged in the following ways:

- Stakeholder letters and comms sent on release day.
- Stakeholder toolkit supplied to support engagement.
- Invites sent to briefing sessions.
- Social media content shared.

8.3 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.

8.4 Evaluation against the Charter principles

The following is a summary of the evaluation of the engagement against the five principles of the Charter. See **Attachment 6** for the full evaluation against the Charter principles.

8.4.1 Engagement is genuine

People had faith and confidence in the engagement process

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|----------------------------|-------------------|-------------------|
| I feel the engagement genuinely sought my input to help shape the Plan | 26% | 30% | 12% | 17% | 15% |

8.4.2 Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|---|----------------|----------------|----------------------------|-------------------|-------------------|
| I was given sufficient opportunities to provide feedback during the consultation. | 38% | 31% | 15% | 8% | 8% |

8.4.3 Engagement is fit for purpose

People were effectively engaged and satisfied with the process

People were clear about the proposed change and how it would affect them

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|-----------------------|-----------------------|-----------------------------------|--------------------------|--------------------------|
| The information provided about the Plan allowed me to make an informed view. | 26% | 39% | 16% | 12% | 7% |

8.4.4 Engagement is informed and transparent

All relevant information was made available and people could access it

People understood how their views were considered, the reasons for the outcomes and the final decision that was made

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|-----------------------|-----------------------|-----------------------------------|--------------------------|--------------------------|
| I felt informed about why I was being asked for my view on the Plan, and the way it would be considered. | 32% | 36% | 20% | 6% | 6% |

8.4.5 Engagement processes are reviewed and improved

The engagement was reviewed and improvements recommended

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree |
|--|-----------------------|-----------------------|-----------------------------------|--------------------------|--------------------------|
| I feel confident that my input was considered during the engagement process and helped shape the Plan. | 10% | 24% | 23% | 20% | 23% |

9 Engagement outcomes

The following section summarises feedback received through the activities described in section three. It is important to note that participants could provide their feedback through more than one feedback mechanism (for example an online survey and a written submission). All submissions received can be viewed in **Attachment 7** of this document.

Many participants who provided submissions or completed surveys shared very detailed feedback, including specific recommendations for changes to the Plan. It is not within the scope of this summary report to include every specific suggestion, nor less frequently raised issues.

To ensure clarity and readability, this report highlights the common and recurring themes identified across all feedback. While it provides some quantitative counts of frequency of submissions or themes, analysis and presentation of results is intended to be qualitative.

It is important to note that all feedback has been carefully reviewed, analysed, and will continue to inform response actions undertaken by the Commission.

Submissions and survey responses were received from a range of stakeholders including members of the public, landowners, industry, community groups and government. A total of **676 submissions** were received during the 6-week engagement period through the following feedback mechanisms (and shown in figure 1 below):

- YourSAy Survey – General Public (258)
- YourSAy Youth Survey (20)
- Email submissions (304)
- Submissions via the PlanSA portal (80)
- Hard copy/post submissions (4)
- Easy read surveys (10)

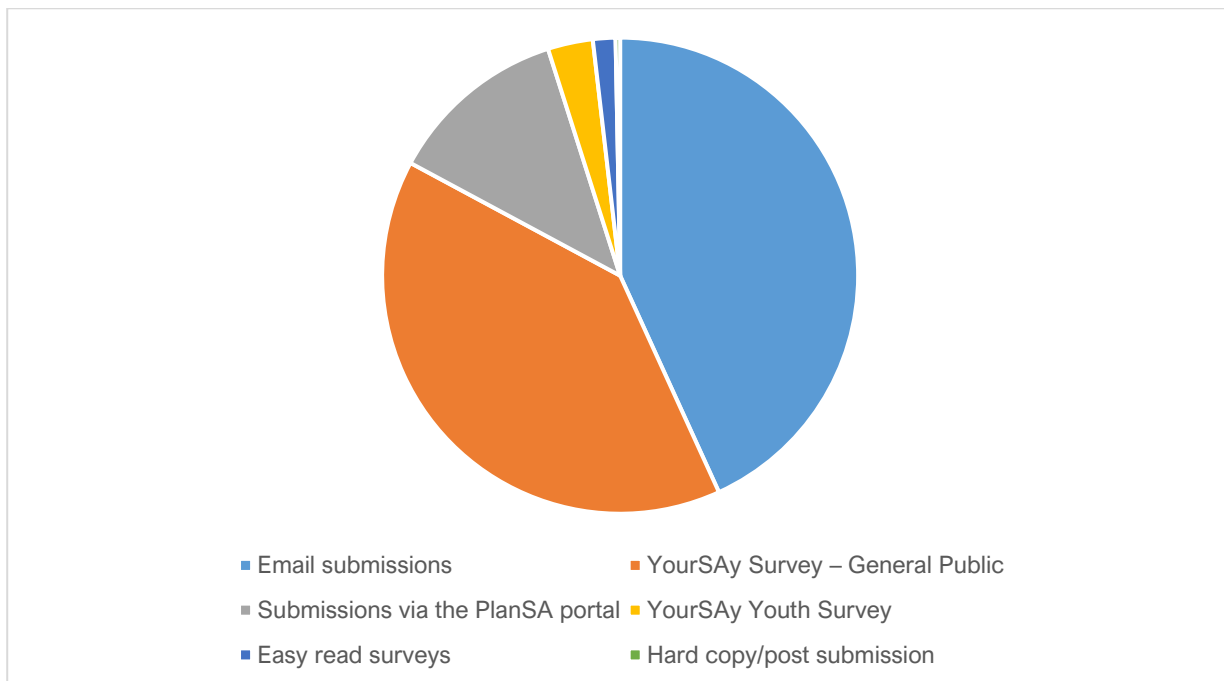


Figure 1 Feedback types and distribution

9.1 Feedback received – survey

This section summarises feedback received through the following means:

- YourSAy Survey – General Public (258)
- YourSAy Youth Survey (20)

9.1.1 About survey participants

Most survey respondents identified themselves as living in Greater Adelaide (more than 80% of respondents). More than half of respondents (62%) indicated that they own a property in Adelaide. 14% of survey respondents own or operate a business in Greater Adelaide and just over 7% represent community organisation or interest groups.

Survey respondents came from 33 local government areas across Adelaide. The most common council areas that survey respondents lived in are the City of Onkaparinga, City of Playford, City of Mitcham, Alexandrina Council, and the City of Campbelltown.

A quarter of respondents were aged 45-54 with around 10% aged under twenty-five or over 75 years of age (refer figure 2).

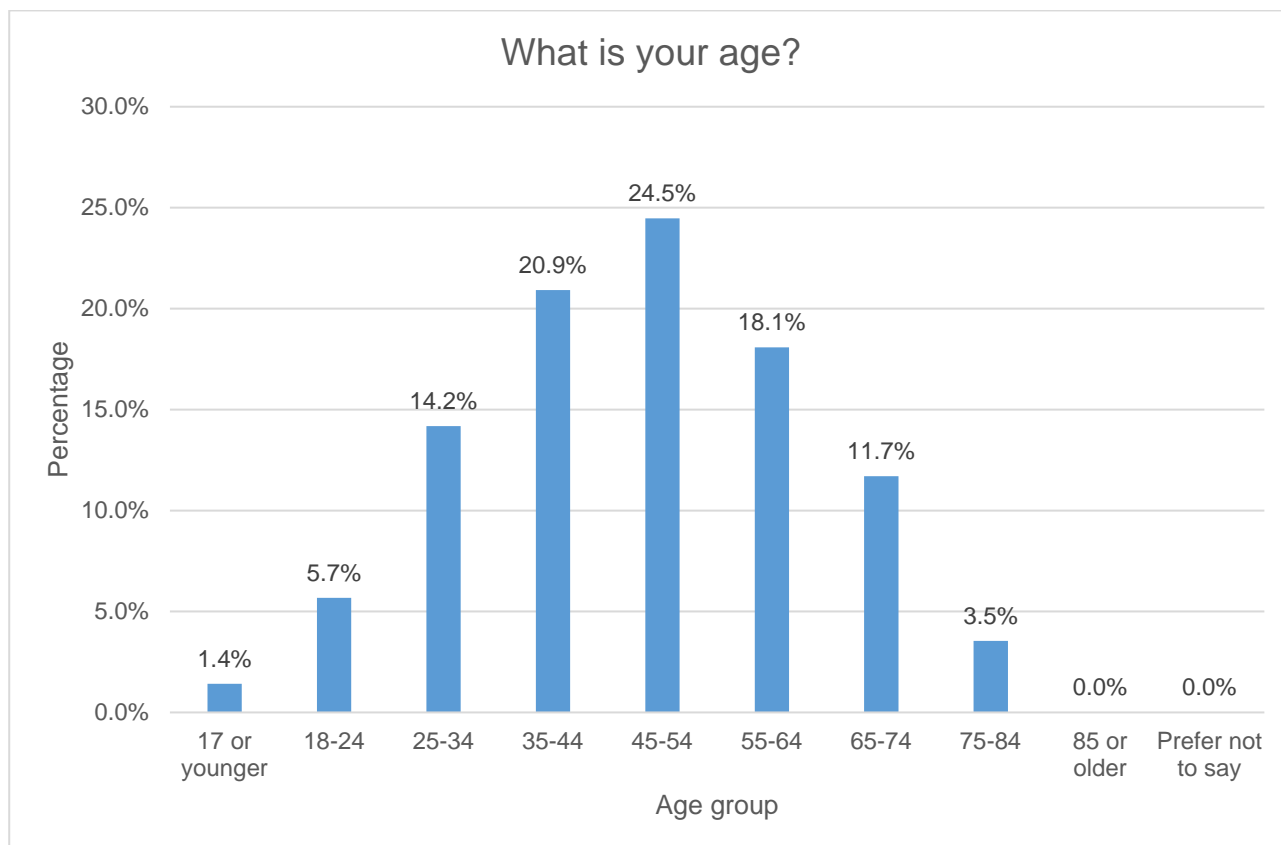


Figure 2 Age distribution of survey respondents

9.2 The Greater Adelaide Regional Plan themes

When asked to rank the five themes of the Plan in order of importance, *People, housing, and liveability* was the most commonly ranked in number one position by survey respondents. This theme also ranked number

one when analysed by weighted scores. Figure 3 shows the proportion of ranked scores across other themes.

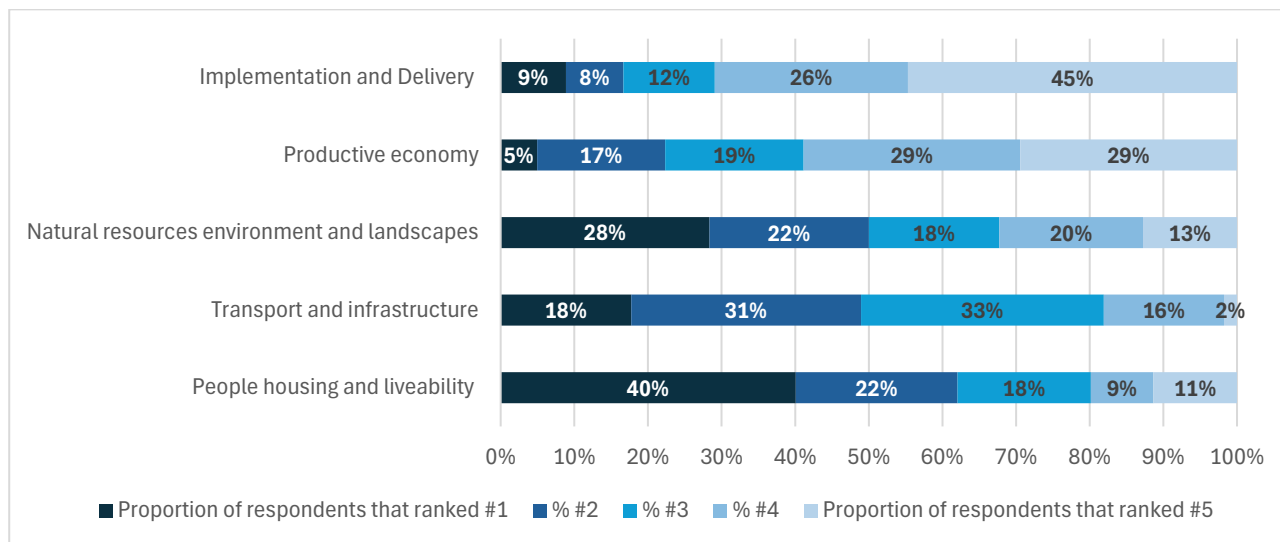


Figure 3 Plan themes – ranked by importance

9.2.1 People, housing and liveability

The survey asked respondents to choose two of four statements that are most important to them relating to the theme of *People, housing, and liveability*.

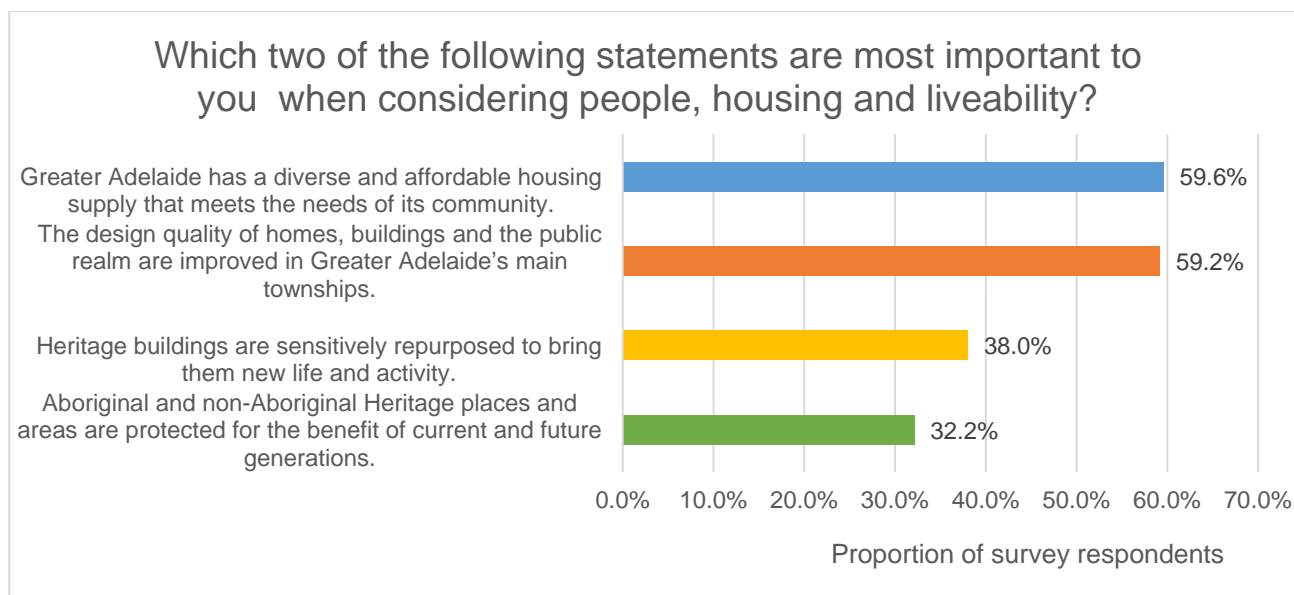


Figure 4 People, housing and liveability – statements of importance

Ensuring that Greater Adelaide has a diverse and affordable housing supply that meets the needs of its community was the most important statement to survey respondents in this theme. This was very closely followed by the design quality of homes, buildings, and the public realm (refer Figure 4).

When prompted to suggest what was missing from the Plan or what other comments respondents had relating to this theme, feedback included:

- Respondents suggested a greater focus on the provision of diverse and affordable housing options across Greater Adelaide to enhance liveability, particularly for low-income and vulnerable communities.
- Many respondents suggested infrastructure is failing to keep pace with housing development. This included comments about all kinds of infrastructure – including the need for greater investment in public transport to reduce car dependency. Green infrastructure such as parks and open space were also highly valued and regarded as a key part of contributing to liveable neighbourhoods.
- Some respondents suggested design standards of homes should perform more sustainability through energy efficiency measures, improved resilience to extreme weather, and playing a role in minimising the urban heat island effect.
- Some respondents expressed strong concern over high-rise developments in suburban areas, with many suggesting that buildings greater than four storeys in height disrupt neighbourhood character, especially in areas with predominantly low-rise patterns of existing homes.

9.2.2 Productive economy

The survey asked respondents to choose two of six statements that are most important to them relating to the theme of *Productive economy*.

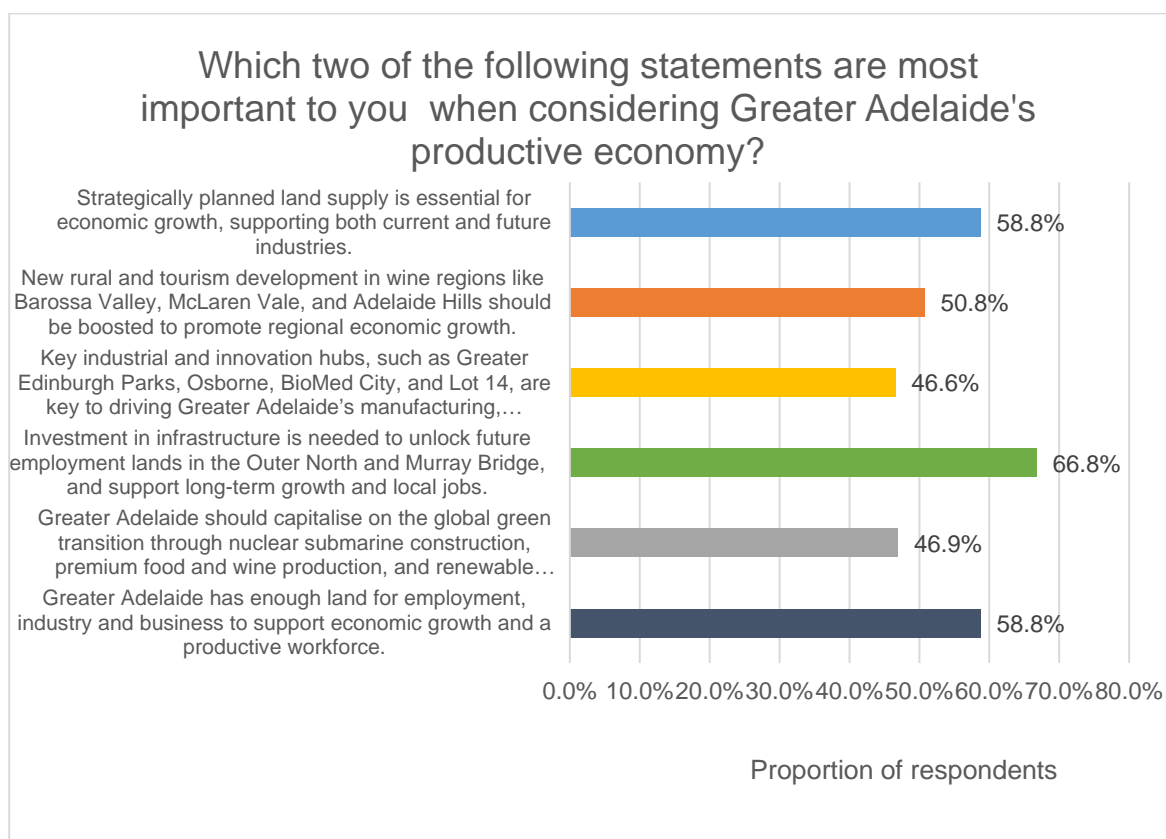


Figure 5 Productive economy – statements of importance

Survey respondents most prioritised the need for infrastructure investment to unlock employment lands in Outer North and Murray Bridge in order to support local jobs. Other popular statements were strategically planned land supply to support economic growth, and ensuring that there is enough land in Greater Adelaide to allow our productive workforce to grow.

When prompted to suggest what was missing from the Plan or what other comments respondents had relating to this theme, feedback included:

- The importance of protecting prime agricultural land from residential development.
- The need for strategic infrastructure to support economic growth in regional areas, such as upgraded roads, improved public transport, and with reliable utilities including water and drainage systems.
- A desire for localised job opportunities that reduce commuting and contribute to regional prosperity. Some respondents would like to see this aligned with Adelaide’s strengths, such as green energy, agriculture, and advanced manufacturing.
- Respondents emphasised the need to support small businesses in Adelaide and suggested the provision of local hubs within housing estates to foster community-driven economies.
- Growing and preserving tourism was important to some respondents, with some noting the importance of preserving key character and primary production areas.

9.2.3 Natural Resources, environment and landscapes

The survey asked respondents to choose two of six statements that are most important to them relating to the theme of *Natural resources, environment, and landscapes*.

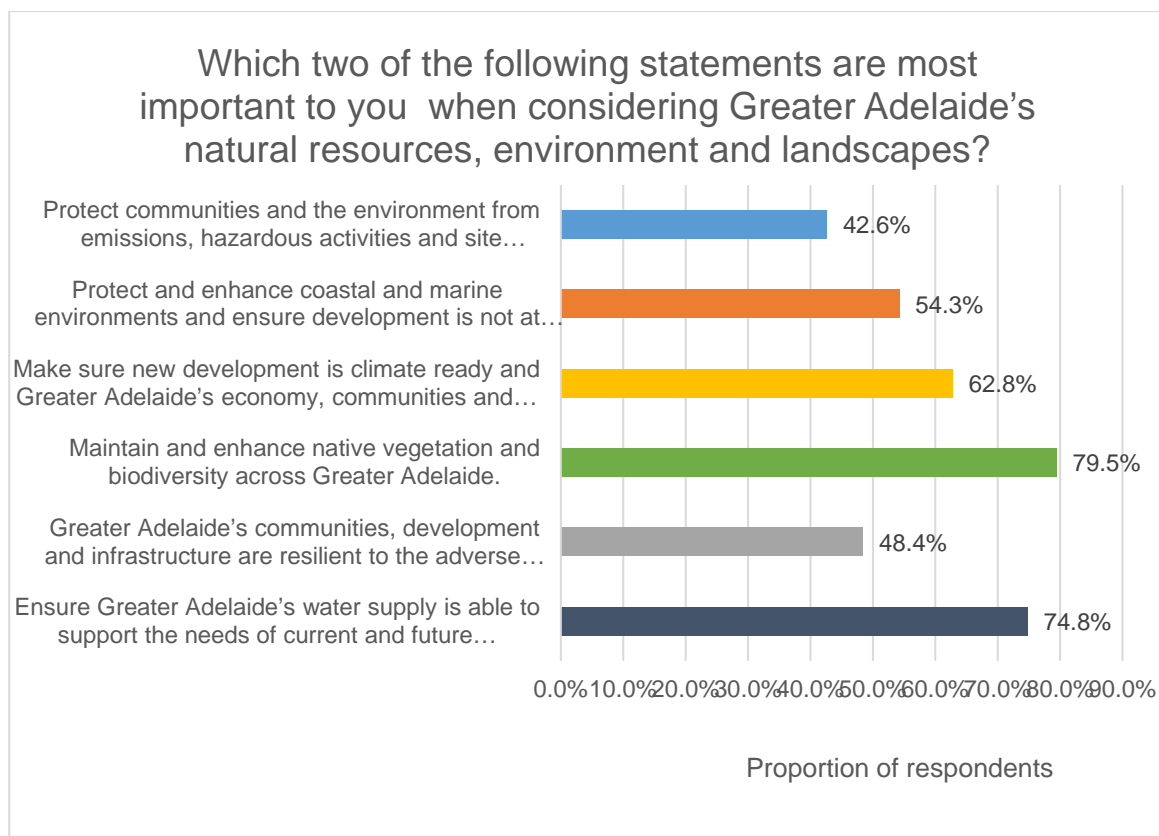


Figure 6 Natural resources, environment and landscapes – statements of importance

Survey respondents most commonly prioritised the need to maintain and enhance native vegetation and biodiversity across Greater Adelaide. Water supply was also important to survey respondents as the second most popular response. This was followed by climate ready development that creates greater resilience to impacts.

When prompted to suggest what was missing from the Plan or what other comments respondents had relating to this theme, feedback included:

- Wanting to see a greater focus on the robust protection and enhancement of Adelaide’s tree canopy and enhancement of green spaces, which were often mentioned as important ways reduce the heat island effect.
- Respondents indicated strong support for preserving Greater Adelaide’s scenic landscapes and agriculturally productive areas.
- There is recognition of the importance of integrating First Nations knowledge and respecting culturally significant sites within Greater Adelaide’s environmental planning.
- There was mixed response to the proposed Northern Parklands – with those directly impacted indicating strong opposition and some alternative green corridor routes suggested. Others suggested an asset like this in the northern part of Greater Adelaide would be beneficial.

9.2.4 Transport and infrastructure

The survey asked respondents to choose two of three statements that are most important to them relating to the theme of *Transport and infrastructure*.

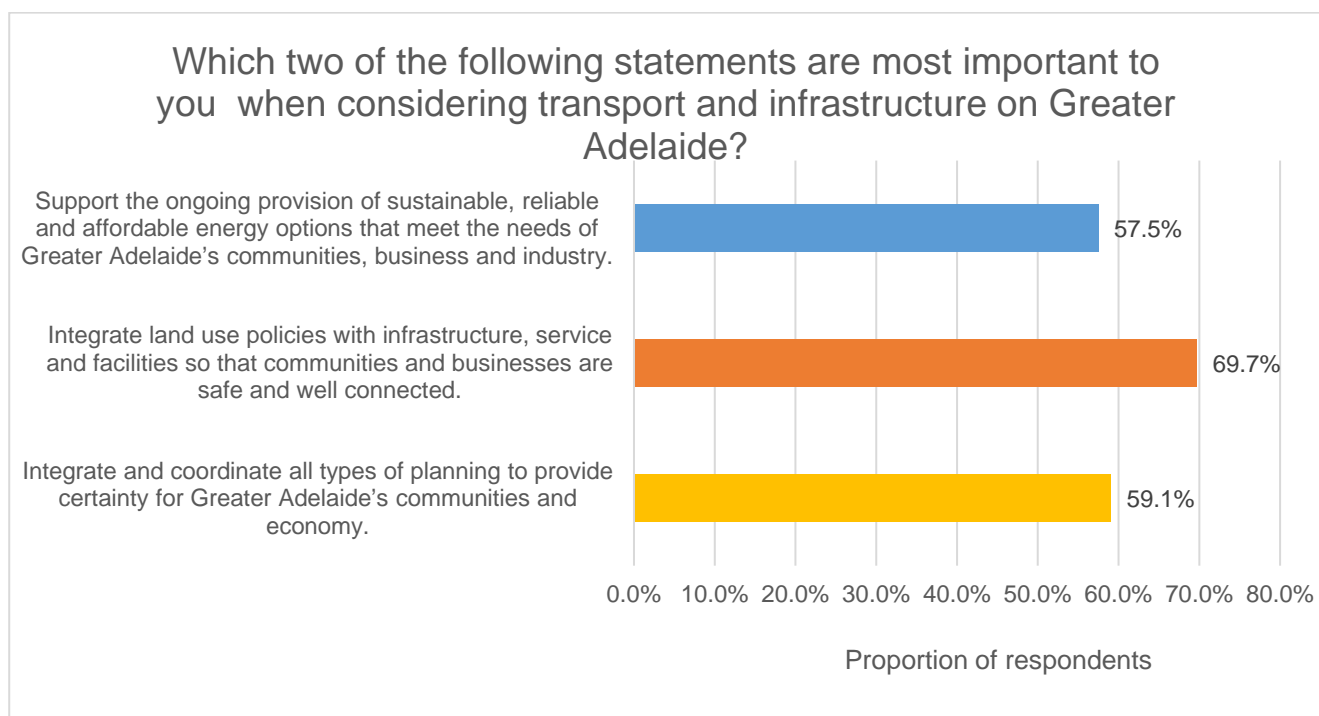


Figure 7 Transport and infrastructure – statements of importance

Survey respondents most commonly prioritised integration of land use policies with infrastructure, services and facilities so communities and businesses are safe and well connected.

When prompted to suggest what was missing from the Plan or what other comments respondents had relating to this theme, feedback included:

- There is strong support for ongoing investment in public transport along corridors and focused around higher density hubs. There was a clear desire from many to shift away from car-centric neighbourhoods, along with a concern that development on the fringe would be car-dependent.

- Respondents would like to see increased integration between land use policies with infrastructure and transport, to ensure communities are well provided for a range of their needs and services.
- Improving roads for all users (including cars and bikes) was a common theme with the recognition that traffic volumes across Greater Adelaide are increasing. It was also noted by many that there is a strong modal shift to Electric Vehicles which require different types of supporting infrastructure.
- There is strong support for expanding rail services to key areas like Mount Barker, Murray Bridge, Victor Harbor, and the Barossa Valley. Respondents also emphasised the need for more affordable and accessible public transport, particularly in outer areas like Angle Vale and Virginia, where improved safety and connectivity are critical.

9.2.5 Delivery and implementation

The survey asked respondents to choose two of four statements that are most important to them relating to the theme of *Delivery and implementation*.

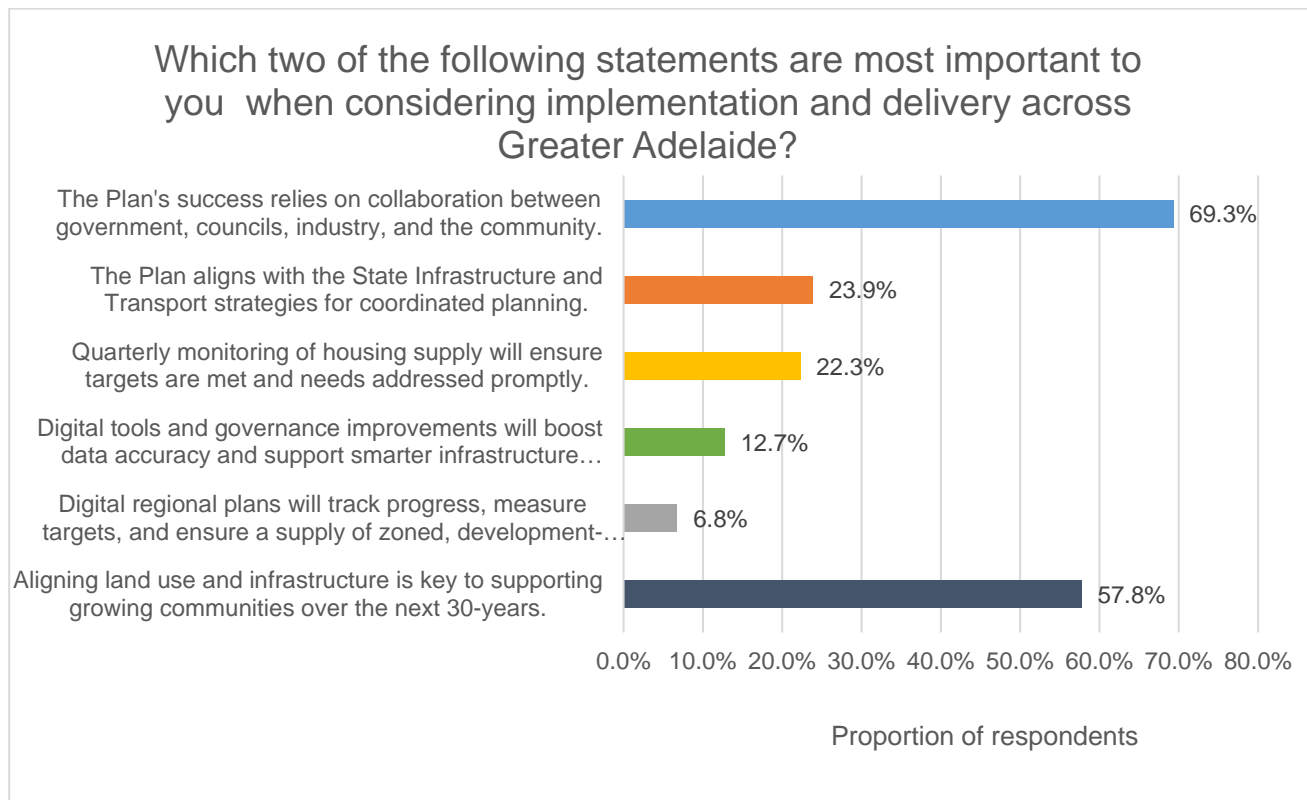


Figure 8 Delivery and implementation – statements of importance

Survey respondents most commonly prioritised that the success of the Greater Adelaide Regional Plan relies on collaboration between government, councils, industry and the community. Alignment of land use and infrastructure to support growing communities was also a high priority for respondents.

When prompted to suggest what was missing from the Plan or what other comments respondents had relating to this theme, feedback included:

- Many respondents stress the importance of genuine community engagement and respecting local insights in planning decisions, particularly around density changes, infrastructure needs, and zoning adjustments.

- Many express the need for clear, transparent planning processes with realistic timelines and accountability measures. Benchmarking was regularly raised as an opportunity in order to measure the success of the Plan and outcomes for Greater Adelaide.

9.3 Youth survey

While there were only a small number of survey respondents in the youth age range (up to age 25), the key insights comprise:

- Youth survey respondents ranked *People, liveability and housing* as the most important theme to them in the Plan, followed by *Transport and infrastructure*.
- Three-quarters of youth respondents intend on staying living in Greater Adelaide in the future.
- Nearly equal numbers of youth respondents see themselves living in apartment or townhouse in township; a traditional house in township; or a traditional house on rural property/with some acreage.
- When it comes to how Adelaide can be more sustainable, youth survey respondents suggested expanding public transport services, increasing trees and greening, and education or behaviour change campaigns.
- When asked what they liked about their area and what they would like to see kept or replicated across Greater Adelaide, youth survey respondents suggested an appreciation for green spaces, a strong sense of community and affordable housing in vibrant communities.
- Youth survey respondents suggested a vision for Greater Adelaide as a sustainable, livable, and inclusive region with efficient public transport, affordable and diverse housing, vibrant communities, and extensive green spaces. Priorities of youth survey respondents included reducing car dependency, integrating nature into urban design, and fostering economic growth and social cohesion through thoughtful urban planning.

9.4 Feedback received - submissions

This section summarises feedback received through the following means:

- Email submissions (305)
- Submissions via the PlanSA portal (80)
- Hard copy/post submissions (3)
- Easy read surveys (10)

With the exception of the easy read surveys, submissions allowed respondents to provide feedback of any length or depth and on any subjects or issues of their choosing. As identified previously, most submissions were detailed and extensive in the issues raised and suggested changes to the Plan. This section provides a higher-level summary of the common and frequently raised themes and issues. More detailed analysis of submissions is an ongoing task for the Commission.

9.5 The Greater Adelaide Regional Plan themes

All submissions were reviewed and where applicable, one or more of the five themes of the Plan were allocated to the submission. This highlights the frequency and significance of these themes across all submissions. Figure 9 below shows that *People, housing and liveability* was the most commonly referenced

theme in submissions. This was followed by nearly equal references to *Productive economy* and *Natural resources, environment and landscapes*.

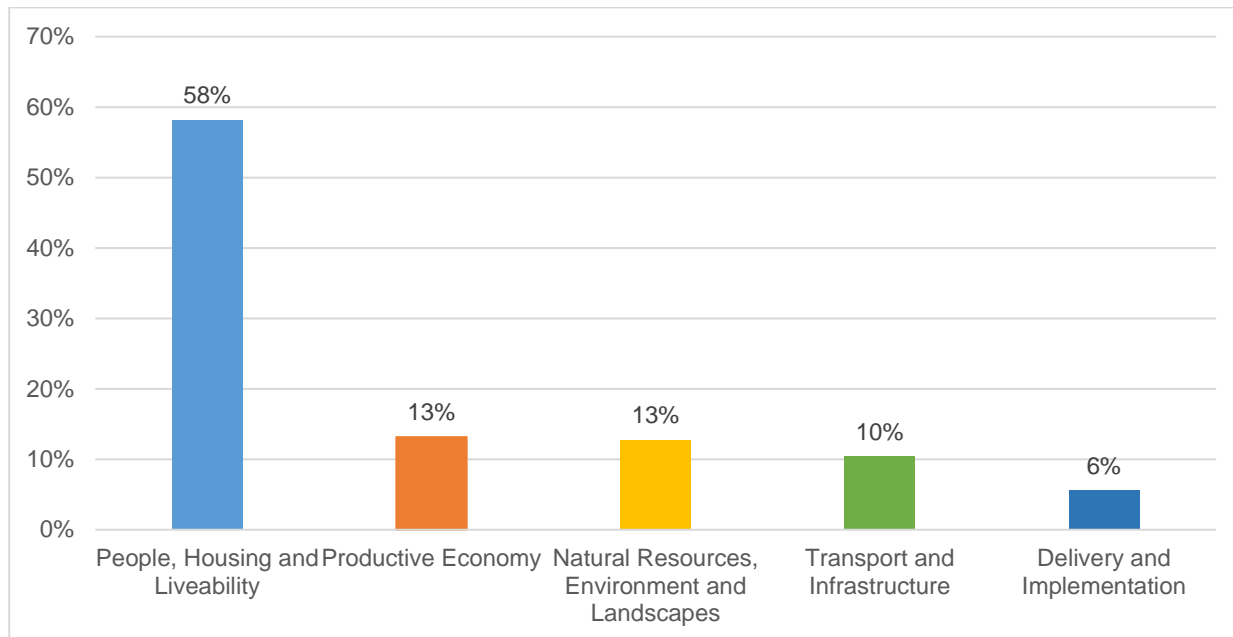


Figure 9 Plan themes included in submissions

To better understand the common subjects and issues raised in submission, a series of subthemes were identified and allocated to submissions. The following figure shows the top ten most frequently mentioned subthemes in submissions.

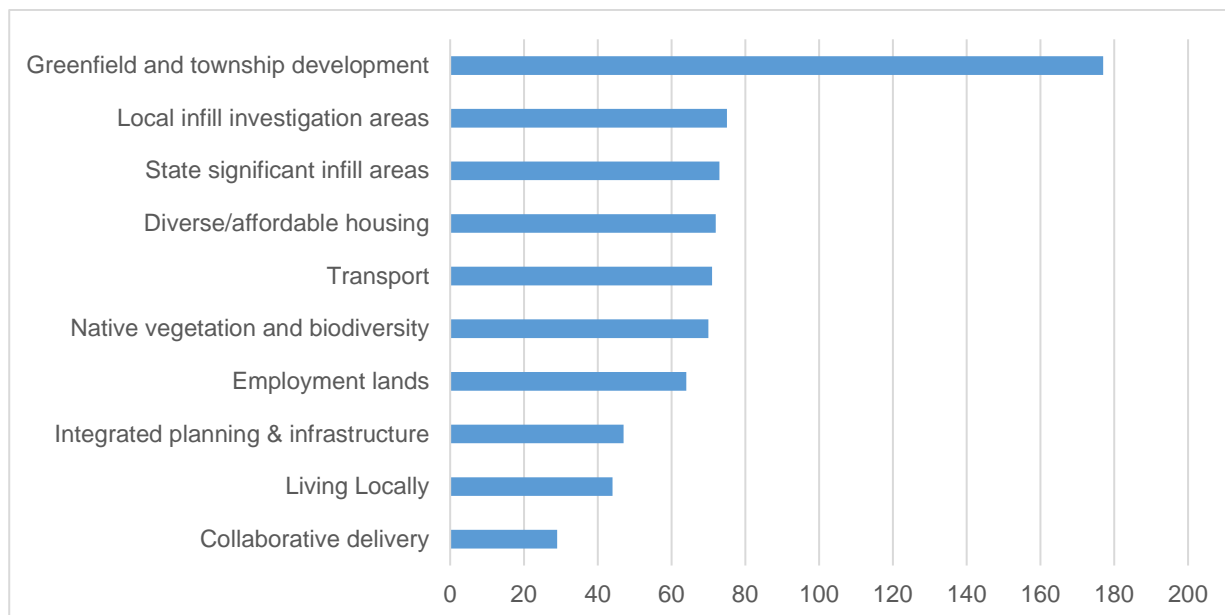


Figure 10 Plan subthemes included in submissions

This shows that issues and commentary around *greenfield and township development* was clearly the most frequently raised. Interestingly, the next five issues were raised with almost identical frequency. This included *local and state infill areas*, *diverse and affordable housing*, *transport*, and *native vegetation and biodiversity*.

9.6 Community groups

| Community groups | |
|---|---|
| Barossa, Light and Gawler Football Association | <ul style="list-style-type: none"> • Highlights the importance of including well-resourced community and recreation facilities in the Plan to support increased football participation and broader community engagement. • Stresses that such facilities are critical for promoting social cohesion, health outcomes, and access to sporting opportunities in growing regions. • Advocates for adequate sporting infrastructure to accommodate current and future needs, aligning with BLGFA's strategic goal of fostering football participation across the region. |
| Bike Adelaide | <ul style="list-style-type: none"> • Supports Transport Action Networks feedback on Plan. • Support the statements on Public Transport regarding the need for good public transport planning in green field areas and comments on active transport. Supports use of DIT Active Travel Design Guide as standard. • Suggests the Plan is too car-focused and greenfield areas mainly only serviceable by road transport. • Not enough information about how greenways are all interconnected to accommodate walking and cycling - they look disjointed. • Would like to see bolder commitment to active and public transport modal shifts. |
| Biodiversity Victor Harbor | <ul style="list-style-type: none"> • Interest in strengthening biodiversity commitments in the Plan, particularly re Fleurieu Peninsula and Victor Harbor. • Southern Fleurieu is a biodiversity hotspot and that natural assets of the region should be preserved to continue to cater for tourism and maintain amenity and biodiversity. • Supports living locally principle and concerned about growth and sustainability in the region. |
| Community Alliance SA | <ul style="list-style-type: none"> • Supports strategic infill sites rather than infill scattered in existing suburbs. • Does not support projected population growth and suggest it will have a range of negative impacts on Greater Adelaide. • Concern greenfield development will not be serviced by sufficient social or sewer infrastructure and that it is funded equitably. • Support for living local concept and suggests the Plan should be motivated by liveability and be resident-centric rather than place-based. • Does not support population increase in Victor Harbor, Goolwa and Mount Barker. |

| | |
|---|---|
| | <ul style="list-style-type: none"> • Supportive of initiatives to increase revegetation, biodiversity, tree canopy and climate change response - suggests these should be strengthened further, and the Adelaide Park Lands specifically protected in the Plan. • Supports increased patronage of public transport and active travel - including a rail line to Mount Barker and Murray Bridge. |
| <p>Resilient Hills and Coasts Steering Committee</p> | <ul style="list-style-type: none"> • Supports the Plan's ambition to create a "greener, wilder and climate-resilient environment" but encourages stronger commitments and measurable targets to achieve this vision. • Would like the Plan mandate climate-ready and energy-efficient designs across all developments, and incorporate climate hazard data into planning criteria. • Would like the Plan prioritise urban infill and mixed-use developments that reduce reliance on car travel, and incorporate incentives and planning support for developments near major transit lines. • Would like the Plan to integrate biodiversity-sensitive urban design and urban canopy targets that apply to all urban areas. • Would like to see clear, time-bound targets across all key focus areas and more enforceable climate related standards within the Planning and Design Code. |
| <p>Prospect Local History Group Inc</p> | <ul style="list-style-type: none"> • Supports the acknowledgment of Prospect as an historic and heritage area and supports Prospect council's designation of Historic Areas and representative buildings, along with the retention and expansion of local heritage listed buildings. • Would like to see the retention of the current built form and historic character housing. • Opposes higher density dwellings, especially in residential streets. |
| <p>Friends of Willunga Basin</p> | <ul style="list-style-type: none"> • Would like submission to the Discussion Paper to be considered along with this submission. • Concerned climate response inadequate and does not link between land uses and transport planning. • Finds the Plan too urban-centric and does not adequately address different biodiversity strategies between urban and rural. Supports exclusion of land in McLaren Vale Character Preservation District from development. • Concerned about expansion of housing in Victor Harbor and Goowla, the lack of plan to achieve green corridors in Maslins Creek and Aldinga Washpool, and development in Sellicks. |
| <p>Gawler Environment & Heritage Association Inc</p> | <ul style="list-style-type: none"> • Would like state government to do more to manage the housing situation beyond land releases in outer areas and stronger WSUD policies in new developments. • Supports the renewed focus on the Metropolitan Open Space Scheme, including along the Gawler River from Gawler to the coast and preference |

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| | <p>for the rural green belt to be focussed on rural and open space rather than trees.</p> <ul style="list-style-type: none"> • Strong opposition to urban development extending between Playford and Gawler without any separation. • Vital that planning supports better policies to protect the heritage and character of Gawler, including through introduction of a height limit in the core historic area. |
| Western Adelaide Coastal Residents' Association | <ul style="list-style-type: none"> • Demonstrates support for the emphasis on affordable housing, increased use of townhouses and courtyard homes, and Integrating land use planning with DIT's Transport Strategy for SA. • Concerned that growth estimates for new homes may be too high, occupancy rates too low. Places strong importance on quality of developments. • Would like to see more emphasis on social housing, tree canopy protection, public transport, and addressing the short-term rental issue. |
| Hub and Spoke | <ul style="list-style-type: none"> • Specific comments regarding the Teen Challenge SA rehab centre in Strathalbyn and desire to create more affordable housing. |
| Mt Barker & District Residents' Assoc Inc | <ul style="list-style-type: none"> • Supportive of the document as a whole, particularly diverse housing, climate change, integrated planning, land supply and regenerative future. • Concerned about Mt Barker expanding into agricultural lands and uncertainty/contradictions in Plan re this. • Supports a green corridor network in the Hills and retention of significant trees. • Would like to see consideration of solutions to congestion faced on the South Eastern Freeway. |
| Norwood Residents Association | <ul style="list-style-type: none"> • Concerned about traffic, car parking and higher density development in Norwood. • Would like to see greater measures to protect character, heritage and streetscape in Norwood. |
| Prospect Residents Association | <ul style="list-style-type: none"> • Not supportive of increased density in infill areas. Concerned it is leading to issues (traffic etc), lower quality of life and conflicts. Concerned about decoupling housing from cars being discriminatory for elderly and people with disability. • Finds digital platform hard to navigate and not community friendly. • Focus on sustainable population growth and infrastructure. • Supports plan using and building on existing railway networks for satellite cities. • Concerned about heat islands and protection of heritage. |
| Regional Forum Group Working Group | <ul style="list-style-type: none"> • Concerns raised about employment land - vital that this is strategically aligned with optimal location and business/industry opportunities. |

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| <p>(forum/workshop on 23 October with people invited mainly from the Gawler, Light, Barossa and Adelaide Plains council areas)</p> | <ul style="list-style-type: none"> • Concerned about proximity of residential development to primary production land at Two Wells, Roseworthy and Gawler. Also notes the high value of this land for both broadscale dryland agricultural production as well as more intensive irrigated production supported by expanding water resources. • Concern about development on EFPA land and how EFPA process does not adequately protect production activities. • Supports fixed urban boundaries - population for the next 30 years can be housed in metropolitan Adelaide. Would like more information on staging of residential growth. • Adequate public open space is important for densification. Supportive of Northern Parklands but concern about impact of acquisition on property owners. |
| <p>Social Planners Network of South Australia</p> | <ul style="list-style-type: none"> • Interest in high-quality social outcomes and doesn't see a cohesive rationale for social outcomes in the Plan. • Supports living locally but concerned about proposed greenfield development and lag behind of infrastructure, services, jobs, and public transport which would not support this concept. • Does not support rezoning large areas of land for housing in outer suburbs. Concern that there will be transport, infrastructure and employment issues like Mt Barker. |
| <p>South Gawler Football Club</p> | <ul style="list-style-type: none"> • The club provides a submission seeking support for expanded facilities. |
| <p>St Peters Residents Association Inc</p> | <ul style="list-style-type: none"> • Interested in improving the greening of Adelaide for climate change resilience and concerned about the lack of public open space and about smaller gardens and impacts on greening. • Concerned that trees are not adequately maintained or replaced in road reserves or larger developments. |
| <p>Central Districts Basketball Club</p> | <ul style="list-style-type: none"> • The Central Districts Basketball Club is interested in collaborating on the Proposed Kudla development area to address the growth and infrastructure limitations of the club. |
| <p>The Kensington Residents Association</p> | <ul style="list-style-type: none"> • Interest in heritage protections. • Not supportive of bonus height incentives, increased density and fewer off-street parking in Social Housing overlay for Kensington. This is in conflict with protections of Heritage Overlay. |
| <p>The North Adelaide Society Inc</p> | <ul style="list-style-type: none"> • Any development should align with the values that have endured to support the heritage and history embodied in the built form and neighbourhoods of North Adelaide. • Concerned that medium and high density development in established areas (such as North Adelaide) impacts negatively on character and infrastructure capacity. • Has concern about validity and accuracy of population projections and how much they differ based on medium and high scenarios. |

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| | <ul style="list-style-type: none"> • Protection and enhancement of heritage, conservation and food production zones and policies. • Greater climate change response along with policies that protect and enhance tree canopy and green space. |
| Transport Action Network (TAN) | <ul style="list-style-type: none"> • TAN supports the "living locally" concept and recommends master-planned infill housing with high-quality site design, diverse housing, greening, on-site stormwater management, and infrastructure for share vehicles, eBikes, eScooters, and EVs, located near public transport and services with connected active transport routes. • Suggests new developments should concentrate around existing townships and centres with services, avoiding dispersed greenfield expansion, and require expanded quality public transport. • The Plan should prioritise active and public transport integration with all future developments, including setting targets, baseline data, and ongoing monitoring to track progress. Also supports new heavy rail tunnels and CBD metro tunnel. • Concerned about alignment of future residential and employment development with motorways and arterial roads. This direction will further entrench car use, undermine the living locally objectives of the Plan. |
| Woodville Residents of Charles Sturt | <ul style="list-style-type: none"> • Expresses importance of bipartisan support for the Plan in order for it to be successful and suggests a longer term timeframe for the Plan (100 years). • Suggests reinterrogation of whether a growing population is good for SA. • Suggests consideration of clustered high rise residential development services by fast rail, as well as an increase in public transport and greening. • Suggests greater emphasis required on stormwater harvesting to secure ongoing water resources, as well as protection of heritage buildings. |

9.7 Industry bodies

| Industry | |
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| Local Government Association of SA | <ul style="list-style-type: none"> • Expresses that the draft Plan represents a solid framework for growth, but notes that gaps in resource allocation and strategic alignment must be addressed for its full potential to be realised. • Implementation and delivery are key areas requiring focus, with a need for adequate resourcing, collaboration between state and local governments, and alignment with other strategic documents such as the 20 Year Infrastructure Strategy and Transport Strategy. |

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| | <ul style="list-style-type: none"> • Housing diversity, social infrastructure, climate resilience, water sustainability, and urban greening should be prioritised to ensure a liveable and vibrant Greater Adelaide. • Many of the LGA’s recommendations have been incorporated into the draft Plan, but objectives, actions, and targets for housing diversity, building footprint policies, strategic infill, living locally, and waste management remain unaddressed. |
| Grain Producers SA | <ul style="list-style-type: none"> • Concerned about encroachment of housing on broad acre cropping land need for buffers to avoid disputes. • Endorses maintaining EFPAs and emphasises importance of sovereign food production, and housing growth should not occur at the expense of agricultural land (such as Roseworthy). • Supports higher density housing in established areas to avoid developing on urban fringe (and encroaching into farming areas). |
| Green Building Council Australia | <ul style="list-style-type: none"> • Supports building a mix of different types of housing with good precinct design and in collaboration with Indigenous peoples that create great places to live. • Suggests the Plan should consider alignment with the targets in the Kunming-Montreal Biodiversity Framework, such as halt biodiversity loss by 2030, through effective planning and management of the built environment. • Supports infrastructure that creates sustainable outcomes, including renewable energy infrastructure, sustainable water infrastructure, active, zero carbon and liveable transport infrastructure, green infrastructure, social infrastructure and sustainable buildings and homes. |
| Housing Industry Association (HIA) | <ul style="list-style-type: none"> • HIA believes the total number of homes to be constructed for South Australia in the next 30 years ought to be closer to 338,625 to meet the HIA projected population growth investigations, and unequivocally advocate that (as a minimum) the Plan removes low and medium targets, retaining only those set at high. • Development ready land is required immediately, and a stronger plan is necessary to unlock identified areas quicker. • Advocates for the EFPA ought to be revoked as planning policy, or be significantly reduced around the periphery of Greater Adelaide and future satellite cities to ensure land release is expedited to accommodate sustainable growth. • Seeks more detail and commitment regarding state-led infrastructure provision. |
| Master Builders SA | <ul style="list-style-type: none"> • Notes the buoyant economic conditions and performance in SA, but also that housing affordability has been not well planned for. This is exacerbated by low migration and ageing population which will impact skills shortages. This can also be supported through the provision of employment land. |

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| | <ul style="list-style-type: none"> • Suggests growing population does not want to be a greater distance from Adelaide in Greenfields areas and there should be continued focus on infill growth in closer proximity to city and that is already well serviced by infrastructure (including transport) and an opportunity to replace ageing housing stock on large allotments. • Cost of land and construction is not allowing the delivery of affordable housing in context of Adelaide’s mean house price. Suggests this requires a legislative and broader policy response including build to rent and other concessions. • Concerned around the ability for councils or other decision makers to be influenced by community members who do not want to see change in their suburbs (where they argue infill could be accommodated). • Urges for a reconsideration and better balance of tree related policy and legislation to achieve/maintain tree canopy and support development. • Consider opportunities for development and review of the Hills Face Zone. |
| <p>Master Electricians Australia</p> | <ul style="list-style-type: none"> • Encourages the prioritisation of policies that support private electrification for energy production (for example home solar and batteries). • Would like to see more financial and policy incentives to increase take up, support installation of, and support the industry that installs and maintains home energy production. • Population increase noted in the Plan is also expected to result in an increase in Electric Vehicles, which are a threat to energy supply and affordability |
| <p>Planning Institute of Australia</p> | <ul style="list-style-type: none"> • PIA supports many of the Plan’s key proposals, particularly its focus on housing affordability, climate resilience, and Indigenous heritage. However, to fully realise this vision, stronger commitments are needed in areas such as infrastructure funding, housing diversity, renewable energy and key urban design principles. • Suggests the focus on greenfield development does not sufficiently address the full range of long-term housing growth and renewal issues facing housing and job markets in Greater Adelaide. Suggests infill initiatives will need to be augmented beyond the modest capacity considered. • Notes a national mandate for growth to be well located and high performing (whether in greenfield or infill locations). Integrated transport and infrastructure planning is a key part of this. • New suburbs should be resilient to extreme heat, natural hazards, car dependency, contribution to carbon emissions reduction, access to affordable housing, social isolation and access to jobs, services and amenities. • Suggest the need for further augmentation and scenario planning. • Concern about dependence on car travel for Greenfields development. |

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| <p>Property Council of Australia</p> | <ul style="list-style-type: none"> • Suggest the plan needs to convey a greater sense of urgency commensurate with the magnitude of the housing shortage issue, and suggests targets are not ambitious enough. • Longer-term growth areas require adequate provision of public and active transport, water and sewerage infrastructure, employment lands and social infrastructure. • Critical to facilitate a range of housing typologies with different locations, product types, price points - the Plan is overly reliant on large-scale estates which is likely unrealistic delivery model. • South Australia must avoid a future situation where development-ready employment land becomes unviable or worse still, unavailable. It will be critical for government controlled employment lands to be adequately serviced and development ready prior to release to market. • Imperative the new Plan provides adequate and diverse housing, including for ageing populations. Supports the inclusion of retirement villages within the housing diversity and affordability policies. |
| <p>South Australian Wine Industry Association Incorporated</p> | <ul style="list-style-type: none"> • Would like to see EFPA's protected, and Character Preservation Areas upheld. This will assist the right to farm; maintain rural character of wine regions; manage population in agricultural areas; ensure development provides adequate water supply. • Recognise significance of economic and tourism contributions of vineyards and wineries. • Would like to see the Plan improved re land protection, worker housing, tourism and infrastructure, water security. • Ensuring availability, affordability and accessibility of water to wine industry is crucial for their viability. |
| <p>Urban Development Institute of Australia (SA)</p> | <ul style="list-style-type: none"> • Concerned that the Plan will not move the needle on housing supply as immediate, development ready, greenfield supply is not being identified and released. • Notes the necessity to commence immediate action on the Plan identified significant growth fronts to ensure that the necessary investigations to bring this land to market begin as soon as possible and the work is subsequently fast-tracked. • Expresses preference for capacity for proponent led proposals, as opposed to the proposed role of government with the structure planning process. • Strongly supports the evolution of the land supply dashboard to ensure that all stakeholders have access to relevant data, particularly in respect to development ready land, as well as the electronic platform for the delivery of the draft Plan. • A 10-year rolling supply of development ready land should be the target. |

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| | <ul style="list-style-type: none"> Concerned that the Plan does not address the immediate housing affordability need and would like to see more short term actions, targets and resources to address this. |
| Australian Institute of Landscape Architects | <ul style="list-style-type: none"> Commends the Commission and Planning and Land Use Services on delivering a positive digital interface which is interactive and dynamic. Strong support for the intent and vision of the Plan. Seven recommendations highlight areas for continued improvement and development, and in particular, the idea of living locally has not been fully explained nor realised in the Greater Adelaide context. AILA SA suggests a more integrated approach which links government strategies, code amendments and policies. |
| Australian Institute of Architects | <ul style="list-style-type: none"> Acknowledges the interrelated challenge of housing affordability, climate change and hazards and cost of living. Supports concept of living locally, genuinely engaging with Aboriginal custodians, regenerative design principles, greater housing diversity, leveraging existing infrastructure, locating jobs and homes together, and urban greening and biodiversity. Urges the consideration of land availability, greenfield vs infill development, and access to infrastructure. Supports an urban village model rather than development on the fringe, that is well supported by scalable local infrastructure that is provided in a timely way. |
| Australian Institute of Traffic Planning and Management | <ul style="list-style-type: none"> The Plan mostly aligns with their policies re integrated transport and land use, climate resilience, sustainable development and public engagement. Would like to see transport designed in ways to support healthy people, communities and economies. Would like to see the Plan align with their purpose and principles provides specific examples with how this could take place. |
| Large Format Retail Association (LFRA) | <ul style="list-style-type: none"> South Australia currently has a large format retail vacancy rate of 2.1% (lower than national at 3.1%). SA has been lower than national average vacancy rate for 7 years. Supports the Plan's strategic objective to ensure sufficient land for employment land uses. The LFRA supports maintaining the current planning policy framework for the development of large format retail (LFR)/bulky goods outlets (BGO) and need to provide for additional zoned land to accommodate these land uses in areas where demand is demonstrated. Supports LFR/BGO in Activity Centres and Employment Zones. Suggests additional LFR/BGO floor space identified throughout Greater Adelaide is insufficient to meet demand. Support that the Plan does not alter the established strategic approach to bulky goods outlets and Large Format Retail within the current planning |

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| | <p>regime. This continuity fosters coherence and predictability, allowing for more effective planning and development in the sector.</p> |
| <p>SA Independent Retailers</p> | <ul style="list-style-type: none"> • Strongly advocates for retention and protection of centres hierarchy to support local retailers (cites SPP 9 in support of this). • Supports renewed focus on activity centres and strategic retail planning, also supports the associated 7 long term strategic objectives. • Suggests caution about location of supermarket development and walkability - whether all these centres are anticipated to be patronised by pedestrians. • Potential for oversupply of activity centre floor space if population projections are not realised - timing and locations of retail development is key. • Supports the Plan's stronger position on Out of Activity Centre Development. |
| <p>The Australian Mining Industry (AMEC)</p> | <ul style="list-style-type: none"> • Welcome the inclusion of the Mineral and Energy Resources sector in the Productive Economy section of the Plan and the long-term strategic objectives outlined in the Plan. • Suggests more detail about the current value of mining. • Supports planning and zoning that is future fit for expanded mining, and that this is coordinated with funding for maintenance and upgrade of roads and infrastructure. • Seeks an updated Multiple Land Use Framework to support co-existence of industries including mining in SA, deliver community awareness programs that demonstrate the high value of mining. |

9.8 Non-government organisations

| Non-government organisations | |
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| <p>Australasian College of Road Safety (ACRS)</p> | <ul style="list-style-type: none"> • Notes the increase in serious injuries and fatalities on South Australian roads and that many of these are in the Greater Adelaide region and suggests the need for radical change to the way we plan and manage road networks. • Expresses significant concerns that the Commission does not appear to comprehend its responsibility for road safety, given the lack of any reference to South Australia's Road Safety Strategy to 2031 and its associated Action Plan. • Supports all initiatives that reduce car dependency and encourages active and public transport. |
| <p>Conservation Council SA</p> | <ul style="list-style-type: none"> • Overall support for Environment, Natural resources and Landscapes, Outcome 4: A Greener, Wilder and More Climate Resilient Environment, with some specific recommendations provided. |

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| | <ul style="list-style-type: none"> • Would like their submission to be published in full and made available to the public. • Makes clear their position that we are in a climate and nature crisis, with habitat loss, extinction and pollution. |
| <p>Council on the Ageing</p> | <ul style="list-style-type: none"> • Advocates for ageing in place and diverse housing supply to support diverse living choices (i.e. intergenerational, retirement villages, downsizing). Supports strategic infill development for older people. • Supports affordable housing targets of 15% and suggests social housing should also meet similar targets. • Supports focus on southern growth areas but calls for an emphasis on a socially inclusive environment with diverse housing options for intergenerational communities to build resilience. • Supports initiatives like walkability and carbon-efficient living environments, however the reality for many older people is that they remain reliant on private vehicle use. • Pleased to see references to cool and warm community refuges in the built environment, COTA advocates for this. • Social infrastructure needs to support the digital divide for older Australians, ensure they can age well in place and decrease loneliness. • Supports the Plan's emphasis on health service provision and access for an ageing population. |
| <p>Gawler River Riparian Restoration & Gawler Environment Centre</p> | <ul style="list-style-type: none"> • Wish for the Town of Gawler to remain physically separate from Adelaide's northern suburbs so that it can maintain its own heritage, policies and priorities, both visually and functionally. • Support the linear green area layout and new Northern Parklands authority, and request that river corridor and its proposed shared path trails are connected to other trails in the region. • Seek protection of the rural/EFPA land between Hillier Rd and the Gawler River and prevent suburban development in this area as a bushfire break. • Request medium-rise development at the proposed activity node/ hub area associated with the multi-sport facility and parklands, and rezoning of land around the Kudla train stations to facilitate development. • Request to consider the proposal that a Gawler River, Cultural, Science and Heritage Centre be established adjacent to the river to operate as a part of the Northern Parklands. |
| <p>Institute of Public Works Engineering Australasia</p> | <ul style="list-style-type: none"> • Concerned about how traffic, parking and transport infrastructure will be effectively managed to support increased density proposed in the Plan. • Suggests there is a gap between land use planning and integration of public and active transport. |

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| | <ul style="list-style-type: none"> Stormwater infrastructure is under pressure from infill development and warns against reliance of on-site retention systems. |
| Motor Trade Association | <ul style="list-style-type: none"> Increasing demand for electric vehicles will impact the local electricity network in SA. Motor Trade Association has been consulting with SA Power Networks to install the required infrastructure to support this transition. Members advise challenges and costs associated with installing EV charging infrastructure that needs to be addressed to support green transition to Zero and Low Emission Vehicles. |
| Netball SA | <ul style="list-style-type: none"> Strain on existing netball facilities and would like enough multipurpose facilities planned for in the Plan. Would like support for the provision of more indoor facilities. Netball is growing in the north of Adelaide and Mt Barker, with a lack of appropriate facilities. Supports Northern Parklands filling gaps. |
| Purple Orange | <ul style="list-style-type: none"> Disability organisation who undertakes policy reviews and advocacy. Concerned that people with a disability have been left out of the Plan. The term “accessibility” is not used. This does not align with other SA plans including Australia’s Disability Strategy and Inclusive SA. Provides several specific recommendations. Recommendations informed through engagement with people with disability. Does not believe the Plan addresses the housing crisis without addressing the needs of people with disability. Ensure adequate diverse and accessible housing - group housing not appropriate as per Royal Commission into Violence. |
| RAA | <ul style="list-style-type: none"> Suggests the Plan is a strong step in the right direction to accommodate sustainable growth. Would like to see some improvements in connectivity, congestion and better coordination and planning of infrastructure, based on needs. Supports shift from infill to strategic infill and alignment with transport links. Supports land use planning better integrated with transport infrastructure. |
| Regional Development Adelaide Hills, Fleurieu and Kangaroo Island | <ul style="list-style-type: none"> Supports an initiative for increased opportunity for farm related value adding in the Mount Lofty Ranges Watershed and the continued protection of the McLaren vale Character Preservation District. Supports proposed future employment land at Strathalbyn and Victor Harbor and suggests locating this alongside existing employment land along the vicinity of Waterport Road and in smaller Fleurieu Peninsula townships. |

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| | <ul style="list-style-type: none"> • Would like increased investment in public transport in the Adelaide Hills and Fleurieu region as an immediate priority. • Supports improving freight and supply chains which improve efficiency and contribute to economic growth in particular the proposed new Greater Adelaide Freight Bypass. Would like the Plan to identify the South Coast Freight Route as planned infrastructure and reserve land for this purpose. |
| Regional Development Australia Barossa Gawler | <ul style="list-style-type: none"> • Endorses the clear growth ambitions, guiding policy framework, and overarching aspirations, particularly focusing on housing diversity, living locally, and infrastructure commitments with rezoning. |
| Light Adelaide Plains | <ul style="list-style-type: none"> • Commends mixed-use housing initiatives and calls for more government regulations and policies to deliver housing diversity, including public housing renewal along existing and planned transport routes. • Highlights the shortage of serviced employment land and the need to enhance water and power capacity to support growth in energy, food, and other industries. • Stresses the need for significant investment in potable and wastewater infrastructure, recycling initiatives, and sustainable water use to meet growth targets. • Supports tourism ambitions and emphasises the importance of safe and accessible public transport to unlock tourism growth, reduce congestion, and improve connectivity. • Recognises the importance of green corridors and calls for clear commitments to their delivery while urging adequate land allocation for essential community infrastructure to ensure vibrant, well-serviced communities. |
| RSL Gawler Sub Branch | <ul style="list-style-type: none"> • Strongly supports the Northern Park Lands Initiative, stating it addresses community needs, including Australian Defence Force personnel and veterans, by providing essential recreational and social infrastructure to enhance liveability and social cohesion in Adelaide's Outer North. • Highlights the importance of stakeholder engagement, including local government, DVA, and community groups, in developing governance and funding models for the initiative. It recommends leveraging partnerships across government, not-for-profits, and commercial organisations to ensure the construction and maintenance of high-quality sports and community facilities. • Interested in community facilities within parklands, including a new RSL Gawler Sub-Branch. |
| SA Active Living Coalition | <ul style="list-style-type: none"> • Multi-disciplinary advocates for the health, social, economic and quality of life benefits of active living. • Mixed views about the Plan regarding active living. • Given the health challenges Adelaide's population faces, urban planning plays an important role in public health. Links between urban form and quality of housing supporting healthy lifestyles is evidence based. There is |

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| | <p>opportunity for the Plan to more explicitly highlight how differing policies benefit health and wellbeing alongside economic and environmental benefits.</p> <ul style="list-style-type: none"> • Acknowledgement that the urban form concept living locally does somewhat address the above, but the benefits to health is not fully explained. |
| SANFL | <ul style="list-style-type: none"> • The Plan is important for future sporting infrastructure and facilitating growing populations to achieve living locally, it also aligns with the SANFL infrastructure plan. • Suggests benchmarking for oval provision is 1 oval per 5,000 people. Recommends new oval facilities in growth areas: Outer North (28 additional); Inner North (14 additional); Northern Plains (4 additional); Murray Bridge (3 additional). • Strongly support Northern Parklands that also includes appropriate infrastructure. |
| Sellicks Woodlands and Wetlands Action Network (SWWAN) | <ul style="list-style-type: none"> • Challenges the Plan's population growth projections, arguing that Greater Adelaide's existing infill capacity is sufficient to meet housing needs until 2045, even under high-growth scenarios. • They highlight that the real housing crisis lies in rental availability, driven by the proliferation of short-term rentals that reduce long-term housing stock. SWWAN contends that greenfield expansion is unnecessary and detracts from addressing the more pressing issue of rental affordability. • Strongly opposes further greenfield development, emphasizing its detrimental impact on biodiversity, agricultural sustainability, and food security. They advocate for a multi-generational plan to restore ecosystems, protect farmland, and build resilience to climate change. Would like to see greater protection of the Willunga Basin. • Critiques the Plan's urban canopy targets as inadequate, arguing that enhanced urban greening is critical for mitigating urban heat and reducing associated health risks, particularly for vulnerable populations. |
| South Australian Cricket Association | <ul style="list-style-type: none"> • Highlights that sport and recreational infrastructure important for health, wellbeing and quality of life. Currently a shortage of cricketing facilities/locations. • Oval and facility provision needs to be considered in the context of population growth regarding infill and greenfield sites and more land needs to be set aside for sporting oval/playing fields within the Plan to align with a growing population • Northern Park Lands proposal supported to help provide for population growth and outdoor sports including cricket. This aligns with the National Cricket Infrastructure Strategy. |
| South Australian Business Chamber | <ul style="list-style-type: none"> • Broadly supportive of the Plan but wants more to be done to address Adelaide's housing shortage. • Concerned about prescriptive nature of housing targets in the Plan noting the need for flexibility to meet changes to consumer preferences. If |

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| | <p>housing and employment preferences shift the construction industry etc will be constrained by the Plan's predetermined targets.</p> <ul style="list-style-type: none"> • Concerned that the market currently falls short the provision of homes in the past 12 months. Assumption that even more required for housing affordability. • Supportive of the removal of the goal ratio of infill/greenfield development, noting greenfield development and transport challenges. |
| <p>Sustainable Population Australia</p> | <ul style="list-style-type: none"> • Against population growth proposed in the Plan - would like to see a scenario presented where little or no population increase occurs • Believes the Plan should include an Environmental Impact Assessment for growth scenarios including greenhouse gas emissions, land use change, habitat loss, urban tree cover, pollution and implications for energy and water supply • Suggests the Plan should include costed measures to mitigate environmental impacts, provide sufficient additional infrastructure and maintain public amenity |
| <p>Heart Foundation</p> | <ul style="list-style-type: none"> • Emphasises the critical role of urban planning in improving public health. The organisation also suggests stronger alignment with national health initiatives, enhanced collaboration among stakeholders, and greater emphasis on active transport infrastructure in activity centres. • Advocates for incorporating active transport, accessible green spaces, and proximity to healthy food outlets into urban design to improve community wellbeing, reduce health system pressures, and address socio-economic inequities. • Strongly supports the Plan's focus on housing diversity, urban greening, and active transport networks but recommends expanding these priorities. • Commends the inclusion of health-focused urban planning principles, particularly its emphasis on infill development to optimise existing infrastructure, reduce car dependency, and support local living. Highlights the value of urban greening and tree canopy targets in creating cooler, more liveable neighbourhoods. • Raises concerns about potential gaps in Plan's strategies, particularly in greenfield developments where socio-economic disadvantage and limited public transport could exacerbate health inequities. They recommend measurable health-focused targets and geospatial mapping tools to ensure equitable access to essential services. |
| <p>Trees For Life</p> | <ul style="list-style-type: none"> • Future development must prevent any further loss or degradation of biodiversity. Climate resilience must underpin all future planning and development. • Supports the outcomes for greener and more climate resilient environments and regenerative thinking. But suggests environmental concepts and principles need to be more consistently embedded across the Plan and strengthened as well as being more outcomes focused. |

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| | <ul style="list-style-type: none"> Urban Greening Cooling theme commendable but needs to ensure planting canopies are in the correct locations as well as an increase in tree canopy targets. |
| Urban Future Exchange | <ul style="list-style-type: none"> Supportive of living locally concept, strategic infill sites and open space provisions. Also pleased to see targets and measures included in Plan. Concerned about lack of actions and focus on greenfield development that is contrary to other aspirations of the plan - including impact on food production areas, transport and infrastructure provision. Does not consider plan to be engaged on authentically given short timeframe. Provides a range of suggested specific measurable targets associated with the Plan's outcomes. |
| Port Adelaide Football Club | <ul style="list-style-type: none"> Supports corridor development along the extent of Port Road to enable renewal and strategic infill to support housing supply and mixed use commercial land uses. Seeks changes to the State Significant Infill Area and increased building heights. Would like to see the Plan prioritise infrastructure capacity analysis and planning along this corridor to support the desired infill development outcomes. Would also like to see the Plan advocate for Planning and Design Code policy that supports corridor development including minimum height and density requirements and incentive polices for significant development sites. |
| Waste Management & Resource Recovery Association of Australia | <ul style="list-style-type: none"> The Plan needs to include clear recognition that with the proposed population growth and increase in urban areas there will be an accompanying increase in waste material, and that waste and resource recovery industry provides essential services to the community, Well-planned provision of suitably located land, buffers and supportive infrastructure for the collection, aggregation, processing, treatment and disposal of waste is essential for both the environment and the continued operation of industry. Planning and design must consider and support the reduction of resource consumption in both the physical design/materials of buildings and public infrastructure but also the day-to-day life of communities and the choices they make. |
| Water Sensitive SA | <ul style="list-style-type: none"> Advocates for aligning urban water services with growth strategies, ensuring sufficient space for stormwater treatment, and protecting waterways to support urban ecosystems and biodiversity. Highlights the role of Water Sensitive Urban Design (WSUD) in mitigating climate change, enhancing urban canopy, improving stormwater quality, and supporting sustainable water reuse schemes like Managed Aquifer Recharge. Aligns with the Plan's focus on liveable communities, resilient environments, and integrated infrastructure planning while advocating for |

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| | <p>policies and investments to position Adelaide as a global leader in sustainable urban water management.</p> <ul style="list-style-type: none"> • Calls to enhance stormwater quality measures and promote passive irrigation to support treated stormwater use, sustain urban tree canopies, and improve climate resilience. Clarify water-related terminology and prioritise urban greening, cooling, and water security in planning policies. |
| <p>Royal Agricultural & Horticultural Society of South Australia</p> | <ul style="list-style-type: none"> • Support requested for an integrated master plan for the Adelaide Showground and Keswick Barracks sites to maximise community and commercial benefits. • Proposal for up to 750 residential housing units on Rose Terrace, near Adelaide Showground Railway Station, with construction targeted for 2025. • Plans for a PIRSA Biosecurity and Agricultural Centre of Excellence on Leader Street, with design in 2025 and construction starting in 2026. • Revitalisation of the main arena to host sporting, cultural, and live music events, seeking a development partner for funding. • Request for a \$2.75 million state government grant to finalise master planning and related studies. • Planning amendments requested to allow 12–15-storey residential buildings and a hotel on Rose Terrace. • Lease extension sought for Adelaide Showground beyond its current 2062 expiry to enable long-term investments. • Commitment requested for a long-term lease for the proposed PIRSA Centre to support the agricultural sector. • Request for \$50–75 million in state government funding for essential infrastructure upgrades, including water, sewer, stormwater, and public spaces. • Access requested for development over the rail corridor between Leader Street and Rose/Cooke Terrace to enhance connectivity and commercial viability. |

9.9 Councils

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

| <p>Councils</p> | |
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| <p>Adelaide Hills Council</p> | <ul style="list-style-type: none"> • Support for the inclusion of long-term strategic objectives relating to urban greening, cooling and biodiversity. • Confirms that council has commenced the preparation of a housing strategy that delivers on the Plan’s action for local government growth planning. |

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| | <ul style="list-style-type: none"> • Expresses concern that the housing target for the Adelaide Hills Council area is based on dwelling statistics from Hamilton Hill and bushfire recovery builds, which is not an accurate reflection of housing supply and demand in the wider council area. • Seeks for council's housing strategy to be taken into consideration during the Affordable Housing Overlay investigations and used to inform the spatial application of the Affordable Housing Overlay as it related to the Adelaide Hills Council LGA. • Supportive of future investigations into co-located housing as a new housing typology to meeting demand for greater housing choice whilst ensuring that character areas are protected and retained. |
| <p>Adelaide Plains Council</p> | <ul style="list-style-type: none"> • Expresses openness to the Plan flagging land north of Two Wells for longer-term residential growth and land at Two Wells and Dublin for employment growth. • Requests the Commission to consider further locations for increased residential and employment land supply including through lifting of the Environment and Food Production Area for these locations (land south of Dublin, north/east of Mallala and west of Port Wakefield Highway in Two Wells). • Requests the Commission include the opening up of development potential through Gawler River flood infrastructure investment (raising the height of the Bruce Eastick Dam wall), as an area of investigation to be undertaken. • Reinforces key challenges being lack of potable water and sewerage, no planning for public transport services for current growth, and lack of new development leading to local housing diversity including aged housing. |
| <p>Alexandrina Council</p> | <ul style="list-style-type: none"> • Calls for the preparation and release of the State Infrastructure and State Transport plans as a priority, stressing that necessary infrastructure must be in place before releasing significant land for residential growth. • Expresses concern that the proposed level of growth in the Fleurieu Region, particularly at Goolwa and Middleton, may undermine the area's rural character and incur significant infrastructure costs. • Stresses the importance of recognising and preserving the Fleurieu Region's diverse landscape, significant agricultural industries, cultural heritage, internationally important natural environments, and its appeal as a holiday destination and retirement area, to ensure the region's future sustainability. • Seeks alignment between the Plan's vision and the region's unique attributes, cautioning against growth that could negatively impact its character and liveability. |
| <p>Campbelltown City Council</p> | <ul style="list-style-type: none"> • Opposes the extensive size of the proposed State Strategic Infill site around the Paradise Interchange as the area identified goes significantly beyond a traditional walkable catchment. • Does not support increase of building heights in Urban Corridor zones. |

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| | <ul style="list-style-type: none"> • Emphasises the importance of retaining the quality of design, value of green open space, tree canopy, car parking and stormwater management as urban development occurs. • Suggests including more detail/stronger commitment and action around how biodiversity and urban greening and cooling goals will be achieved and better alignment of the Plan actions with these goals. • Suggests greater focus on expanding active transport routes, considering light rail for the eastern suburbs and reviewing feeder routes to the O’Bahn. |
| <p>City of Adelaide</p> | <ul style="list-style-type: none"> • Incorporate the strategic planning undertaken by the City of Adelaide through City Plan Adelaide 2036 and associated strategies when finalising the Plan. • Seeks greater recognition of the role of the Capital City in supporting the Greater Adelaide Region’s liveability. • Seeks well-timed infrastructure upgrades to meet future housing demand in the City of Adelaide, including investment by SA Water infrastructure and other essential utilities, and the application of infrastructure schemes to State Significant infill areas. • Seeks consideration given to an urban renewal area in the CBD, stronger adaptive reuse policy, master planned and infill sites near the Adelaide Park Lands, and a review of the Affordable Housing Program/Overlay. • Seeks to strengthen and broaden recognition of the role of the National Heritage listed Adelaide Park Lands within the open space system for its contribution to biodiversity, canopy cover, recreation, tourism and Aboriginal and cultural heritage. • Seeks to strengthen the application and consideration of heritage policies at all levels of assessment including reference to opportunities for State Heritage listing of the Adelaide Park Lands to support council’s goal in achieving World Heritage listing, and recognition and management of the impact of infill on built heritage. |
| <p>City of Burnside</p> | <ul style="list-style-type: none"> • Notes that the Plan’s targeted approach to growth and strategic infill that must consider the protection of character, heritage and natural areas, rather than general infill, strongly aligns with the Burnside City Master Plan, and encourages a stronger focus on design quality and good design. • Does not support a number of the identified state and local infill investigation areas and proposed application of a number of new zones due to the conflict with the Burnside City Master Plan. • Broadly supports the strategic objectives for a Greater Adelaide Open Space System (GAOSS) is broadly supported, but notes that the Plan should recognise the important role of privately owned land and strongly recommends the re-instatement of the Hills Face Zone in the proposed GAOSS. |

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| | <ul style="list-style-type: none"> • Supports actions that will support heritage and character protection and makes some additional recommendations. • Requests that more specific and measurable actions be included in the Action Plan to increase the quantity of greener, cooler and wilder areas. • Emphasises that the vision for future growth in the Plan must be underpinned by an integrated and sustainable transport system including through integration with the State Transport Plan before finalisation. • Notes that funding support for councils will be required to support them to implement many of the actions identified in the Plan. |
| <p>City of Charles Sturt</p> | <ul style="list-style-type: none"> • While the city has zoned land capable of infill development and has so for many years, further infill needs a strong commitment from government in terms of infrastructure investment to preserve and enhance the liveability of our communities. • Requests a number of changes to state/local Infill Investigations Areas and other Zones identified in the City of Charles Sturt and identifies that further investigations will need to be undertaken before commitments can be made. • Believes legislation around provision of open space for high density development needs to be significantly strengthened, in addition to additional financial deterrents for tree removal. • Further Planning and Design Code reforms are requested to strengthen commitments including for sustainable development, climate change and natural hazards. • Additional commitment to public and active transport infrastructure and services in the area is required to facilitate effective growth. • Encourages the Commission and PLUS to consider opportunities to influence housing growth beyond the draft Plan. |
| <p>City of Holdfast Bay</p> | <ul style="list-style-type: none"> • Housing related recommendations: sensitive design along corridors, providing a diverse range of housing, protecting existing urban character, empowering councils and community to shape urban policy, creating liveable, sustainable and inclusive infill area, strategic approach to the provision of housing. • Develop and maintain infrastructure capacity analysis and planning in collaboration with local and state government, and utility providers. • Protecting employment land in the council area, to ensure services can remain in proximity to the growing population, and help achieve the principles of living locally. • Access to open space - particularly within state-significant infill areas, and ensuring greening is not lost in infill areas. |
| <p>City of Marion</p> | <ul style="list-style-type: none"> • Would like to see better infill outcomes and raises concerns around loss of tree canopy and greening in neighbourhoods and increasing challenges of urban heat affects arising from climate change, as well as the increase pressure infill puts on local transport networks |

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| | <ul style="list-style-type: none"> • Recommends the strengthening of tree planting policy and tree canopy retention, further incentive soft landscaping, remove state agency development exemptions to Regulated Tree legislation and include similar tree canopy and soft landscaping targets to state developments • Recommend DHUD to provide assistance to council in undertaking their housing strategies - through templates, guides and the sharing of data • Growth of employment lands will assist in achieving living locally. |
| <p>City of Mitcham</p> | <ul style="list-style-type: none"> • Identifies that the new housing growth targets and locations generally align. • Council underscores the importance of policies ensuring growth complements neighbourhood liveability, prioritising thoughtful design and amenity. • Collaboration between the state government and councils is critical, with open and transparent information sharing key to achieving the Plan’s outcomes. • Council supports the 4,400-dwelling target over 30 years within growth precincts but highlights challenges in state-significant infill areas, including traffic, amenity, and displacement of employment uses. • Unlocking development potential along the Goodwood Road and Belair Road corridors is recommended through mechanisms enabling site amalgamation and private-sector partnerships. • Concerns about local infill investigation areas include calls to exclude the eastern portion of Mitcham Regeneration Area due to bushfire risks, topography, and limited access to transport and services. • The Bedford Park North Triangle is proposed as a state-significant infill area, while the Flinders University and Hospital Precinct is recommended as a state innovation place for its strategic importance. • Council advocates for planning reforms that promote positive infill development and protect activity centres like Mitcham Centre from being overshadowed by higher-density housing. • Recommendations for Blackwood Centre include consulting the CFS on bushfire-related policy changes and addressing traffic and access in hazard-prone areas. • Tree canopy targets require nuanced approaches, with suburb-level measurement, stronger private tree-planting policies, and protections for trees in bushfire-prone areas. Government-owned land should equally contribute to canopy targets. • Transparent infrastructure commitments are essential for guiding strategic planning, with streamlined processes proposed to support local area plan development. • Mapping anomalies, such as conflicting designations along South Road, and errors like the omission of Pasadena Shopping Centre as a District Centre, should be corrected. |

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| | <ul style="list-style-type: none"> • Council emphasises the importance of meaningful community engagement, recommending extended timelines to ensure councils can effectively represent their communities. |
| <p>City of Norwood Payneham & St Peters</p> | <ul style="list-style-type: none"> • Council emphasises the importance of protecting employment lands, particularly in the inner metropolitan area, to maintain diverse local industries and prevent displacement by residential-led developments. • Concerns are raised about the Net Community Benefit pathway, which could undermine local government’s role in strategic planning without adequate transparency and collaboration. • Suggests the Plan’s response to climate change is not strong enough with calls for stronger actions on climate risk, decarbonisation, and enhanced urban greening policies. • The lack of a comprehensive transport plan is seen as a barrier to achieving integrated land use and eco-friendly transit solutions, which are vital for connected growth. • Effective infrastructure delivery is highlighted as essential, with calls for better coordination between state and local governments and more realistic timeframes for achieving growth targets. • Continued support is sought for the Stepney Triangle and Glynde as vital employment hubs, particularly for food and beverage manufacturing and other local industries. The council expresses concern that the draft Regional Plan does not adequately address or align with its objectives for these areas, despite previous feedback and submissions. |
| <p>City of Onkaparinga</p> | <ul style="list-style-type: none"> • Need for greater consistency in language, terminology and referencing in the Plan, as a digital and interactive plan, the provision of links to other strategies should be considered. • Lack of systems in the Planning and Design Code to address to achieve better sustainable development outcomes. • Council can accommodate the housing target set if sensitive infill is considered and include as part of the Plan. • Serviced land supply is an issue - council is pleased to see the Plan acknowledges that infrastructure funding and delivery is required. • Disagree with the amount of available employment land stated in the Plan, with majority of the land in Port Stanvac, council’s position is the priority for Port Stanvac to maintain a majority core Strategic Employment Zone status. |

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| <p>City of Playford</p> | <ul style="list-style-type: none"> • Digital infrastructure such as high-capacity optical fibre networks to support industries, research and job creation, required for the Outer North region. • Council would like to have an active role in the coordination and planning of infrastructure. • Investigations into rapid mass transit to service growth areas is essential. • State government and SA Water need to continue to work together towards the timely delivery of water infrastructure in existing growth areas. • Council would like to have an active role in the planning of the Kudla growth area and the Northern Parklands. |
| <p>City of Port Adelaide Enfield</p> | <ul style="list-style-type: none"> • Identifies that council needs to be provided with more information before it is able to support the inclusion of a number of the proposed investigation areas in the Plan, including for state/local significant infill areas and State Significant and Prime Industrial Employment Precincts. • Notes that additional commitment related to freight and public transport must be included in the Plan to ensure growth can be appropriately accommodated. • Suggests additional and more ambitious Natural Resources, Environment and Landscapes strategies that better recognise linkages between the sub themes. • Suggests the mapping associated with the Waste and resource recovery sub-theme should be augmented by showing major waste handling and recovery sites. • Commends and supports the Commission’s intent to reinstate and update the former Metropolitan Open Space System (MOSS) via the proposed Greater Adelaide Open Space System, and suggests adjustments to the locations and mechanisms identified to achieve this. |
| <p>City of Prospect</p> | <ul style="list-style-type: none"> • Expresses a broad level of comfort from council regarding the housing target set for City of Prospect, which appears to reflect council’s existing strategic approach to growth. • Identifies some concern that the tree canopy target imposes greater challenge on a council like City of Prospect that has proactively planted thousands of trees over the last 10 years. • Agrees that the expansion of Urban Corridor Zones and policy settings within Urban Corridor Zones merits investigation, with concern about the timing of those investigations and some specific review objectives outlined in the Draft Plan. • Expresses some concern about the potential tension being created between the expanded Affordable Housing Overlay and the Flood Hazard, Character Area and Historic Area Overlays. • Suggests a greater focus on design quality for general and strategic infill developments. |

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| <p>City of Salisbury</p> | <ul style="list-style-type: none"> • Supports infill development and the development of the Dry Creek salt pans. • Suggests better recognising the myriad benefits and roles of open space. • Emphasises that it is critical that the provision of infrastructure is urgently resolved for new and existing employment areas to respond to the current demand and requests for rezoning of land, including transport infrastructure such as public transport, freight routes and road upgrades. • Requests to recognise the proposed new Eco-Industrial Precinct in the Plan and better recognise and support circular economy industries, alternative energy and critical mineral industries. • Recommends refinements to the Tourism and Events layer. • Concerned that the proposed tree canopy cover is not possible to achieve in the City of Salisbury area given its large areas of land where tree planting is not possible, and encourages the expansion of metrics to include biodiversity. |
| <p>City of Salisbury & City of Playford (joint submission)</p> | <ul style="list-style-type: none"> • Supportive of the identification of the North Western Economic Corridor for future employment lands, including Greater Edinburgh Parks (GEP) as a National Employment Cluster. • GEP is a priority for both councils to facilitate it being development-ready including stormwater and transport requirements. • Requests adding additional land into the National Employment Cluster including land on the western side of Port Wakefield Road (currently under investigations for an eco-industrial precinct), St Kilda defence radar facility, SA Water sites including the Marubeni Australia - Hydrogen facility and the future Renascor Battery Anode Material Manufacturing Facility, and the existing SCT intermodal facility. • Requests that the Elizabeth Centre needs a separate designation from the other eight regional centres to elevate it above 'regional' status given its unique role in servicing significant population growth, and that this growth is adequately supported. • Emphasises the importance of identifying clear direction and commitment to providing public transport, a freight plan and road upgrades to the outer north region in the final Plan. • Strongly supportive of providing coordinated, orderly and funded infrastructure through a range of mechanisms for the Outer North and request a high level of involvement in infrastructure planning within the region. |
| <p>City of Tea Tree Gully</p> | <ul style="list-style-type: none"> • Consultation with local government will be important as PLUS undertake further investigations for the infrastructure charging mechanisms. • The Plan does not identify areas for investigation in order to deliver on the social infrastructure strategies put forward. • PLUS should undertake investigations, policy development and subsequent Code Amendment to determine to ensure there is an |

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| | <p>appropriate zone which speaks to achieving the missing middle housing strategies identified in the Plan.</p> <ul style="list-style-type: none"> • Recommend extension to the timeframe for councils to undertake required investigations - clarification required for the community engagement requirements should also be factored into the timing, and clarification if local area investigations find areas identified in the Plan unsuitable. • Recommend clearer linkages between the Plan and the Urban Greening Strategy, noting the tree canopy success relies on the Planning and Design Code policy to guide and enforce, Open Space Grant funding needs to be retained |
| <p>City of Unley</p> | <ul style="list-style-type: none"> • Suggests the Plan should be more ambitious in the delivery of a whole of government response to the future development of Greater Adelaide, and collaborate more closely with councils and other stakeholders. • The Plan should be more ambitious in achieving a sustainable, climate resilience metropolitan area that encompasses social wellbeing and inclusiveness, enhanced quality of life, an economy geared to the future and strengthened social connectedness. • Suggests a need for more infill and precinct based medium-high density housing, and less of a focus on fringe and regional growth with introduces many issues that are misaligned with the intent of the plan. |
| <p>City of Victor Harbor</p> | <ul style="list-style-type: none"> • Council have provided a review of all proposed growth areas. All but one are not supported. • Council suggest that land suggested for development is as a result of housing targets based on population projections rather than planning merits or consideration of infrastructure coordination. • Council supports the long-term strategic objectives with respect to employment lands noting that there is currently a shortage of employment land in the City of Victor Harbor. • Note the very high rates of predicted growth and housing supply in the City of Victor Harbor, and that these differ from projections that council has commissioned. This will have real impacts on infrastructure demand if they are realised. Seeks coordinated support from government in the planning and supply of this infrastructure. • Support the identification of the Inman River and Hindmarsh Rivers as greenways within the Plan and support the investigation into new governance and funding models to establish, manage and equability distribute regionally significant open space. • Notes that the projected growth in the Plan will have flow on impacts on the provision of open space and recreation facilities that require significant investment. • Suggests the engagement period has been too short and background documents not made public. |

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| <p>City of West Torrens</p> | <ul style="list-style-type: none"> • Acknowledges that the housing targets set for West Torrens are appropriate. • Requests that State Significant Infill Areas that are located outside of existing Urban Corridor Zones be removed (Ashford and Keswick) excluding Thebarton, and that State Significant Infill Areas located along main roads (Richmond Road and Marion Road) be removed, or otherwise adjust language to recognise that these corridors are to be reviewed in 10+ years' time. • Further embedding "living locally" principles would greatly support community resilience. • The plan focuses heavily on housing supply however priorities such as employment, environment and social infrastructure require equal focus and additional strategies. • Significant investment in infrastructure to support projected population growth will be required, including real commitment to construction of high-quality public and active transport and protection of open space and employment land. • Identifies improvements related to the structure, language, consistency and digital functionality of the Plan |
| <p>Coorong District Council</p> | <ul style="list-style-type: none"> • The Plan proposes 10,000 new homes for Murray Bridge by 2051, while a separate announcement indicates 17,000 homes at Gifford Hill over 40 years, suggesting a need for alignment of targets. • Coorong Council adopted a Growth Strategy in 2022 and plans to update it by the end of 2024. • A Taillem Bend Structure Plan will be developed in 2025 to ensure adequate serviced land for future growth. • Advocates for integrated planning across council boundaries, particularly in areas close to Murray Bridge, to ensure cohesive development strategies for the region. • Identifies the importance of developing strategic employment land near Taillem Bend with access to the freeway and rail services, enhancing agricultural processing and distribution. • Emphasises Coorong District Council's commitment to economic growth and its role in contributing to regional and state-wide prosperity. |
| <p>District Council of Yankalilla</p> | <ul style="list-style-type: none"> • Council's submission focuses on ensuring the Fleurieu Region's (including Yankalilla LGA's) diverse landscape, economic contributions, rich heritage, natural beauty, and appeal as a lifestyle and holiday destination are recognised and embedded in the Plan for the next 30 years. • Council supports the Vision of the Greater Adelaide Planning Region and considers that it will require the true collaboration of all levels of government to really achieve this vision. • Emphasises that State Infrastructure and State Transport plans must be prepared and released as a priority and the infrastructure required to |

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| | <p>support new communities within existing future growth areas must be released prior to any decisions to release any significant amount of land for residential growth.</p> <ul style="list-style-type: none"> • States that the importance of protecting our natural environments could be further highlighted in the Plan. • Council does not support the provision of private wastewater systems to service new development areas due to the known risks of inheriting substandard systems at significant cost to ratepayers. |
| <p>Kadaltilla / Adelaide Park Lands Authority</p> | <ul style="list-style-type: none"> • Strengthen and clarify the commitment to the Adelaide Park Lands by using consistent language that aligns with the Adelaide Park Lands Management Strategy. • Consult with Kadaltilla/Adelaide Park Lands Authority on any changes to governance or funding of the Adelaide Park Lands. • Clarify the boundaries of State Significant Infill Areas to prevent any potential threat to the integrity of the Adelaide Park Lands. • Elevate biodiversity and ecological resilience as core components of the Adelaide Park Lands' role in the region's climate strategy. • Prioritise design-led responses to ensure sensitive, sustainable urban growth that enhances the character and values of the Adelaide Park Lands. • Support the World Heritage Bid and Heritage Place with specific strategies that align with heritage conservation efforts. |
| <p>Light Regional Council</p> | <ul style="list-style-type: none"> • Does not support further residential greenfield urban expansion at Roseworthy that would involve a reduction of the EFPA, that is, beyond the current Roseworthy Township Expansion. • Supports amending policy settings to require that greater housing choice is delivered through infill and/or modest greenfield additions to key settlements (such as Kapunda and Freeling) in a manner that considers local character, maximises housing options and utilises higher densities to maximise the ongoing viability of existing social infrastructure facilities. • Require more high quality public transport in the Light Regional Council area and surrounds. • Encourage local/small scale employment land provision to assist in achieving the living locally concept. • Seek to retain roadside vegetation and remnants in undeveloped roads where possible to preserve biodiversity, but do not support introducing regulated and significant tree protections and urban canopy requirements to townships within the Environment and Food Production Areas and Character Preservation Districts. • Retain the Barossa Character Preservation District addendum and Ministerial Code Amendment, and consider removal of known anomalies of land which should not have been captured within the Character Preservation Area. |

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| <p>Mount Barker District Council</p> | <ul style="list-style-type: none"> • Acknowledgement of no further residential growth envisaged for Mount Barker for the planning period. • Shortcomings and pressures felt in the district largely resulting from the largescale rezoning imposed in 2010 through the Mount Barker Urban Growth Development Plan Amendment, in terms of mass transit and other infrastructure provisions still to be fully addressed. • Recognises council's support for establishing high levels of canopy cover across Greater Adelaide, which need to be considered in concert with the housing and employment goals of the Plan. • Advocating for additional employment lands within the Mount Barker district. |
| <p>The Barossa Council</p> | <ul style="list-style-type: none"> • Would like to see the Barossa Character Preservation District Addendum retained within the Plan. • Request the Ministerial Code Amendment to the Barossa Character Area Overlay be scheduled within the future State Planning Commission Planning Program. • Infrastructure investment for Concordia is identified and is delivered through an equitable funding arrangement and council is engaged in all facets of structure planning and delivery and as the relevant authority for land division and development assessment. • Suggests establishing a peri-urban sub-region within the Plan. • Significant State investment in trunk infrastructure is necessary to support the future growth planned for within the greater Gawler region inclusive of roads and rail, water, sewer, power, schools and hospitals. Investment planning for services are also required for essential and emergency services and transacting with the government. • Suggest a review of the housing targets set for The Barossa Council to ensure they are aligned with future planned growth and programming of land rezoning and land development (ie. Concordia). • Consider future network for freight task through Adelaide Hills, noting the objective to promote bypass of freight via the Greater Adelaide Freight Bypass to minimise impact to townships, the Barossa and Concordia. • Support for Sub-zone policy in Concordia to deliver housing diversity and new performance outcomes as outlined within the Plan. |
| <p>The Rural City of Murray Bridge</p> | <ul style="list-style-type: none"> • Supports the identification of Murray Bridge for long term growth opportunities and is keen to ensure an ongoing focus of investment and industry attraction, together with employment and residential growth. • Agrees that there will need to be further transport planning work undertaken to ensure long term infrastructure improvements to meet future travel demands, along with supporting physical and social infrastructure. • Given its unique position of sitting within both the Greater Adelaide Region and the Murray Mallee Region, council is keen to ensure that |

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| | <p>there is a relationship between the two regional plans, particularly in terms of timing and implementation.</p> <ul style="list-style-type: none"> Does not support further land releases for residential development where the land is highly suited for primary production, including in EFPAs. |
| Town of Gawler | <ul style="list-style-type: none"> In principle there is support for a Northern Park Lands given the biodiversity, recreation, active travel and separation opportunities this provides; however, the location requires further consideration and analysis. Would like to see future development within the Kudla growth area enhances and complements the unique identity, history and character of the Town of Gawler, while safeguarding against growth that may lead to the area becoming a physical extension of the City of Playford. Establish an inter-urban break along Dalkeith Road to maintain Gawler's separation and distinction from surrounding areas. There is a need for significant additional investment in transport infrastructure (including public and active transport), social and community infrastructure, employment opportunities, health, education, emergency services, and water and wastewater supply to supply both current and future population projections. Further investigate additional employment zones in Gawler including Kudla, ensuring that more jobs are secured and provided locally for a growing population. More specificity in strategies and actions to achieve decarbonisation, climate resilience and water sensitive urban design are required, as well as consistency in urban greening and tree canopy targets. |

9.10 State and commonwealth agencies / bodies

| State government | |
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| Department for Education | <ul style="list-style-type: none"> Notes challenge with greenfield development is ensuring capital works funding is allocated and suitable land is reserved in time to cater to new residents. Face similar challenges with infill and growth corridors re timing and funding to increase capacity of schools. High cost of acquisition in metro areas will force education to become vertical/high rise in the long term. |
| Department for Environment and Water (DEW) | <ul style="list-style-type: none"> DEW supports a greener, wilder and climate resilient environment as well as the concept of regenerative planning. DEW considers that the climate change response is urgent and the Plan needs to address this in a stronger manner, with many suggestions of how this could be done. DEW endorses the submission of the landscape board and the points made with regard to greening. |

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| | <ul style="list-style-type: none"> • DEW notes mapping being prepared for biodiversity which will be incorporated into the Plan. • Flooding should reflect climate scenarios to 2100 and beyond and urban water management requires greater consideration. |
| <p>Department of Primary Industries and Regions (PIRSA)</p> | <ul style="list-style-type: none"> • PIRSA supports the primary industries strategies outlined in the Plan. • Emphasises the importance of Environment and Food Production Areas (EFPAs), including Character Preservation Districts, in protecting food-producing and rural areas while providing certainty for food and wine producers. • Supports the approach that the process to inquire into any proposed changes to the EFPAs must be underpinned by evidence about potential impacts on the viability of primary production. • Notes that primary production activities and key related transportation corridors create a range of normal impacts, such as noise, dust, odour and spray drift. Urban planning in EFPAs must ensure primary production activities remain unhindered. |
| <p>Department of State Development</p> | <ul style="list-style-type: none"> • Supports focus on significant housing infill around Port Adelaide, Edinburgh and Smithfield given relevance to the state's defence sector, and recommends the further prioritisation of infill investigation on the LeFevre Peninsula, Parafield and Elizabeth. • Supports the long-term objectives for employment lands, while noting the impending constrictions around economic land availability. • Emphasises the importance of protecting of strategic transport corridors to facilitate ongoing economic development, including the need to accelerate multi-modal transport planning for the LeFevre Peninsula. • Strongly supports improved coordination in the development of new infrastructure (particularly the establishment of an Infrastructure Coordination Group). • Understands the PLUS population estimates doesn't take changing commonwealth government migration policies into account, and expresses interested in understanding the potential impacts and exploring a mechanism of doing so. |
| <p>Department of the Premier and Cabinet</p> | <ul style="list-style-type: none"> • The State Development Coordination and Facilitation Act will provide for consequential amendments to the Planning, Development and Infrastructure Act to enable Infrastructure Schemes to be established with greater efficiency. • Recommends consideration of how to implement incentive/ accountability mechanisms for housing targets to further encourage participation. • Supports the identification of State Significant Industrial Employment Precincts, Prime Industrial Employment Precincts and National Employment Clusters, pivotal in meeting South Australia's industrial needs e.g. projects such as AUKUS |

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| | <ul style="list-style-type: none"> • Raises questions around target 3.1 - no net loss of employment potential within inner metro areas. |
| Coast Protection Board | <ul style="list-style-type: none"> • Suggests the Plan should help ensure development avoids coastal areas subject to coastal hazard risks and or conservation values. • Supports proposal to refine the spatial application of the Conservation Zone to protect important coastal areas such as Port Stanvac. • Nature based solutions, such as living shorelines, are becoming an integral part of coastal hazard adaptation planning solutions in South Australia and should be recognised in relevant planning instruments. • Greenfield investigations at the 'southern spine' (Victor Harbor to Goolwa) should consider marine impacts associated with stormwater run-off as a priority, and use techniques such as water sensitive urban design and stormwater retention, treatment and reuse. • Open space outcomes should ensure that development along the coast does not utilise coastal open space (public land) to offset site-specific open space requirements. |
| Department for Infrastructure and Transport | <ul style="list-style-type: none"> • Finds the chapter functions in digital platform not fine-grained enough, especially for practitioner and suggests the website difficult to navigate/clunky/hard to load. • The PDF version is easy to navigate. |
| Environment Protection Authority (EPA) | <ul style="list-style-type: none"> • Raises challenges associated with interfaces between land uses and the role that the EPA has in managing these. • Supports the Emissions and Hazardous Activities subsection and refers to work that they are undertaking that will assist with the preparation of an interface overlay. |
| Green Adelaide | <ul style="list-style-type: none"> • While it is commendable that Plan supports up-front housing affordability and integrated delivery now, the Plan must ensure that we also design spaces for our future communities cognisant of long-term cost-of-living pressures, incorporating regenerative planning into all aspects beyond being a conceptual vision. • Ensure remnant vegetation is identified and protected, integrated water management opportunities are seized, the location of new green space and the criteria for quality green space is identified and equity in tree canopy distribution is achieved through structure planning, local planning processes and code amendment processes. • Reform relevant Planning and Design Code policies and develop supporting tools to promote Water Sensitive Urban Design (WSUD) and Biodiversity Sensitive Urban Design (BSUD) policy areas in particular, and increase urban tree canopy cover through the Commission's Tree reform legislative and policy investigations. • Investigate the best way to monitor urban heat and set performance measures for metropolitan Adelaide (to include in future amendments to the Plan and the Planning and Design Code). |

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| <p>Green Industries SA</p> | <ul style="list-style-type: none"> • Highlights the importance of current and future development being undertaken consistent with the principles of a circular economy. • Suggests consideration should be given to setting emissions reduction/efficiency performance targets for sustainable houses and developments, to better ensure that projected development and growth are in line with the state's emission reduction goals. • Supports the linkages of the Plan with other state waste and resource related policies. • Highlights the importance of not permitting residential and other sensitive development to encroach on existing or approved waste management and recycling receipt and processing facilities, and ensuring planning provision and protection of appropriate land for expansion of existing waste and recycling processing facilities. • Suggests employment lands should consider clustered, accessible and convenient circular hubs including repair and reuse enterprises, community gardens etc. in addition to traditional waste and recycling industries. |
| <p>South Australian Heritage Council</p> | <ul style="list-style-type: none"> • Would like to see additional points included to the heritage section of the Plan. |
| <p>Hills and Fleurieu Landscape Board</p> | <ul style="list-style-type: none"> • The current planning principles in the Plan need to be strengthened to reflect the cherished natural environment element of the vision, and to recognise the extent of biodiversity restoration (including new plantings) required to address the current climate and biodiversity crisis. • The Plan should aim to direct land use change in priority areas to maximise outcomes of the new national Nature Repair Market and continuing carbon markets. • Measures of the plan's success in achieving its vision should include environmental measures over and above tree canopy cover in metropolitan Adelaide. • Do not support changes to the EFPA to facilitate greenfield growth areas. • Support the inclusion of Threatened Ecological Communities overlays and biodiversity mapping. |
| <p>Department of Human Services (DHS)</p> | <ul style="list-style-type: none"> • Provides perspectives and recommendations for the Plan to consider re older people, women, people experiencing homelessness, people with disability, people with economic or other social vulnerabilities, and Aboriginal South Australians, as well as outlining the evidence and best practice around effective planning for social infrastructure and creating equitable and inclusive communities. • Supports housing choices at all stages of life and housing that meets sustainability targets. • The living locally strategy has great potential to support local education and employment opportunities to reduce the need for people to commute to work or learning outside of their communities and the corresponding strain on existing infrastructure. |

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| | <ul style="list-style-type: none"> • DHS is strongly supportive of the emphasis on the importance of equitable access to affordable and accessible transport options across the entire Greater Adelaide region. • Supports more open space for recreation and community connection. |
| <p>Murraylands and Riverland Landscape Board</p> | <ul style="list-style-type: none"> • Notes that the principles of regenerative planning align with connecting, designing, and caring for Country, citing the NSW government's Recognise Country Guidelines for Western Sydney developments as an example. • Suggests embedding Biodiversity Sensitive Urban Design into the Plan will strengthen regenerative planning by integrating nature into cities, addressing biodiversity loss, and promoting human health. The landscape board can assist DEW with biodiversity mapping for the Murray Bridge area and broader landscape region, and recommends extending the Urban Greening Strategy beyond Metropolitan Adelaide to support new urban growth areas. • Does not support the inclusion of vegetated areas a first principle in future growth areas, given that regional plans may lead to code amendments once sufficient investigation has been completed. • Does not support encroachment of or rezoning of the EFPA. • Identifies an opportunity for all greenfield sites being rezoned for development to benefit from an improvement to the principles listed for master planning, to acknowledge and incorporate existing natural features. • Emphasises that the plan shapes the suburbs our future generations will live in, and these need to be cooler and more resilient than currently outlined. The new suburbs offer a valuable opportunity to create high-quality neighbourhoods that benefit both residents and the environment. |
| <p>Native Vegetation Council</p> | <ul style="list-style-type: none"> • Concerned developers and community will see land in Plan flagged for development as “go zones” and not consider native vegetation. • Native vegetation is an asset to be protected. • Supports the consideration of climate change impacts and inter-urban breaks. |
| <p>Northern and Yorke Landscape Board</p> | <ul style="list-style-type: none"> • Supports the consideration of the interconnection of a healthy environment with healthy people. • Identifies that detailed investigations will be required to ensure the protection and enhancement of the biodiversity investigation area/inter-urban break in Kudla in the face of urban growth. • Would welcome consideration of integrated water management opportunities, with water sensitive urban design principles applied to new and infill developments. • Would like to see more detail on how housing type, location, orientation, and design and public realm should address climate risks. • Would like inter-urban breaks or green space design to be considered as opportunities to restore endemic ecological communities. |

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| | <ul style="list-style-type: none"> • Would like to continue to engage and work with the Commission and PLUS to implement the Plan, in particular through identifying opportunities for effective planning for green space, ecosystems and biodiversity. |
| Office for Design and Architecture SA | <ul style="list-style-type: none"> • Commended the draft Plan's five themes and the online Regional Planning Portal, emphasising the importance of high-quality, inclusive, and sustainable design in creating vibrant, resilient communities. • Suggested aligning terminology, avoiding acronyms, simplifying technical language, and ensuring clarity on state priorities, such as climate change, housing affordability, and integrated transport. • Strongly supported partnerships with Aboriginal Peoples and recommended incorporating cultural sensitivity mapping and narratives to deepen recognition and inclusivity. • Advocated for policies promoting density done well, preserving agricultural lands, enhancing housing diversity, and leveraging Local Design Review processes to prioritise high-quality urban design. • Recommended early provision of active travel and public transport in growth areas, reviewed tree canopy targets for better environmental outcomes, and encouraged sustainable practices like regenerative planning and undergrounding power lines. |
| Office for Recreation, Sport, and Racing (ORSR) | <ul style="list-style-type: none"> • Submission makes recommendations to terminology to align with ORSR and across the sports and recreation sector |
| Premier's Climate Change Council | <ul style="list-style-type: none"> • Broadly supportive of the plan's aims, however, have considerable concern about the lack of specificity as to exactly how the climate related challenges and opportunities identified will be addressed. • Believes the Plan does not adequately reflect the scale of the challenge of climate change as set by the South Australian government's own declaration of a climate emergency. • Considers that the opportunity for innovation or trialling of more sustainable and climate resilient ideas or approaches does not appear to have been taken. • Would like to see better consideration of climate related risks to development including urban heat island effect, coastal inundation, riverine flooding, bushfire. • Supportive of increased tree canopy cover target, proposal for inter-urban green breaks, and state-wide hazard mapping |
| Preventive Health SA | <ul style="list-style-type: none"> • Suggests the Plan doesn't clearly enough call out the link between planning, the built form and its influence on preventative health and wellbeing. • There is strong evidence about walkability to supermarkets, public transport, and open space - many parts of Greater Adelaide don't have this, and it is not highlighted in the Plan. |

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| | <ul style="list-style-type: none"> • There is a geospatial element to obesity which also impacts on a range of other socio-economic disadvantage - this relates to access to shops, walkable neighbourhoods, public transport etc. |
| SA Housing Trust | <ul style="list-style-type: none"> • The Housing Supply and Diversity Objective, strategies, and targets in the Plan align with their vision. In particular, the identified growth areas are consistent with the Trust's priorities for future social and affordable housing. • SA Housing Trust supports the continuation of the State's affordable housing policies in the Greater Adelaide Regional Plan and the application of the Affordable Housing Overlay across all zones that envisage residential development. • The implementation of an Affordable Housing Offset Scheme to increase the supply of more affordable homes and establish a fund to invest in more affordable homes is also supported. • Provides broad support for several specific actions in the Plan. |
| SA Water | <ul style="list-style-type: none"> • Supports the consideration of water security, water quality, water sensitive urban design and protection from development in key water catchment areas in the plan. • SA Water's investment over the coming years will expand water and wastewater services to support the huge growth in housing demand to maintain current service standards and deliver for new customers. • Holistic and early planning is required for SA Water to be able to effectively provide adequate water and wastewater infrastructure to growing areas, ideally at the land release and development approval phase. • Supports draft strategies identified in relation to integrated water management, security, and quality and of taking an "all options on the table" approach which shifts to more climate independent water sources to meet future demand. • Considers that wastewater considerations are underrepresented in the draft Plan as compared to water, and requires greater emphasis given its critical importance in enabling urban development. |
| South Australian Tourism Commission | <ul style="list-style-type: none"> • Broadly supportive of the Plan. • Reviewed the Plan to ensure it aligns with key state government strategies relating to tourism. Has some recommendations to better align the Plan with these documents and support tourism. |
| State Aboriginal Heritage Committee | <ul style="list-style-type: none"> • Calls for stronger commitment from the Plan regarding commitment to Aboriginal cultural heritage. • Aboriginal heritage and development can coexist, but the right processes need to be followed. • Need for Aboriginal cultural heritage to be considered early in the planning process to avoid another Riverlea situation occurring. • Comprehensive Aboriginal heritage assessments need to be conducted in areas flagged for housing supply to better understand extent of constraints. |

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| | <ul style="list-style-type: none"> • Councils may not have the resources to adequately consider Aboriginal heritage so cannot rely on them to identify infill and greenfield sites. |
| <p>Stormwater Management Authority</p> | <ul style="list-style-type: none"> • The submission highlights the complexity of governance and funding arrangements for stormwater management, highlighting the challenges these pose in delivering infrastructure to support growth and climate change resilience. • Stresses the importance of long-term planning, emphasising that infrastructure built under the Plan must be adaptable to climatic changes well beyond 2050, with decisions on hazard risk incorporating the latest climate projections, including for urban flooding. • Notes that urban flooding risks are expected to significantly increase due to climate change and urges that the Plan and Flood Hazard Code account for the most current science while remaining flexible to evolving guidance. • Highlights the need to recognize the demand for open space for stormwater management infrastructure, balancing this with the requirements for biodiversity, amenity, and greening. • Points out the challenges of stormwater management in infill development, and the need for a consistent approach to climate-related risks, including urban flooding. |
| <p>SA Power Networks</p> | <ul style="list-style-type: none"> • Underscores the importance of incorporating detailed electricity distribution network information, particularly the locations of future zone substations driven by development in growth areas, as well as the land, easements, and consultation required to support this electrical infrastructure. • Proposes enhancements to the representation of network data within the Plan, improving clarity and accuracy in this data to assist stakeholders in understanding the existing electricity network. • Suggests identifying the growth areas that do and do not require significant electrical infrastructure investment, to inform which areas can immediately support growth and which require coordinated development of electrical infrastructure before growth can occur. • Suggest the plan recognises the need for network expansion in well-established areas to maintain reliability and safety of network as the population grows. |
| <p>Members of Parliament</p> | |
| <p>Member for Hammond</p> | <ul style="list-style-type: none"> • Agrees with Murray Bridge expanding and becoming a satellite city. • Concerned about rezoning of EFPA's. Supports the Plan including an action addressing EFPA rezoning problems via the EFPA Review Schedule. • Supports the infrastructure considerations for Murray Bridge mentioned in the Plan including more health facilities and schools. • Would like to ensure the balance between development and agriculture is right - new residents will need to understand the reality of living in an agricultural area. |

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| <p>Member for Torrens</p> | <ul style="list-style-type: none"> • Discussion on densification and the potential issues that can arise (especially in the northeast), as well as some clarity sought re phrases. • Some residents have expressed concerns about State Infill Investigation Areas. • Discussion of existing issues flagged that could be exacerbated with more growth including road congestion and rat running. • Overall, suggests the Plan is an improvement on previous plan and importantly discusses housing. • Concerns over more development on North East Road and increase of traffic - will need to be well planned. |
| <p>Member for Finniss</p> | <ul style="list-style-type: none"> • Acknowledges the ambitious nature of the plan but expresses concerns about its practical application, particularly regarding the proposed Future Greenfield Supply area southwest of Victor Harbor. • Emphasises the importance of involving Local Members of Parliament (MPs) in the planning process, highlighting their deep understanding of local issues, history, and community identity. • Notes that Local MPs should have been engaged early in the planning process to provide valuable insights, contribute to community support, and ensure the plan aligns with the needs and realities of the local population. • The submission includes references to specific areas (A-S) on a map (included as a separate attachment in the email) and offers further discussion on topics such as future housing, employment, open space, and transport networks. |
| <p>Member for Lee</p> | <ul style="list-style-type: none"> • Common infrastructure such as water mains, roads becoming congested with street parking and increased traffic because of increased urban infill. It is important that councils, developers, and planning authorities ensure that common infrastructure can cope with their projects through approval processes. • Like many suburbs around Adelaide, many of the western suburbs also have an established character and this isn't considered for new developments especially those with increased maximum heights. • It is important that shared community shared space and local parks are maintained to enable residents access to green spaces as the average size of backyards shrinks. |
| <p>Member for Playford</p> | <ul style="list-style-type: none"> • Supports increased density and public housing on transport corridors aligned with investment in public transport. • Suggests greater focus on east/west routes (such as Kings Road). • Supports measures that increase public transport and cycling use. • Provides detailed comments on street tree species. |

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| <p>Member for Mawson</p> | <ul style="list-style-type: none"> • Highlights the importance of McLaren Vale and Barossa as key pillars of South Australia's multi-billion-dollar food, wine, and tourism sectors, supporting thousands of jobs and businesses. • Acknowledges the government's efforts in preserving these agricultural and tourism areas and enhancing their unique character. • Stresses the need for the State Planning Commission to work with local communities to ensure the Character Preservation Areas to remain intact and continue to support the preservation and development of the townships. • Notes that these regions will be regarded by future generations as equally important as the Adelaide Parklands. |
| <p>Member for Light</p> | <ul style="list-style-type: none"> • Represents views of community members from Hillier, Evanston Gardens, Kudla, and Evanston South who do not support the Plan, particularly the proposed acquisition of land in this area. • Supports rural neighbourhood development in Kudla and Hillier. • Concern about disconnection of Gawler community. • Supports housing choice and diversity in this area. • Supports open space that uses public (not private) land. |
| <p>Member for Spence</p> | <ul style="list-style-type: none"> • Greater protection of the Northern Adelaide Plains Food Cluster is needed to support the state's economy and food security. • Housing development should prioritise public transport routes and existing infrastructure to ease congestion and traffic issues. • The Plan should expand its focus on essential infrastructure, including education, healthcare, and social and community services. • Development in areas with existing infrastructure can activate commercial centres and drive local economic growth. • Support is noted for infill development in Central Elizabeth, Elizabeth Grove, Vale, and Salisbury. • The community seeks better utilisation of Kudla and looks forward to the detailed structure plan. • Connectivity between greenfield areas like Riverlea, Angle Vale, and Virginia and the urban corridor should be improved. • Social amenities in the Northern Parklands should be expanded to better serve the community. • Reducing car reliance in the Northern Suburbs through improved and safer public transport must be prioritised. |

10 Summary of draft Plan feedback and responses

The summary below highlights the key themes derived from all methods of feedback during consultation on the draft Plan (written submissions, online survey, and face to face engagement) and the State Planning Commission's response and recommended content amendments to the draft Plan.

It is important to note that while it captures what are perceived as the most significant points, it does not encompass every individual response or piece of feedback, as is common with qualitative data. All submissions, including those not reflected here, have been thoroughly reviewed and analysed by PLUS' technical team.

10.1 People, housing and liveability

Over 260 submissions raised comments relating to the theme of *People, housing and liveability* and 40% of survey respondents ranked this theme as the most important. Common issues raised included the availability of diverse and affordable housing, design quality, and the adaptive reuse and protection of heritage.

10.1.1 High-growth and housing demand

- The draft Plan doesn't reflect the urgency of the housing crisis.
- Concerns raised over the sustainability of population growth targets and the use of high-growth population projections.
- Concerns that the assumptions for population and housing demand were too low and not reflective of the demand expected over 30 years, and in particular over the short term.
- Lack of short-term actions in the draft Plan to address the housing crisis.
- Mixed support for the designated growth areas, with respondents expressing both support and concerns for specific locations.
- General support across the board for proposed expanded residential development in Murray Bridge.
- Various parcels of land were suggested to be identified in the Plan for future growth.

Commission's Response

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

Planning for high-growth is considered best practice for land use planning strategies given the time needed to bring serviced urban land to market, and is particularly effective when accompanied with a land supply monitoring program, such as the Land Supply Dashboard.

The Plan is not static can also be amended in the future to find additional supply upon review. The Plan also includes an action to amend the Plan to respond to additional work scheduled over the next 2-3 years including infrastructure analysis and planning from state agencies and utility providers, and the development of Local Housing Strategies by local government.

The spatial amendments to the Plan are listed by land supply region in Section 11 of this report.

10.1.2 Diverse and affordable housing

- Greater focus on diverse and affordable housing options is needed, particularly for low-income and vulnerable communities.
- Need for housing to be well located to public transport, infrastructure, open space and jobs. Respondents often made the connection between this and delivering on the living locally concept.
- Mixed support for housing along transport corridors. Support was generally related to the concept that these communities could/would be well serviced by access to public transport. However, concerns were raised by some about impacts to amenity as a result of traffic noise, safety etc that may come with proximity to a corridor of this nature.
- Development on the urban fringe or in satellite cities may not deliver affordable living due to higher travel costs and reduced access to services.
- Support for medium-density housing that fits between higher and lower density options, that provides for liveable, walkable housing options suitable for families with some private open space.
- Importance of affordable and social housing being well-connected to services and infrastructure to support vulnerable residents or those with complex needs.
- A strong focus on infill development in Greater Adelaide over the past 10-15 years has delivered well-serviced housing in established suburbs, despite not always meeting all community expectations. Many respondents were surprised by the shift away from infill to fringe development, which some suggested is inconsistent with goals such as "living locally," given the challenges of distance from jobs, services, and reliance on private transport.
- Mixed support for the designated growth areas, with respondents expressing both support and concerns for specific locations.
- General support across the board for proposed expanded residential development in Murray Bridge.

Commission's Response

The Commission recognises the urgent need to facilitate a timely supply of well-located housing.

Greater Adelaide has the capacity to accommodate approximately 200,000 homes, which is sufficient zoned land for at least the next 15 years, however a lot of this land requires the delivery of essential infrastructure to create development-ready land supply. The Housing Roadmap outlines the more immediate actions to address this issue so that more houses can be built in the short term.

Longer-term growth areas with the potential for accommodating new homes to 2051 have been identified and will need to undergo a rezoning process under the PDI Act before development can occur. Identifying them up front in the Plan allows greater coordination of infrastructure and service across governments, state agencies and the private sector.

The Plan plays an important role in supporting 'affordable living' by encouraging housing in locations with improved access to jobs, services and recreation making it easier to spend less time and money on transport. Longer-term growth areas should also offer lifestyle choices and opportunities for people to live closer to their family, friends and places of employment or education.

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

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

Housing diversity, particularly missing middle housing, is a focus of the plan. The Plan was amended to strengthen the commitment to accessibility and inclusion in the public and private realms, and acknowledges the housing preferences and needs for the full range of human diversity, such as age, disability, gender and culture.

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

10.1.3 Design quality

- Neighbourhood character, especially in areas with predominantly low-rise patterns of existing homes is important.
- Some strong concern over high-rise developments in suburban areas.
- Strong desire for affordable, high-quality housing that meets diverse needs and provides good amenity.
- Newer housing developments on the fringe include lower quality design than traditional suburbs and as a result are economically, socially, and environmentally unsustainable. Respondents cited that these homes have increased reliance on air conditioning, car dependency, and require extensive on-street parking.
- Recognition of the embodied energy in existing homes and the environmental impact of replacement.

Commission's Response

The Commission appreciates the importance that good quality housing can make to not only the occupants of those dwellings but to the liveability of local communities and recognises concerns with respect to poor infill design, tree canopy loss, street parking, and detrimental effects on areas of heritage and character.

The Plan calls for a review of policy to refine guidance for general infill and improve design quality, including policy relating to car parking, private open space, storage and landscaping.

The Plan also includes an action for performance measures to established in the Planning and Design Code to guide the planning and development of master planned communities to promote:

- Street and subdivision patterns that make walking easier and provide direct routes to shops, services, transport and open space
- Environmental sustainability performance such as lot orientation.
- Inclusion of active and public transport infrastructure within new neighbourhoods to avoid the future cost and inconvenience of retrofitting safe spaces for pedestrians and cyclists.

- Minimum housing density and diversity targets and housing diversity targets around activity centres, open space and transport to make service viable.
- Providing affordable housing near facilities, services, and transport to enable affordable living.
- Incentives to provide Missing Middle housing.
- A network of connected open spaces and meeting greening and tree canopy targets.
- Providing land for employment uses and accessible activity centre and retail development.
- Planning for new infrastructure, including social infrastructure based on established thresholds.

10.1.4 Protect and repurpose heritage

- There was support for retaining the entirety of heritage buildings rather beyond just the façade.
- That growth does not impact on heritage and/or character especially townships with strong character. Character was described and defined in a number of ways including housing typology, density, and pattern of development.

Commission's Response

The Commission recognises the value of historic and character areas and acknowledge these areas offer limited opportunity to accommodate growth. The Plan identifies that these areas should be protected and does not identify any existing historic or character areas for future infill growth.

The Plan also continues to value and protect the Barossa Valley and McLaren Vale Character Preservation Districts and no urban growth is proposed in these areas. The Plan supports local government in pursuing improvements to Character Preservation District Overlay to reinforce the character values in the Barossa Valley and McLaren Vale Character Preservation Districts and whilst supporting primary industries.

The Commission did not review the Hills Face Zone for further growth, but will consider minor boundary anomalies in the future. Smaller townships were not specifically identified for growth, but it is recognised that local councils may wish to undertake investigations for logical township inclusions, through their own strategic planning work in consultation with their local communities. Local council led work could take advantage of housing and economic growth opportunities where townships have existing infrastructure and service capacity.

The Plan supports the co-located housing model as a new housing typology envisaged in established neighbourhoods to facilitate delivery of new smaller housing options in conjunction with existing dwelling stock (and historic and character value) retention.

Amendments to the Plan

Theme: People, housing and liveability

Note: Spatial amendments are listed by land supply region in Section 11 of this report.

General edits made to theme to resolve spelling and grammatical errors and to improve readability.

| Sub-theme | Heading | Change |
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| State-Significant Infill Areas | <i>Long term strategic objectives</i> | Added Strategy 2 (and renumbered others) to reflect strategy in state government Net Zero Strategy, released late 2024. |
| | <i>Introductory text</i> | Edits to emphasise reasoning for areas being identified thus, noting the State’s role in providing significant backbone transport infrastructure, and land ownership. |
| | <i>Introductory text</i> | Edits to emphasise that various identified areas will have different levels of policy intervention to bring about the outcomes sought. |
| | <i>Urban renewal areas</i> | Identified the Adelaide showgrounds in the context of the Keswick Barracks and interface considerations to be identified in the development of any master planned community. |
| | <i>Southwark (former West End Brewery site)</i> | To emphasise upon the government’s role in unlocking the opportunities that this site affords with respect to key trunk infrastructure, master planning and community facilities. |
| | <i>Regional centres</i> | Additional wording in section to emphasise the opportunities that key landowners in regional centres will have to respond to market forces as physical retail trade spaces continue to evolve. |
| | <i>Urban corridors</i> | Identifying the corridor frame abutting the Adelaide parklands as a unique opportunity to provide the densest residential development. |
| | <i>Actions</i> | Amended Strategic Site Incentives action to include reference to National Construction Code <ul style="list-style-type: none"> • Reworded Building Heights in the CBD action • Reworded Urban Corridors action • Added new Regional Centre Housing action - this content was in draft GARP but no corresponding action • Added new Elizabeth Central action |
| Local Infill Investigation Areas | <i>Long term strategic objectives</i> | Added Strategy 2 (and renumbered others) to reflect strategy in state government Net Zero Strategy, released late 2024. |
| | <i>Introductory Text</i> | Additional wording added to encourage a more place-based approach for long-term housing need, the edits also seek to emphasise that local strategic investigations (“Local Housing Strategies”) may identify other areas not identified in the plan. |
| | <i>Activity centres and main streets</i> | Edits to emphasise the role that strip shopping centres (in local streets) may have towards providing alternative housing choice. |

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| | <i>Regeneration and transit focused areas.</i> | Amended text to emphasise the role of low-rise housing developments yet achieving the outcomes of “missing middle” type housing. |
| | <i>Local coordination and delivery</i> | Emphasis added in local area planning paragraph to consider the capacity of road, cycling, stormwater infrastructure, recreation facilities and amenity improvements. |
| | <i>Actions</i> | Added Housing Strategy Development Framework action to support councils with Local Housing Strategies |
| Strategic infill coordination and incentives | <i>Maximising the benefits of well-located land</i> | Clarification added that the role of the state will depend on the specific context of the area that relates and does not prohibit involvement of private proponents. Additional text identifies potential coordinating roles the state may play. |
| Greenfield and Township Development | <i>Long term strategic objectives</i> | Several edits made to wording to improved readability. |
| | <i>Long-term greenfield growth areas</i> | Transferred more detailed content on each growth area to the “Implementation and delivery – Greater Adelaide Land Supply Regions” section. |
| | <i>Long-term greenfield growth areas</i> | Added to the list of additional investigations, such as Aboriginal values and heritage, alignment of employment land. |
| | <i>Kudla growth area</i> | Added more detail on the structure planning process, updated the map, and relocated additional detail on the Northern Park Lands to a new section in the “Regional Open Space” section. |
| | <i>Environment and Food Production Areas</i> | Updated the proportion of new greenfield growth areas within, and outside of the EFPA. |
| | <i>Character Preservation Districts</i> | Include information on the status of the Barossa Valley and McLaren Vale Character Preservation Districts. |
| | <i>Township growth</i> | Amend the “Greenfield and township development” section to emphasise the importance of local area planning by councils when planning for well-planned, modest expansions of townships. |
| | <i>Actions</i> | Added new action for structure plan for the Kudla Growth Area |
| Housing Diversity and Affordability | <i>Long term strategic objectives</i> | Removed Strategy 1 and combined with Strategies 2 and 3 (now renumbered to 1 and 2). Added need to consider the housing needs for the full range of human diversity, such as age, disability, gender and culture to Strategy 1. |

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| | | <p>Added words that clarify support diverse housing forms and tenures across a range of zone, including consideration in master-planned neighbourhoods in Strategy 2.</p> <p>Added Strategy 5 which is a recommendation of the Expert Panel with government support.</p> |
| | <i>Affordable housing</i> | Edits made to better align with the policy statement expressed in the government’s ‘Housing Roadmap’. Further, edits seek to emphasise the role of the Affordable Housing Overlay. |
| | <i>Social Housing</i> | Edits to emphasise the role of the South Australian Housing Trust as part of the Department of Housing and Urban Development, and government policy committing to supporting and investing in the growth of a diverse multi-provider social housing system. |
| | <i>Actions</i> | <p>Amended Affordable Housing action to combine the draft Affordable Housing Overlay and Affordable Housing Offset Scheme actions and to reflect wording in the Housing Roadmap.</p> <p>Amended action on infill design guideline to specifically refer to Missing Middle housing.</p> <p>Updated title of Accommodation Diversity Code Amendment action.</p> |
| Outcome 2 | <i>Introductory text</i> | Updated text to improve alignment with State Disability Inclusion Plan, including specific reference to universal design. |
| | <i>Introductory text</i> | Removed duplication of living locally graphic and replaced with Universal Design content. |
| | <i>Introductory text</i> | Added note that strategies and actions for housing diversity and affordability can be found in Outcome 1 (though relates to both outcomes). |
| Regional Open Space | <i>Long-term strategic objectives</i> | <p>Update to Strategy 4 to include reference to stormwater management.</p> <p>Added Strategy 6 to encourage application of Universal Design Principles in the design of public realm, open space, sport and recreation facilities to support accessible facilities.</p> |
| | <i>Introductory text</i> | Edits made to reference stormwater management. |
| | <i>New Northern Parklands</i> | Added section to provide detail on the New Northern Parklands, as part of the Greater Adelaide Open Space System. |
| | <i>Actions</i> | Amended action to add reference to master plan that is being developed as part of Kudla Growth Area, and removed reference to Adelaide Park Lands. |
| Aboriginal Cultural | | Added new long term strategic objectives to reflect ongoing collaboration with First Nations groups to respect and protect |

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| Heritage and Values | | cultural information and intellectual property in the planning system. |
| | <i>First Nations Voice to Parliament break out box</i> | Updated content on the structure and function of the First Nations Voice to Parliament, and edits made to prolong content currency. |
| | <i>Cultural values and mapping</i> | Added content in relation to working with First Nations representatives on cultural mapping and reflecting and protecting cultural information, values and intellectual property into the planning system. |
| State and Local Heritage | <i>Long-term strategic objectives</i> | Added 'historic areas' to Strategy 7. |
| Landscape and neighbourhood character | <i>Long-term strategic objectives</i> | Amended wording of Strategy 4 to better align with State Planning Policies, Special Legislative Schemes 21 and 22. |
| | <i>Landscape character</i> | Added content on the <i>Character Preservation (Barossa Valley) Act 2012</i> and the <i>Character Preservation (McLaren Vale) Act 2012</i> , character values, and Character Preservation District Overlay. |
| | <i>Co-located housing</i> | Added sub-heading 'co-located housing' to provide updated content on the Future Living Code Amendment, and how the model could apply elsewhere in the future. |
| | <i>Actions</i> | Updated title of Co-Located housing action, and amended wording and to list the council areas applicable. |

10.2 Transport and Infrastructure

A smaller number of submissions raised comments relating to the theme of transport and infrastructure with about a fifth of survey respondents (18%) ranking this as the Plan's most important theme. Common issues raised relating to this theme included the importance of integrated planning and infrastructure, and planning for energy.

10.2.2 Integration with transport and infrastructure

- Greenfield developments must be supported by frequent, reliable, and timely public transport services, with an emphasis on rail transit or bus rapid transit.
- Greater investment in public transport to reduce car dependency is needed.
- There is strong support for expanding rail services to key areas like Mount Barker, Murray Bridge, Victor Harbor, and the Barossa Valley.
- Strong support for greater focus on active transport.

- Concern that several areas on the fringe or in satellite areas that are earmarked for future residential development are not currently well serviced by hard or soft infrastructure, and a concern that this will not be provided in a timely way to ensure residents in these areas have a good quality of life.
- A lack of connection or transparency between land use planning and the planning for transport and infrastructure – with a desire for this to be more clearly reflected in the Plan.
- The Northern Parklands received mixed responses, with strong support for its potential to enhance wellbeing, amenity, and biodiversity, but concerns from those directly affected about potential property acquisition.

10.2.3 Water supply

- Need for greenfield development to be serviced by water supply, with a concern that current infrastructure is not adequately set up to meet demand.
- Impact of new developments on existing supply for communities (and impact on supply, water pressure etc).
- Concern about impact on water quality from run off of residential development and employment lands to EFPA/food production areas, in turn impacting on food security and value.

10.2.4 Energy

- Infrastructure needs to be adequately planned for transition to green energy and other disruptors such as Electric Vehicles.

Commission's Response

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

The Commission agrees that cross-collaboration across the state and local government is critical for success.

To prepare the Plan, the Commission and PLUS staff worked closely with state agencies and other infrastructure providers to best understand areas of constraint and where opportunity exists to provide infrastructure at the most efficient cost.

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

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

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

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

Amendments to the draft Plan were also made to clarify 'Frequent mass transit investigation areas' by including spatial mapping in collaboration with the Department for Infrastructure and Transport (DIT). The Plan emphasises the importance of integrating land use and transport planning, and the work to come from DIT to develop a passenger transport strategy to stem from the State Transport Strategy will be based on the strategic sites and growth areas identified in the Plan.

Amendments to the Plan

Theme: Transport and Infrastructure

Note: Spatial amendments are listed by land supply region in Section 11 of this Report.

General edits made to theme to remove spelling and grammatical errors and to improve readability

| Sub-theme | Heading | Change |
|--|--|---|
| Strategic Transport Networks | <i>Long-term strategic objectives</i> | Inserted objectives for enhanced freight transport infrastructure and for public transport planning and investment aligned to growth areas. |
| | <i>Freight and supply chain networks</i> | Remove out-of-context reference to Greater Adelaide Freight Bypass and replace with a spatially mapped version. |
| | <i>State road infrastructure</i> | Remove reference to obsolete daily car trip projections from 2019. |
| | <i>Public transport</i> | Remove diagram on population density and public transport cost recovery as data is too tram centric and obsolete. |
| | <i>Frequent mass transit investigation areas</i> | Remove section and replace with spatial mapping of investigation areas. |
| | <i>Southern rail extension</i> | Amend break out box for brevity, remove reference to previous plans and expand on the importance of the integration of land use and transport planning. |
| | <i>Actions</i> | Amended State Transport Strategy action to align public transport planning with the identified growth areas in the Plan, and to encourage mode shift and support emissions reduction. |
| Integrated Water Management, Security and Quality | <i>Stormwater and urban drainage</i> | Include more information on urban stormwater infrastructure and urban drainage, to highlight stormwater infrastructure as essential <i>infrastructure</i> . |

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| | <i>Greater Adelaide's Urban Drainage</i> | Revised content on how Greater Adelaide's urban drainage system works |
| Infrastructure corridors and reserves | <i>Long-term strategic objectives</i> | Added new Strategy 3 - Reserve land to facilitate new essential and social infrastructure through structure planning and establishing infrastructure reserves in the Planning and Design Code |
| | <i>Introductory text</i> | Include reference to coastal hazard adaptation and stormwater management infrastructure, and include reference to opportunities for the use of multi-use corridors |
| | <i>Actions</i> | Amended timing of Future Infrastructure corridors and reserves action. |

10.3 Natural Resources, Environment and Landscapes

More than 55 submissions raised comments relating to the theme of Natural Resources, Environment and Landscapes. Nearly a third (28%) of survey respondents ranked this as the most important theme in the Plan. Common issues raised relating to this theme included discussion on native vegetation and biodiversity, climate ready development, coasts and coastal hazards, water supply, natural hazards, and emissions and contamination.

10.3.1 Tree canopy, native vegetation and biodiversity

- Greater focus on the robust protection and enhancement of Adelaide's tree canopy and enhancement of green spaces.
- Strong support from a range of respondents on the importance of protecting and increasing tree canopy for amenity, cooling, biodiversity and sustainability.
- Support for green corridors and inter urban breaks as creating greener areas with increased biodiversity and amenity.
- The importance of protecting native vegetation and recognition of the role this vegetation plays in Greater Adelaide.
- Suggestion that the Plan should make better reference to native vegetation, including mapping the overlays, to reinforce its importance and approvals required for clearance.
- Some respondents expressed concern about impacts of development (particularly on the fringes or near food production areas) on water security and biodiversity.

10.3.2 Climate ready development

- There is strong support for climate change responses in Greater Adelaide's planning, with a desire for measurable targets.
- Importance of using the most accurate up-to-date climate data for decision making.
- Some suggested targets and responses were not strong enough and that climate change resilience should underpin all planning for Greater Adelaide.
- Suggestion that some parts of the plan run contrary to climate ready development – with poorly designed homes and distance from jobs and services to development on the fringes as frequently cited reasons.
- Suggestion that better explanation of the policies that contribute to achieving the tree canopy target is needed.
- Importance of aligning with the Urban Greening Strategy being prepared by Green Adelaide was highlighted.

10.3.3 Coasts and coastal hazards

- Recognition of the need for low lying areas earmarked for development to consider sea level inundation (for example, salt pans).
- Recognition of coastal adaptation infrastructure as a key infrastructure type and the need to invest in integrated coastal hazard management along the coast including areas where retreat may need to be considered.
- Potential for the Plan to recognise coastal land as open space and this important role it plans in providing space for amenity and recreation.

10.3.4 Natural hazards

- Natural hazards were mentioned by some respondents and the link with the impacts of climate change intensifying these hazards made clearly. Some suggested measures to plan for hazards are currently not sufficient – particularly relating to building design, quality and location.
- The impact of heat was raised by some respondents with the need for the concentration of urban heat to be considered in planning and the importance of greening.

10.3.5 Emissions and contamination

- Need for interface areas for amenity and environmental purposes particularly between land uses with different impacts.
- The proximity of residential areas near food production areas can create conflict where the operations of food production areas are not well understood. Food production areas must operate without the risk of restrictions caused by nearby residential neighbours.

Commission's Response

The Commission acknowledges the concern with the ongoing shifts in the South Australian Climate and the need for Greater Adelaide to become more resilient to the effects of climate change. Updates to the Plan were made to strengthen the content around the Plan's response to climate change, as well as to further align with the government's Net Zero Strategy which was released in November 2024.

Supporting low emissions transport outcomes, the Plan works towards to aligning land use and transport planning. The Plan supports urban renewal in targeted areas and the design of master-planned communities that creates walkable, connected neighbourhoods, reduces the need for car journeys and encourages public transport uptake to assist with emission reduction targets. Additional actions for climate resilient built and urban environments align with the state government's *Climate Change Resilience and Adaptation Actions*.

Concerns were raised over the data used to identify future growth areas within the region. The Plan was informed by the *Climate Change Projections Viewer* and *Guide to Climate Projections for Risk Assessment and Planning (2022)*, and was the source of data used for mapping. The digital nature of the Plan means that the mapping layers can be updated on a more regular basis as climate hazard risk projections and understanding evolve.

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

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

The Plan includes an action to review policy relating to new greenfield development to establish performance measures for new communities - including minimum housing diversity targets, accessibility to shops and services, environment sustainability standards and open space provision.

Additional content on native vegetation was included, as well as an action relating to work being undertaken on the intersection between the *Planning, Development and Infrastructure Act 2016* and *Native Vegetation Act 1991*. Aligning with Green Adelaide’s Urban Greening Strategy, actions have been added regarding Biodiversity Sensitive Urban Design and urban heat.

Amendments to the Plan

Theme: Environment, Natural Resources and Landscapes

Note: Spatial amendments are listed by land supply region in Section 11 of this report.

General edits made to remove spelling and grammatical errors and to improve readability

| Sub-theme | Heading | Change |
|-----------------------|---------------------------------------|---|
| Biodiversity | <i>Long-term strategic objectives</i> | Removed Strategy 4 as this is an action not a strategic objective. This was added to action list. |
| | <i>Introductory text</i> | Updated statistic on percentage of native vegetation remaining in the region. |
| | <i>Introductory text</i> | Relocated BSUD content previously under the heading ‘Draft Urban Greening Strategy’ to main body of content. Removed reference to draft Urban Greening Strategy for prolong currency of content (given draft document). |
| | <i>Native Vegetation</i> | Added content specifically referring to the Native Vegetation Act. |
| | <i>Actions</i> | Updated wording of biodiversity mapping action at request of DEW, as mapping is to be refined rather than being new mapping. Added Biodiversity Sensitive Urban Design action – transferred from strategic objective in content and aligned with Urban Greening Strategy wording. Added Native Vegetation action, which was an Expert Panel recommendation supported by government. |
| Climate Change | <i>Long-term strategic objectives</i> | Added / amended wording to Strategies 1, 2 and 3 to align with state government’s <i>Climate Resilience and Adaptation Actions</i> , and <i>Net Zero Strategy</i> . These strategies reflect wording of actions attributed to DHUD. Amended Strategy 7 to promote climate resilient neighbourhoods. |
| | <i>Net zero emissions by 2050</i> | Updated content to align with the state’s <i>Net Zero Strategy</i> , released late 2024. Reference is also made to |

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| | | the state's <i>Climate Change Resilience and Adaptation Actions</i> . Links are provided to both documents. |
| | <i>Adaptation and Mitigation</i> | Amended heading and reduced the amount of content needed to refer to Adaptation and Mitigation graphic. |
| | <i>Growth area planning</i> | Added further explanation on how growth areas respond to climate change in both greenfield and infill contexts. Also references the action to review policy relating to greenfield performance measures. |
| | <i>Climate risk mapping</i> | Added content to clarify the basis of data used in mapping layers. Added link to the <i>Guide to climate projections for risk assessment and planning in South Australia 2022</i> . |
| | <i>Supporting climate resilience in the built environment</i> | Added content to highlight other opportunities for further improvements in the planning system, and the highlighted several cross-government initiatives they can support. |
| Urban Greening and Cooling | <i>Tree Canopy Target</i> | Amended the Urban Tree Canopy target content to: Achieve 30% tree canopy cover across metropolitan Adelaide by 2055 (baseline is 16.7% (LiDAR captured in 2022)). Amended associated measures to help achieve the target: <ul style="list-style-type: none"> - For the tree canopy cover to reach 30% across metro Adelaide by 2055, tree canopy will need to grow by around 2 percentage points every 5 years - New master planned greenfield development and strategic infill sites should plan to achieve a 30% canopy cover once their landscaping matures. |
| | <i>Actions</i> | Added action to investigate tree canopy sub-targets Added Urban Heat Investigation action Added Affordable Greening Guideline action Added Tree Protection and Planting Code Amendment action - this was referred to in the Plan's content but not included as a separate action. |
| Coastal Environment | <i>Long-term strategic objectives</i> | Amended Strategy 4 to include reference to nature based solutions. |
| | <i>Actions</i> | Amended Coastal Areas Overlay action wording at request of DEW. |
| Natural Hazards | <i>Introductory text</i> | Amended content to highlight water sensitive urban design features is an important part of stormwater |

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| | | management and can help avoid or delay local stormwater infrastructure upgrades. |
| | <i>Introductory text</i> | Deleted Stormwater Management Overlay content that refers to historical introduction of this overlay. |
| | <i>Introductory text</i> | Added content to highlight importance of stormwater management plans. |
| | <i>Actions</i> | Added new action on update of bushfire mapping. Added new action to refer to Statewide Flood Hazard Mapping Code Amendment. |

10.4 Productive Economy

Around 30 submissions raised comments relating to the theme of productive economy with 5% of survey respondents indicating this was the most important theme within the Plan. Common issues raised relating to this theme included how to create and support productive workplaces, green transition, land supply, and rural and tourism development. Although across all themes, respondents particularly from industry called for the need for planning to provide certainty.

10.4.1 Planning provides certainty

- The need for strong commitment to the Plan to provide certainty in order to ensure consistent and transparent decision-making. This helps communities, businesses, and investors plan confidently, knowing future growth and changes are well-managed.
- Specific areas where respondents sought greater certainty were around the commitment to or changes to Environment and Food Production Areas (EFPAs). Changes suggested by the Plan have resulted a lack of certainty according to some respondents, and a desire to ensure that EFPAs are maintained for their original purpose (to protect food production areas).

10.4.2 Productive workplace

- Recognition of the growing impact of working from home, with support for vibrant, sustainable communities that accommodate this shift.

10.4.3 Green transition

- Noting the beginning of a modal shift away from carbon emitting vehicles that should be supported and enhanced.
- Support for renewable energy and consideration of how this should be supported in the Plan.

10.4.4 Employment Land supply

- The importance of jobs and employment land to be well located and connected to homes to reduce car dependency and environmental impact.
- Strong support for protecting state significant and prime employment lands, as well as inner metro local employment zones
- Infrastructure coordination and delivery needed immediately to unlock underutilised employment land.

10.4.5 Rural and tourism development

- Some mentioned the requirement for more workers accommodation in high tourism areas and how current planning conditions and land uses makes this challenging.
- The proximity of development on fringe to existing high value tourism areas needs to be considered in terms of not limiting the function of these areas.

Commission’s Response

The Plan by its nature seeks to provide certainty on the state’s long term planning vision and strategies for the region. The Plan has been developed for a digital online platform. The portal gives all South Australians access to state-wide planning and infrastructure framework that increases the availability, accuracy, and relevance of data to inform integrated land use and infrastructure decisions, including current and forward projections, statistical data, and analysis.

Whole-of-government strategies and mapping data can be integrated into the Plan and updated as required. This ensures mapping data and policies remain consistent, relevant and aligned, and provides certainty to industry, community and other stakeholders.

With respect to the Productive Economy theme, the Plan seeks to facilitate to the extent possible, the *South Australian Economic Statement*, driving the missions set out in the statement:

- Capitalise on the global green transition;
- Partner of choice in an insecure world (including AUKUS); and
- Build South Australia’s talent.

The region’s significant areas of employment land have been identified and mapped to ensure their ongoing viability and contribution to the state’s economy. More local areas of employment land are also highlighted as important particularly where under pressure to be rezoned in the inner suburbs of Adelaide. These areas are vital in providing population serving activities to surrounding communities and support the concept of living locally. The Plan acknowledges this by introducing a Net Community Benefit assessment to be undertaken for any proposals to rezone employment land.

The Commission believes that a combination of greenfield, township, satellite city and infill development in the right places, with timely infrastructure provision, to provide for the needs and preferences of our current and future communities. All new development, no matter where it is, must be done well to offer the amenity and lifestyle required to attract and retain talent.

The Commission acknowledges that there is inherent tension between the growth of the metropolitan area and the need to safeguard key high value areas for tourism, primary production and environmental protection. Legislation and planning instruments such as the Character Preservation Districts, the Environmental Food Production Areas and broader Planning and Design Code policy have a role to play alongside the Plan in managing these to best practice.

Amendments to the Plan

Theme: Productive Economy

Note: Spatial amendments are listed by land supply region in Section 11 of this Report.

General edits made to remove spelling and grammatical errors and to improve readability

| Sub-theme | Heading | Change |
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| Employment Lands | <i>Unlocking development-ready employment land</i> | Heading title changed from 'Planning for new employment lands' |
| | <i>Unlocking development-ready employment land</i> | Le Fevre Peninsula added to list of opportunities for additional employment land |
| | <i>Unlocking development-ready employment land</i> | Slight reword of content relating to reviewing and creating structure plans |
| | <i>Unlocking development-ready employment land</i> | Added 'township' to heading to clarify this section relates to satellite cities and townships outside metro Adelaide. |
| | <i>Actions</i> | Added new action – Net community benefit guidance. This was in the content but did not have a corresponding action. Added new action – Le Fevre Peninsula Structure Plan, which is a current project underway. |
| State Innovation Places | <i>Future opportunities</i> | Removed sentence relating to current lease arrangements at Keswick Barracks to improve ongoing currency of the Plan. |
| Activity Centres and Main Streets | <i>Introductory text</i> | Amendments made to reduce text and improve readability, whilst maintaining intent. |
| | <i>Planning for greenfield activity centres</i> | Updated sentence to clarify new performance outcomes established to guide activity centre distribution to be applicable to new master-planned communities. |
| | <i>Outer North activity centre floor space</i> | Amended to include key example of Elizabeth Central project. |
| Waste and Resource Recovery | <i>Waste and Resource Recovery</i> | Heading updated to clarify this section relates to resource recovery. |
| | <i>Waste and Resource Recovery</i> | Diagram updated at request of Green Industries SA. |

10.5 Delivery and implementation

Delivery and implementation was raised in more than 30 submissions and 9% of survey respondents ranked this as the most important theme in the Plan. Common issues raised relating to this theme included alignment of land use and infrastructure, collaborative delivery, digital tools and planning, alignment with state strategies, and monitoring.

10.5.1 Align land use and infrastructure

- Much the same as expressed in section 6.2.2 – respondents saw the coordination of land use and infrastructure as critical and some expressed concern whether this would be provided in a timely way.
- Significant concern was expressed by a range of respondents on the loss of or impact on food production areas (EFPAs) and farmland. Many expressed their lack of support for this and would like to see these areas protected and certainty maintained.

10.5.2 Collaborative delivery

- Coordination of infrastructure and planning has been poor and needs better governance in government.
- Respondents recognised the importance of collaboration of all levels of government on place making, and social infrastructure.

10.5.3 Digital tools and planning

- Mixed feedback was received on the online portal, with some suggesting it was a significant move forward and was easy to use. Other feedback suggested that it was not user friendly and further improvements could be made.

10.5.4 Targets and measures

- Many respondents provided a strong emphasis on establishing measurable targets to ensure the Plan delivers on its commitments.
- More targets and measures are needed with respect to living locally.

Commission's Response

Effective alignment of land use and infrastructure planning will allow for a more integrated and accurate view of the infrastructure required to deliver better outcomes for growing communities over the next 30 years requiring ongoing collaboration and coordination across government, councils, industry and the community.

The PDI Act gives us the tools to implement some changes quickly, while other initiatives will need, investigation and investment. Effective delivery of the Plan will benefit from the suite of new digital tools in the state's new planning system. It will keep government, industry and councils up to date with trends in land supply and demand for housing and employment land use and enable faster responses to changes.

New tools and governance arrangements, within the Department for Housing and Urban Development, including the Growth and Infrastructure Coordination Unit (GICU) and the Infrastructure Coordination Group will coordinate infrastructure investment and facilitate well-serviced developments.

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

One of the early actions to come out of the Plan is the preparation of a Northern Suburbs Infrastructure Strategy to inform a structure plan over the six major northern growth areas with recommendations for infrastructure delivery and funding, including water, sewer, transport, stormwater, energy, staging and

delivery. This strategy will feed into the first planned Regional Plan Amendment to inform refinements and prioritisation of growth areas.

The four targets identified in the Plan are foundational targets. Further work is being undertaken to include additional targets and measures in the Plan. An action has been added to clarify this, which seeks to establish additional targets and measures to support the living locally concept, including consideration of proximity to open space, public transport, activity centres and walkability.

Another significant action to come out of the Plan will be the preparation of Local Housing Strategies by local government, which is to include requirements and timing for local infrastructure and services. These strategies will identify how local housing and employment land targets can be met. The timing for delivery of the strategies has been increased to two years.

Amendments to the Plan

Theme: Delivery and Implementation

Note: Spatial amendments are listed by land supply region in Section 11 of this report.

General edits made to theme to remove spelling and grammatical errors and to improve readability

| Sub-theme | Heading | Change |
|-----------------------------|------------------------------------|---|
| Outcome 6 | <i>Introductory text</i> | Amended text to add the role of the policies contained in the government's 'Housing Roadmap'. |
| | <i>Introductory text</i> | Replaced reference to 'HIPDU' with "the Growth and Infrastructure Coordination Unit" or "GICU" (wherever occurring and depending on context) to update the Plan with recent changes within the structure of the Department. |
| | <i>Introductory text</i> | Added the words 'Community Consultation' before the word 'Charter' wherever occurring, to clearly delineate the Community Consultation Charter as the key instrument as set down under the <i>Planning, Development and Infrastructure Act 2016</i> . |
| Targets and Measures | <i>Introductory text</i> | Added reference to short term action to include more targets and measures in the Plan. |
| | <i>Target 4: Urban Tree Canopy</i> | Amended the Urban Tree Canopy target content to: Achieve 30% tree canopy cover across metropolitan Adelaide by 2055 (baseline is 16.7% (LiDAR captured in 2022)). Amended associated measures to help achieve the target: For the tree canopy cover to reach 30% across metro Adelaide by 2055, tree canopy will need to grow by around^ 2 percentage points every 5 years New master planned greenfield development and strategic infill sites should plan to achieve a 30% canopy cover once their landscaping matures. |

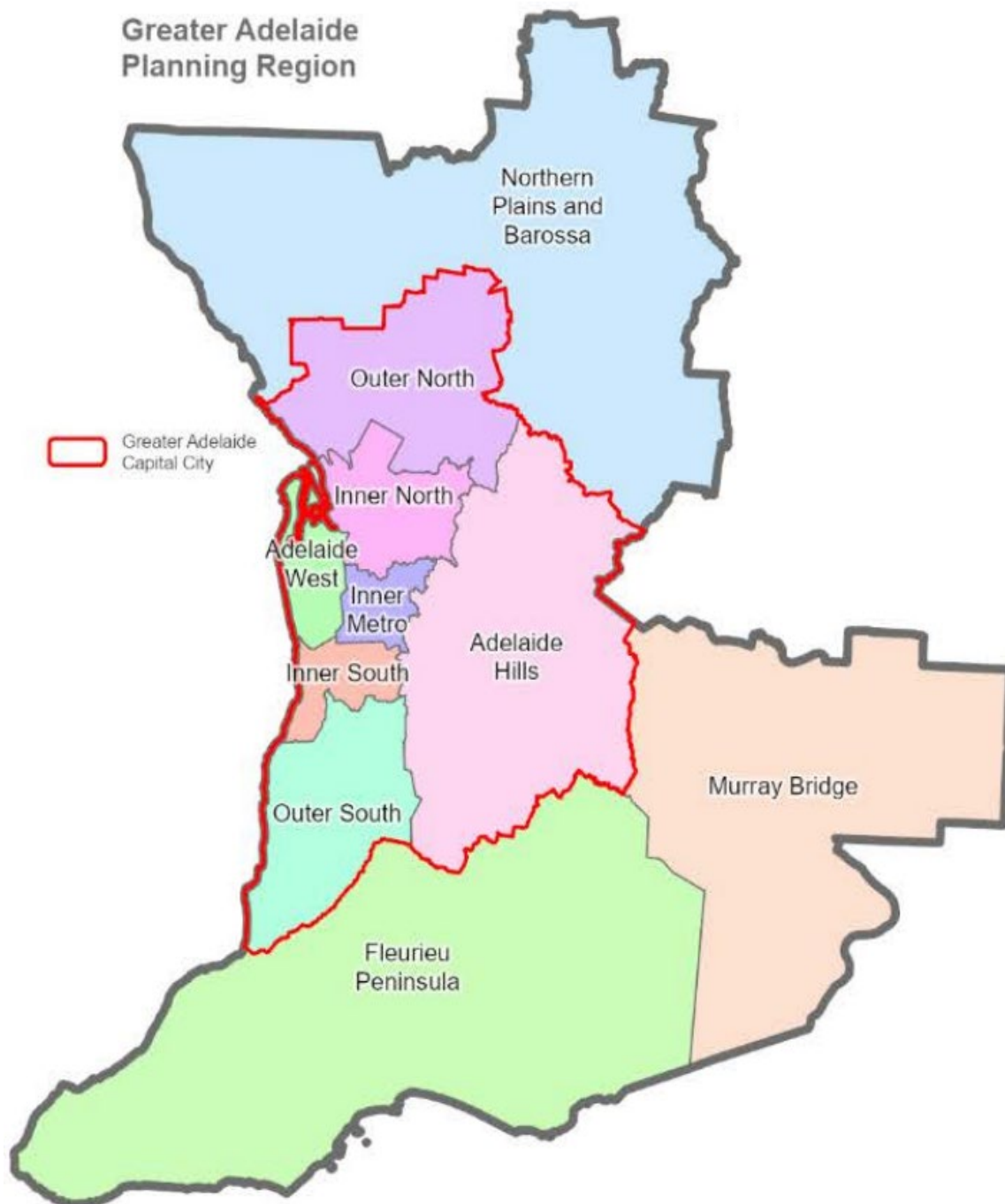
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| | <i>Actions</i> | Added action to establish additional targets and measures to support the living locally concept. |
| Short Term actions | <i>Introductory text</i> | Amended content to note the Plan's long term focus and inclusion of rolling short-term actions. Additional text to note these actions will sit alongside other metrics that will be made publicly available. |
| Coordination and Delivery | <i>Long term strategic objectives</i> | Reworded Strategy 2 for readability. Amended Strategy 5 to broaden the state's role in the various growth area types. Reworded Strategy 7 for consistency. |
| | <i>Introductory text</i> | Amended content to emphasise the intention of the GARP to be used in the near-term as well as the 15–30-year horizon. Certainty for infrastructure providers to make the necessary investment not only for the short term but longer term to allow them to make the correct augmentation planning should be identified. |
| | | Moved the 'Housing Availability and orderly release of land' information box to under 'logical and orderly growth' sub-section and moved the 'The Greater Adelaide Regional Plan Amendment – Infrastructure and prioritisation' information box to sit under the 'Improving coordination and monitoring performance' sub-section, to aid in readability and make clear the Commission's determination for improved coordination and the role for further investigations. |
| | <i>Planning for state-significant strategic infill</i> | Additional text to identify opportunities that arise in the State Development Coordination and Facilitation Act to further coordinate and facilitate projects of 'state significant areas'. |
| | <i>Infrastructure schemes and other tools (Table 7)</i> | Added text relating to the role of the Coordinator General per the State Development Coordination and Facilitation Act. |
| Greater Adelaide land supply regions | <i>Northern Plains and Barossa</i> | Amendments to the Northern Plains and Barossa LSR were undertaken to update figures and other data, improve upon descriptions for certain precincts. These should be read in conjunction with spatial amendments proposed in 11.1 of this report. |
| | <i>Outer North</i> | Amendments to the Outer North LSR were undertaken to reflect additional opportunities, update figures and other data, improve upon descriptions for certain precincts, and emphasise additional key infrastructure considerations. These should be read in conjunction with spatial amendments proposed in 11.2 of this report. |
| | <i>Inner North</i> | Amendments to the Inner North LSR were undertaken to update figures and other data, improve upon descriptions for certain precincts, and emphasise the national employment cluster over Greater Edinburgh Parks in the employment land supply. These |

| | | |
|--|------------------------------------|---|
| | | should be read in conjunction with spatial amendments proposed in 11.3 of this report. |
| | <i>Adelaide Hills</i> | Amendments to the Adelaide Hills LSR were undertaken to update figures and other data and emphasise bus network opportunities in infrastructure considerations. These should be read in conjunction with spatial amendments proposed in 11.4 of this report. |
| | <i>Inner Metro (Excluding CBD)</i> | Amendments to the Inner Metro (Excluding CBD) LSR were undertaken to update figures and other data, improve upon descriptions for certain precincts and emphasise level crossings management in infrastructure considerations. These should be read in conjunction with spatial amendments proposed in 11.5 of this report. |
| | <i>Adelaide West</i> | Amendments to the Adelaide West LSR were undertaken to update figures and other data, improve upon descriptions for certain precincts and emphasise local road corridor planning studies in infrastructure considerations. These should be read in conjunction with spatial amendments proposed in 11.6 of this report. |
| | <i>Adelaide City</i> | Amendments to the Adelaide City LSR were undertaken to update figures and other data and emphasise the Adelaide Railway Station as a terminal station which presents a limitation on frequency across the network. These should be read in conjunction with spatial amendments proposed in 11.7 of this report. |
| | <i>Inner South</i> | Amendments to the Inner South LSR were undertaken to update figures and other data and improve upon descriptions for certain precincts. These should be read in conjunction with spatial amendments proposed in 11.8 of this report. |
| | <i>Outer South</i> | Amendments to the Outer South LSR were undertaken to update figures and other data and improve upon descriptions for certain precincts. These should be read in conjunction with spatial amendments proposed in 11.9 of this report |
| | <i>Murray Bridge</i> | Amendments to the Murray Bridge LSR were undertaken to update figures and other data. These should be read in conjunction with spatial amendments proposed in 11.10 of this report |
| | <i>Fleurieu Peninsula</i> | Amendments to the Fleurieu Peninsula LSR were undertaken to update figures and other data and emphasising electrical transmission augmentation in key infrastructure considerations. These should be read in conjunction with spatial amendments proposed in 11.11 of this report. |

11 Spatial amendments by land supply region

The following section summarises the submissions received with respect to specific parcels of land, recommendations for amendments, additions or removals of both reference and statutory and spatial layers. The feedback and amendments to the Plan are listed by land supply region.

FIGURE 1: Map of the Greater Adelaide Planning Region and Land supply regions



11.1 Northern Plains & Barossa

Overview

Several landowner submissions sought additions to the existing growth area of Two Wells and proposed new growth fronts in Dublin, Kapunda and Freeling. No changes to the draft Plan were recommended by the Commission in response to these submissions.

Council Submissions

Adelaide Plains (Part)

- **Greenfield:** Request the identification of land located between the township boundary of Dublin and the proposed employment land to the immediate south as a future greenfield growth area.
- **Greenfield:** Request the identification of land located north and east of the township of Mallala as a future greenfield growth area.
- **Greenfield:** Comments relating to the proposed Two Wells growth area is addressed in the Outer North Land Supply Region section.

Light Regional Council (Part)

- **Greenfield:** Request a supportive policy environment to achieve improved housing choice in small-scale, well-planned additions to settlements such as Kapunda and Freeling.
- **Greenfield:** Request a review of the Character Preservation District designation of land located at Moppa Road, Nuriootpa.

The Barossa Council (Part)

- **Greenfield:** Comments relating to proposed growth near Concordia and Roseworthy are addressed in the Outer North Land supply region section.

Non-council Submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Several submissions were received from landowners requesting the identification of land close to townships including Dublin, Mallala, Kapunda and Freeling as state-interest greenfield growth areas.
- **Employment:** Identify future employment land off Light Pass Road, Nuriootpa.

State Planning Commission Recommendations:

No site-specific spatial recommendations are supported for the Northern Plains and Barossa region for housing and employment. The region will be subject to proposed spatial changes to broader spatial layers such as Open Space, which are addressed in Amendments OT 5,6 & 7 outlined in Section 11.12 of this Report.

Spatial application not recommended by the State Planning Commission

| Location and request | Reason |
|---|---|
| <p>Adelaide Plains Council</p> <p>Request the identification of land located between the township boundary of Dublin and the proposed employment land to the immediate south as a future greenfield growth area.</p> | <p>Residential growth at Dublin was identified by the Commission early in its opportunities and constraints mapping. This resulted in the land being considered by the consultants engaged to find new state-interest greenfield growth areas.</p> <p>Subsequently land at Dublin was removed as it did not rate highly in a detailed multi criteria analysis process undertaken by the consultants, which was endorsed by the Commission.</p> <p>The Commission considers that limited, small scale greenfield growth opportunities may exist at Dublin, provided they are council-led, are aligned with growth strategies and it can be demonstrated that infrastructure can be provided at a low cost.</p> |
| <p>Adelaide Plains council</p> <p>Request the identification of land located north and east of the township boundary of Mallala as a future greenfield growth area.</p> | <p>The Commission does not support the spatial identification of land at Mallala as a state-interest greenfield growth area.</p> <p>However, the Commission considers that limited, small-scale greenfield growth opportunities may exist at Mallala, provided they are council-led, aligned with growth strategies and it can be demonstrated that infrastructure can be provided at a low cost.</p> |
| <p>Light Regional council</p> <p>Request a supportive policy environment to achieve improved housing choice in small-scale, well-planned additions to settlements such as Kapunda and Freeling.</p> | <p>The Commission supports the creation of policies and the spatial application of zones which achieve improved housing choices.</p> <p>The Commission considers that limited, small scale greenfield growth opportunities may exist at Kapunda and Freeling, provided they are council-led, are aligned with growth strategies and it can be demonstrated that infrastructure can be provided at a low cost.</p> |
| <p>Light Regional council</p> <p>Advocate for a review of the Character Preservation District designation of land located at Moppa Road, Nuriootpa.</p> | <p>The Commission resolved not to recommend changes to the Character Preservation Districts as part of the preparation of the Plan, in line with</p> |

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| | directions for Regional Plans in State Planning Policies 21 and 22. |
| <p>Barossa council</p> <p>Identify future employment land off Light Pass Road, Nuriootpa.</p> | <p>The Commission resolved not to support the identification of this site as land is currently being reviewed as part of the Barossa Council's growth and infrastructure investment strategy, which is not due to be adopted by council until March 2025.</p> |
| <p>Non-council submissions</p> <p>Several submissions were received from landowners requesting the identification of land close to townships including Dublin, Mallala, Kapunda and Freeling as state-interest greenfield growth areas.</p> | <p>While the Commission does not support the identification of these sites as state-interest greenfield growth areas, it is acknowledged that limited, small scale greenfield growth opportunities may be identified by councils as part of their local area planning.</p> <p>The Commission encourages councils to lead this work with their communities as a key input to the next review of the EFPAs, due to be undertaken in 2027.</p> |

11.2 Outer North

Overview

The main mapping changes requested in the Outer North land supply region related to amendments to greenfield growth areas and identified employment precincts. Broader changes which impact the entire region are discussed in a later section.

Council submissions

Adelaide Plains (Part)

- **Greenfield:** Request the identification of future greenfield growth area options immediately east of Two Wells and in limited areas west of Two Wells and west of Port Wakefield Highway.
- **Employment:** Request the update of the Dawkins Road future employment precinct boundary to more accurately reflect land parcel boundaries.]

Light Regional Council (Part)

- **Greenfield:** Do not support further residential greenfield growth at Roseworthy beyond the current township expansion area that would involve a reduction of the EFPA.
- **Greenfield:** Advocate for land located between the Northern Expressway and Gawler River in Buchfelde to be investigated for future growth potential due to limited uses and vehicle access under current zoning.

The Barossa Council (Part)

- **Greenfield:** Request the creation of a new subzone for the Concordia growth area that supports housing diversity in new master planned communities.

Town of Gawler

- **Greenfield:** Request a review of the inclusion of parts of the Gawler River corridor at Hillier as part of the proposed Kudla growth area.
- **Greenfield:** Request the identification of an inter-urban break along Dalkeith Road in addition to the proposed Northern Park Lands alignment, primarily located on government-owned land parcels in line with key directions of several council plans relevant to the Kudla growth area.
- **Employment:** Further investigate the scale of the employment zone off Hayles Road and consider incorporating the Dalkeith Road triangle, ensuring that more jobs are secured and provided locally for a growing population.
- **Employment:** There is an identified shortfall of 862ha of employment lands in the Outer North and council considers an increased provision of employment lands in the Kudla growth area as an opportunity to assist the state government in responding to this shortfall breaks would need to be considered in a coordinated manner between levels of government.
- **Employment:** Council seeks to work with the state government to further investigate the scale of the employment zone off Hayles Road and consider incorporating additional employment lands within the Dalkeith, Angle Vale and Town of Gawler Submission to the Greater Adelaide Regional Plan – CR24/81558 10 Stebonheath Roads triangle, ensuring that more jobs are secured and provided locally for a growing population.

City of Playford

- **Greenfield:** Request that land parcels totalling approximately 95 hectares at Buckland Park are included within the identified Riverlea growth area.
- **Greenfield:** Request the identification of land in the vicinity of Riverbanks College at Angle Vale, and along Curtis Road at MacDonald Park as a future urban growth investigation areas.
- **Infill:** That the State Strategic Infill Area along the Gawler Rail Line is extended north to include Munno Para.
- **Infill:** That Elizabeth City Centre is expanded to take account of study area being undertaken by the City of Playford.
- **Employment:** Designation of Lionsgate and the Lyell McEwin Hospital as a State Innovation Place, to align with the State Innovation Framework.
- **Employment:** Seek the expansion of the National Employment Cluster to include the land west of Port Wakefield Road (together with the inclusion of SCT land and future employment land at the northern boundary)

City of Salisbury (Part)

- **Employment:** Expand the extent of the National Employment Cluster to include future employment land west of Port Wakefield Road.

Non-council Submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Numerous submissions were received from landowners in the vicinity of the proposed Kudla growth area and Northern Park Lands corridor. Most landowners within an area of Evanston Gardens currently within the Deferred Urban Zone objected to their land being identified for future open space purposes as part of the proposed Northern Park Lands corridor. Landowners have requested that these land parcels be removed from the Northern Park Lands corridor to allow the continuation of current land uses and to preserve the opportunity for their future development.



- **Greenfield:** Submissions were received from landowners across Outer North councils requesting the inclusion of their land within an identified state-interest greenfield growth area.
- **Employment:** Rezone Employment (Bulk Handling) Zone within the Two Wells employment precinct to Strategic Employment.
- **Employment:** Seek to extend the Strategic Employment Zone at Willaston.
- **Employment:** Remove land zoned Master Planned Neighbourhood with the suburb of Eyre from the National Employment Cluster associated with Greater Edinburgh Parks.
- **Employment:** Remove land zoned Residential Park from the future employment lands spatial layer associated with Greater Edinburgh Parks.
- **Employment:** Add land at north of the Northern Expressway at Penfield as Future Employment.
- **Employment:** Expand the National Employment Cluster to include future employment land west of Port Wakefield Road and the Penfield Intermodal facility, which is currently identified as a State Significant Industrial Employment Precinct.
- **Employment:** Add land in Evanston South as future employment as it is identified within the Gawler Growth Framework.

State Planning Commission Recommendations:

ON.1 MODIFY SPATIAL APPLICATION of the FUTURE EMPLOYMENT layer as recommended below.

Reason: The Commission SUPPORTS the proposed amendment as the modified boundaries align with property cadastre.



Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-----------------------------|---|--|
| Two Wells (Adelaide Plains) |  |  |

ON.2 MODIFY SPATIAL APPLICATION of the NATIONAL EMPLOYMENT CLUSTER layer over a portion of land currently zoned Master Planned Neighbourhood, within the Greater Edinburgh Parks precinct as recommended below.

Reason: The Commission SUPPORTS the proposed amendment as it corrects a mapping instruction error.



Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------|---|--|
| Eyre (City of Playford) |  |  |

ON.3 MODIFY SPATIAL APPLICATION of the FUTURE EMPLOYMENT spatial layer over a portion of land currently zoned Residential Park, which is located within the Greater Edinburgh Parks precinct as recommended below.

Reason: The Commission SUPPORTS the proposed amendment as it corrects a mapping instruction error.

Amendment table:



| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-----------------------------|---|--|
| Penfield (City of Playford) |  |  |

ON.4 MODIFY SPATIAL APPLICATION of the NATIONAL EMPLOYMENT CLUSTER at Greater Edinburgh Parks to include a portion of identified FUTURE EMPLOYMENT land located on the western side of Port Wakefield Road as recommended below.

Reason: The proposed amendments align with the criteria set by the federal government for National Employment Clusters:

- *Land identified for future employment on the western side of Port Wakefield Road, north of Waterloo Corner;*
- *Include the Penfield Intermodal Facility, which is currently identified as a State Significant Industrial Employment Precinct and include it within the National Employment Cluster.*
- *There is also a small portion of land north of the RAAF base, which will also be absorbed, correcting a mapping instruction error.*



Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|--|---|--|
| Waterloo Corner (City of Playford / Salisbury) |  |  |

ON.5 MODIFY SPATIAL APPLICATION of the State Innovation Place Spatial layer as recommended below.

Reason: The Commission supports the inclusion of the Playford Health and Wellbeing Precinct as a State Innovation Place as it is clearly identified in the final version of the State Innovation Framework.

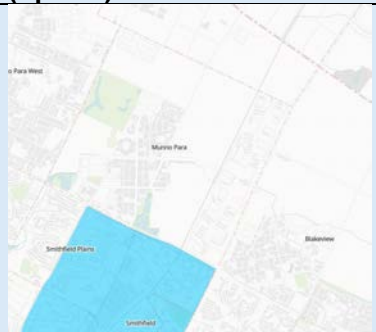
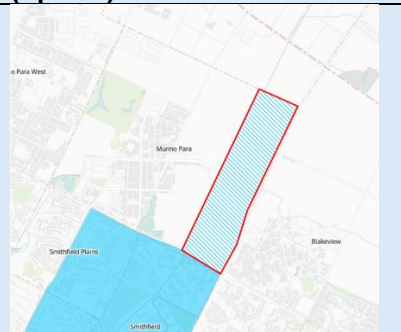
Amendment Table Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|------------------------------------|---|--|
| Elizabeth South (City of Playford) |  |  |

ON.6 MODIFY SPATIAL APPLICATION of the SMITHFIELD AND SURROUNDS State Significant Infill Areas spatial layer as recommended below.

Reason: The Commission supports the extension of the State Significant Infill Area to include the suburb of Munno Para, due to housing stock expected to come to the end of its economic life towards the later portion of the 30-year plans.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------------|---|--|
| Munno Para (City of Playford) |  |  |

- ON.7 AMEND the spatial application of the State Significant Infill Areas layer as it currently applies to the Elizabeth City Centre and Smithfield Plains and surrounds to include:
- Elizabeth Grove Local Infill Investigation Area (part)
 - Edinburgh Defence Precinct State Innovation Places (part)
 - Edinburgh North Prime Industrial Employment Precinct (part)


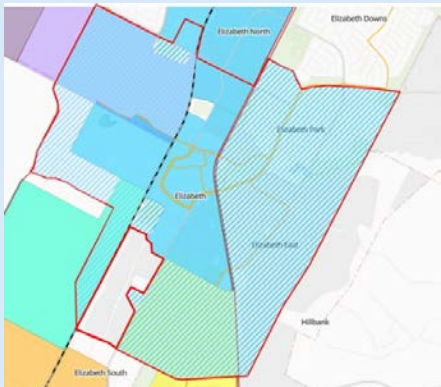
And:

- rename ELIZABETH CITY CENTRE polygon to ELIZABETH CENTRAL,
- amend other above-mentioned affected layers to the extent now identified as State Significant Infill Area, and
- Exclude any land from the ELIZABETH CENTRAL polygon currently Zoned Established Neighbourhood,

as recommended below:

Reason: The Commission supports the extension of the State Significant Infill Area to include additional areas to align with the Master Plan study being undertaken on a future study of Elizabeth Central. The Master Plan provides opportunity to undertake a holistic approach to the wider locality for increased density in appropriate locations.


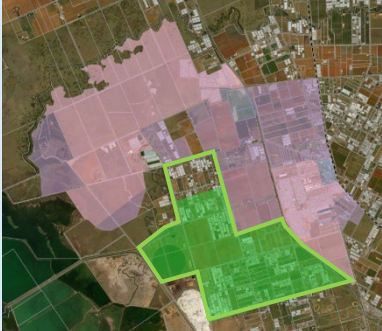
Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|------------------------------|--|---|
| Elizabeth (City of Playford) |  |  <p>* Modify hatched area to Elizabeth Central</p> |

ON.8 MODIFY SPATIAL APPLICATION of the FUTURE GREENFIELD SUPPLY – OUTSIDE EFPA layer as recommended below.

Reason: The Commission supports the proposed amendment as the subject land lies directly adjacent to both current and new growth areas, and it is considered appropriate for the subject land to be considered as a contiguous part of future structure planning for the growth area.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------------------------|---|--|
| Buckland Park and Riverlea (Playford) |  |  |

ON.9 MODIFY SPATIAL APPLICATION of the NORTHERN PARK LANDS layer and the FUTURE GREENFIELD SUPPLY – OUTSIDE EFPA layer to remove the following:

- Current Deferred Urban (except for Karbeethan Reserve); AND
- Current Community Facilities zoned land; AND
- Suburban Activity Centre zoned land; AND
- Allotment 31, Filed Plan 153632 (71 Coventry Road, Kudla); AND
- Existing allotments with a frontage to Coventry Road in Evanston Gardens (Orleana Waters); AND
- Inclusion of a 100m wide liner greenway that will connect through these areas through to the Gawler River. The exact location of this liner green way will be determined through a more detailed structure planning exercise for the Kudla growth area.

Reason: The Commission instigated a review of the spatial extent of the Northern Park lands post consultation in response to concerns raised by landowners within the Deferred Urban area.

The full extent of this land is not required to serve the needs of a regional Northern Park Lands and a substantial linear connection can be achieved through the site (100m) which has been shown indicatively to resolve through detailed structure planning. Additional work indicated sufficient space for regional level recreation and open space areas in line with community needs and expectations.

This will allow for additional land to be made available for residential development within the Kudla growth area, including land already identified as Deferred Urban.

Amendment table:



| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
| | | |

| | | |
|--|---|--|
| <p>Evanston Gardens / Kudla (Gawler)</p> |  |  <p>* Red line represents 100m wide linear corridor.</p> |
|--|---|--|

ON.10 MODIFY SPATIAL APPLICATION of the Future Greenfield Supply – Outside EFPA layer and the Future Employment Land layer to convert a 25-hectare parcel of land located at Evanston South from the Future Employment Land Layer to the Future Greenfield Supply – Outside EFPA layer.

Reason: The Commission agrees with submissions made by the Town of Gawler that a larger area of employment land will be required to service the future needs of the Kudla growth area. Instead of designating a specific area for these activities to occur, the Commission has instead resolved to incorporate the small area originally designated for future employment land uses into the wider Kudla growth area, with the most appropriate extent and location of future employment land to be determined as part of the more detailed structure planning process for the growth area.

Amendment table:


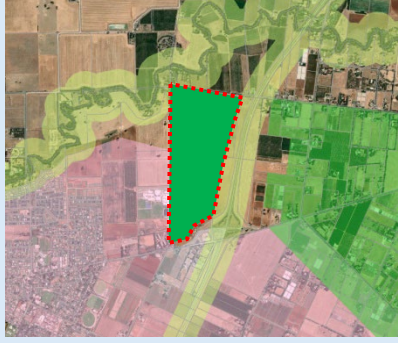



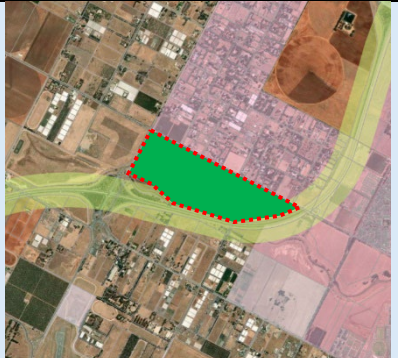
| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|--------------------------------|---|--|
| <p>Evanston South (Gawler)</p> |  |  |

ON.11 MODIFY SPATIAL APPLICATION of the Future Greenfield Supply – Outside EFPA layer to incorporate the following sites within the layer:

- Land parcels totalling approximately 110 hectares in area bound by Parr, Riverbanks and Eliza Roads and the western boundary of the Northern Expressway road reserve at Angle Vale.
- Land parcels totalling approximately 120 hectares in area bound by Curtis Road to the north, the boundary between the Rural Horticulture Zone and the Rural Living Zone in the west and south, and the western boundary of the Northern Expressway road reserve in the east at MacDonald Park.
- Land parcels totalling approximately 70 hectares in area bound by Robert Road, Heaslip Road and the northern boundary of the Northern Expressway road reserve at MacDonald Park.

Reason: The Commission agrees with submissions made by the City of Playford and others that these additional areas should be identified for future greenfield land supply purposes as they exist outside of the EFPA and are considered to represent logical, contiguous extensions to the urban area.



Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|------------------------------|---|--|
| Angle Vale (Outer North) |  |  |
| MacDonald Park (Outer North) |  |  |
| MacDonald Park (Outer North) |  |  |

ON.12 MODIFY SPATIAL APPLICATION of the Open Space Network – Green Space layer and the Northern Park Lands layer to replace the area covered by the Open Space Network – Green Space layer between the Northern Expressway and the Gawler Bypass Road with the Northern Park Lands layer.

Reason: The Commission has resolved to include land along the Gawler River alignment at Hillier and Buchfelde within the Northern Park Lands layer to ensure future governance arrangements and structure planning for these areas are aligned with other portions of the Northern Park Lands at Evanston Gardens, Evanston South and Uleybury.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------------------|---|--|
| Hillier and Buchfelde (Outer North) |  |  |

Spatial Application not recommended by the State Planning Commission

| Location and request | Reason |
|---|---|
| <p>Adelaide Plains council</p> <p>Request the identification of future greenfield growth area options immediately east of Two Wells and in limited areas west of Two Wells and west of Port Wakefield Highway.</p> | <p>The Commission does not support the identification of land as a state-interest greenfield growth area in these locations due to the presence of significant development constraints. These constraints include significant flood hazard risks for areas located east of the current Two Wells township boundary.</p> |

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|---|--|
| | <p>Areas located west of Two Wells and west of Port Wakefield Highway are significantly constrained by flood hazard risks and transport infrastructure servicing ability.</p> |
| <p>Adelaide Plains council</p> <p>Request the identification of the Two Wells Employment (Bulk Handling) Zone as suitable for conversion to the Strategic Employment Zone</p> | <p>The subject land is identified within a Prime Industrial Employment Precinct, which supports and encourages both Employment (Bulk Handling) and Strategic Employment zoning.</p> <p>The Commission considers that such an identification is not necessary, as the Plan does not discourage a privately-led code amendment being lodged for this purpose.</p> |
| <p>Light Regional council</p> <p>Do not support further residential greenfield growth at Roseworthy beyond the current township expansion area that would involve a reduction of the EFPA.</p> | <p>While the Commission acknowledges the concerns raised by the council regarding the proposed future growth of Roseworthy, it has resolved to retain these areas as long-term greenfield growth areas in the Plan.</p> <p>The Commission undertook a comprehensive land suitability assessment and multi-criteria analysis to determine the suitability of the parcels identified at Roseworthy to support the long-term growth requirements of Adelaide's north. This land is within the EFPA and cannot be rezoned for urban development in the immediate term.</p> <p>A review will be conducted in 2027 to assess whether its removal from the EFPA is appropriate to support long-term land supply requirements.</p> |
| <p>Light Regional council</p> <p>Advocate for land located between the Northern Expressway and Gawler River in Buchfelde to be investigated for future growth potential due to limited uses and vehicle access under current zoning.</p> | <p>While the Commission does not support the identification of this land as a state-interest greenfield growth area at this time, it is acknowledged that limited, small scale greenfield growth opportunities may be identified by councils as part of their local area planning.</p> <p>The Commission encourages councils to lead this work with their communities as a key input to the next review of the EFPAs, due to be undertaken in 2027.</p> |
| <p>Barossa council</p> <p>Request the creation of a new subzone for the Concordia growth area that supports housing diversity in new master planned communities.</p> | <p>The Commission considers that this matter is best resolved through the structure planning and code amendment processes for Concordia, which are currently underway.</p> |
| <p>Town of Gawler</p> | |

| | |
|--|---|
| <p>Request a review of the inclusion of parts of the Gawler River corridor at Hillier as part of the proposed Kudla growth area.</p> | <p>The Commission considers that the inclusion of land at Hillier located immediately north of Angle Vale Road within the Kudla growth area is appropriate to ensure the coordinated, equitable and logical development of this area to serve the housing and employment needs of Adelaide's north over the long term.</p> <p>The extensive analysis undertaken by the Commission to inform the identification of this growth area took into account available information regarding environmental hazards, particularly flood risk hazard areas of the Gawler River and Smith Creek catchments, with higher risk areas generally removed from the spatial extent of the growth area.</p> |
| <p>Town of Gawler</p> <p>Request the identification of an inter-urban break along Dalkeith Road in addition to the proposed Northern Park Lands alignment, primarily located on government-owned land parcels in line with key directions of several council plans relevant to the Kudla growth area.</p> | <p>The Commission agrees that the identification of a inter urban break, or green corridor in the vicinity of Dalkeith Road would be beneficial to the long-term development of the Kudla growth area.</p> <p>It is considered that the structure planning process would present the most appropriate opportunity for this important element to be spatially considered and negotiated with landowner interests within the overall development context of the Kudla growth area.</p> |
| <p>Town of Gawler</p> <p>Request the extension of the identified employment precinct at Willaston</p> | <p>The Commission does not support the extension of this precinct as the land is not directly adjacent to an identified growth front and therefore does not meet the Commission's principles for new employment land.</p> |
| <p>Town of Gawler</p> <p>Request the Commission consider incorporating additional employment land within the Dalkeith, Angle Vale and Stebonheath Roads Triangle.</p> | <p>The Commission agrees that suitable areas for employment and retail development should be identified to ensure future residents of the Kudla growth area have access to services and local employment opportunities.</p> <p>The Commission has indicatively mapped parts of the Kudla growth area as employment land investigation areas, and considers that the most appropriate way to determine the final location and form of dedicated employment precincts will be via the structure planning process.</p> <p>It is for this reason that the Commission has also removed the 25ha future employment land parcels at Evanston South and absorbed them as part of the broader growth area.</p> |
| <p>Non-council submissions</p> | |

| | |
|---|--|
| <p>Submissions were received from landowners across Outer North councils requesting the inclusion of their land within an identified state-interest greenfield growth area.</p> | <p>The Commission has resolved not to support the identification of additional land within state-interest greenfield growth areas in the Outer North at this time.</p> <p>It is acknowledged that some of these parcels may present appropriate long-term development opportunities, however the identification of these sites will be subject to detailed analysis of infrastructure requirements undertaken as part of councils' local-area planning responsibilities.</p> |
| <p>Non-council submissions</p> <p>Request the addition of land north of the Northern Expressway at Penfield as future employment land.</p> | <p>The Commission has resolved not to support, as the land is not identified within council strategic growth plans and would fragment existing Rural Horticulture land.</p> |

11.3 Inner North

Overview

The Inner North land supply region received a level of spatial feedback primarily in respect of seeking the enlargement of some identified infill areas and ensuring the Dry Creek development site is identified. Employment lands were a key aspect of spatial refinement around the National Employment Cluster around Port Wakefield Road. Removal of identified infill areas around the localities of Paradise and Valley View were requested both by council and local residents.

Council submissions

City of Salisbury (Part)

- **Geography:** Change to Land supply region: Inner North to align with City of Sailsbury Council Boundary in North-West.
- **Infill:** Filling in gap between Green Fields and Parafield Gardens (acknowledging that airport restrictions still apply)
- **Infill:** Filling in remainder of Walkleys Road Reserve
- **Infill:** Filling in the northern section of the Paddocks (corner of Bridge Road and Kesters Road)
- **Infill:** Include Leyton Reserve (between Leyton Avenue and Bunday Avenue)
- **Infill:** Include Scott Green (corner of De Mille Street and Universal Road)
- **Open Space:** Extension of Dry Creek corridor as an 'Open Space Network - Green Way' beyond Mawson Lakes, connecting into the coastline.
- **Open Space:** Designation in mapping on future of the Mawson Lakes Golf Course and plans for expansion of Technology Park.
- **Open Space:** Include the Adelaide International Bird Sanctuary—Winaityinaityi Pangkara
- **Open Space:** Carisbrooke Park, the City of Salisbury's premier events park
- **Employment:** Requests adding additional land into the National Employment Cluster including land on the western side of Port Wakefield Road (currently under investigations for an eco-industrial precinct), St Kilda defence radar facility, SA Water sites including the Marubeni Australia - Hydrogen

facility and the future Renascor Battery Anode Material Manufacturing Facility, and the existing SCT intermodal facility.

- **Employment:** Include zoned and future employment growth areas at Globe Derby Park.
- **Employment:** Remove shown areas between Salisbury South and Salisbury Urban Activity Centre Zone - this is an area that the City of Salisbury will investigate rezoning to other mixed-use zone types.
- **Employment:** Remove shown areas north of Salisbury South - this is an area that the City of Salisbury will investigate rezoning to mixed use zone types.
- **Tourism:** Identify St Kilda Adventure Playground, St Kilda Marina, St Kilda Mangrove Trail, St Kilda Tramway Museum
- **Tourism:** Include the Adelaide Dolphin Sanctuary
- **Tourism:** Include Little Para Golf Course
- **Tourism:** Include Happy Home Reserve, which includes many attractions such as the Salisbury Aquatic Centre and future road safety park
- **Tourism:** Include Harry Bowey Reserve, which will be the home of TreeClimb Salisbury

City of Tea Tree Gully

- **Greenfield:** consider including the entire Golden Grove Rural Living Zone as a Future Urban Growth investigation area.
- **Infill:** Extend corridor investigation areas along North East Road and Lower North East Road through the Modbury Precinct and beyond to the St Agnes activity centre, instead of terminating at the City of Tea Tree Gully border.
- **Infill:** Align the boundaries of the Modbury growth area with the existing Modbury Precinct, which has undergone extensive community engagement.
- **Heritage:** Recommend the removal of the Affordable Housing Overlay from areas with a Historic Area Overlay, including the Tea Tree Gully Township.
- **Open Space:** Add linear corridors and reserves previously identified as MOSS land to the GARP, excluding redeveloped land and areas within the Resources Extraction Zone, such as:
 - > Dry Creek Corridor (north-east from McIntyre Road)
 - > O-Bahn Linear Corridor
 - > Cobbler Creek East and West
 - > Green corridors linking to River Torrens Linear Park, including the Aqueduct
 - > Green corridor from Modbury Sports to the west side of Tea Tree Gully Golf Course, including Birkdale, Tarni, Taworri, Mowbray, and Gunda Reserves
 - > Hope Valley Reservoir
 - > Elliston Reserve

- > Modbury Sports Precinct
- > Harpers Field
- > Tilley Recreation Reserve
- > Baymor Reserve
- **Transport:** GARP should consider the importance of strategic transport networks, including:
 - > Grand Junction Road, extending from North East Road to Armiger Court, to account for industrial areas.
 - > One Tree Hill Road, extending from Golden Grove Road to Crouch Road, in relation to extractive industries.
- **Transport:** GARP should be updated to include missing bus routes, such as:
 - > Lower North East Road from Valley Road to Hancock Road.
 - > Awoonga Road linking Lower North East Road to Grand Junction Road.
 - > Valley Road linking Lower North East Road to Grand Junction Road.
 - > Grand Junction Road from Awoonga Road to Tolley Court.
 - > Tolley Court between Grand Junction Road and Smart Road.
- **Transport:** GARP should include the following interfaces as Pedestrian Priority and High Activity Areas:
 - > Smart Road between North East Road and Reservoir Road.
 - > Reservoir Road between Smart Road and North East Road.
 - > Smart Road from Reservoir Road to the O-Bahn entrance.

City of Port Adelaide Enfield (Part)

- **Infill:** Deletion of Windsor Gardens portion of the Paradise State Significant Infill Area
- **Infill:** Deletion of Greenacres Centre Local Infill Investigation Area
- **Infill:** Deletion of Klemzig Local Infill Investigation Area
- **Infill:** Deletion of the Clearview & Enfield Local Infill Investigation Area
- **Infill:** Deletion of the Valley View Local Infill Investigation Area
- **Infill:** Seeks the modification of the Gilles Plains Local Infill Investigation Area with a view to change its designation to a State Significant Infill Area.
- **Open Space:** Many rail corridors including freight rail corridors and discontinuous spur lines have been shown as part of the regional open space network. A more careful evaluation of the ability of these lines to meet the intents of greenways or wildlife corridors needs to be undertaken and the mapping revised accordingly.

Non-council Submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Residential:** Various landowners seeking:
 - > Inclusion of their land into identified Future Greenfield Supply either within or outside of the EFPA.
 - > Their land which is within the Hills Face Zone have such Zoning removed from their land
 - > Changes to Zoning designation to enable for infill development at a higher density than what can be provided for now.
- **Local led infill:** Modifications to broaden the Local Infill Investigation Area at Golden Grove
- **Local led infill:** Seeks to identify a portion of employment land at St Agnes as 'Local infill investigation area'.
- **Employment:** Identification of land west of the existing employment precinct at Direk as future employment.

STATE PLANNING COMMISSION RECOMMENDATIONS:

The land supply region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

Amendments to Strategic Transport and Pedestrian Priority Areas to be addressed as part of the 'Link and Place' work being undertaken by Department for Infrastructure and Transport within the update to the Functional Hierarchy.

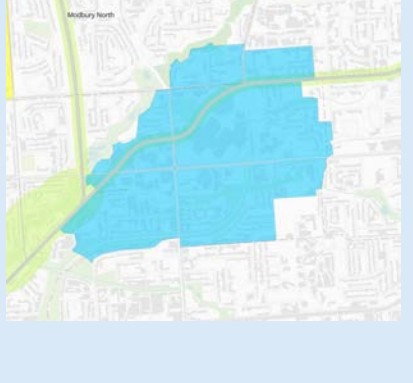
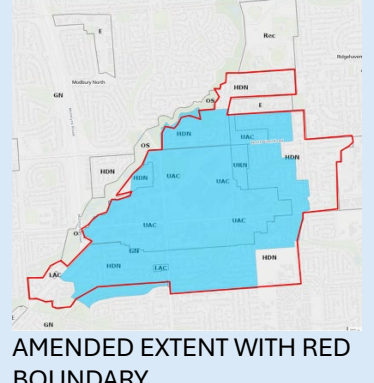
IN.1 MODIFY SPATIAL APPLICATION of the MODBURY STATE SIGNIFICANT INFILL AREAS (REGIONAL CENTRE) as recommended below.

Reason:

The Commission supports the proposed amendment as the modified boundaries align with the Modbury Structure Plan undertaken by the City of Tea Tree Gully in recent years that has been subject to community consultation.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
|---------------------|----------------------|------------------------|

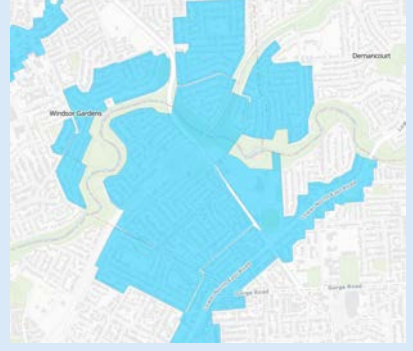
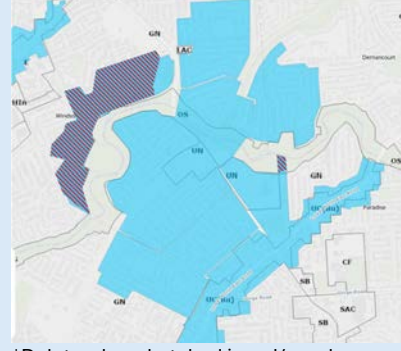
| | | |
|---|---|--|
| <p>Modbury (City of Tea Tree Gully)</p> |  |  <p>AMENDED EXTENT WITH RED BOUNDARY</p> |
|---|---|--|

IN.2 MODIFY SPATIAL APPLICATION of the PARADISE STATE SIGNIFICANT INFILL AREA (Urban renewal area) as recommended below.

Reason:

The Commission supports the proposed amendment as the modified boundaries are more consistent with living locally principles of easy access to public transport, services and a reappraisal of the topography in this location.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|---|
| <p>Windsor Gardens; Dernancourt (City of Port Adelaide Enfield; City of Tea Tree Gully)</p> |  |  <p>*Delete where hatched in red/purple</p> |


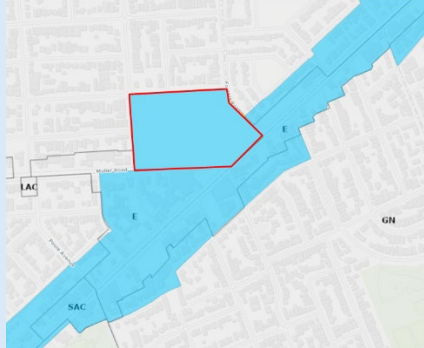
IN.3 MODIFY SPATIAL APPLICATION of the GREENACRES CENTRE LOCAL INFILL INVESTIGATION AREA (Activity Centre) as recommended below.

Reason:

The Commission has reconsidered the designation of this investigation area, and considers that based on the context of the North-East Road corridor and Employment Zone that the extent is better coordinated with that corridor extent.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
|---------------------|----------------------|------------------------|



| | | |
|--|---|--|
| <p>Greenacres, (City of Port Adelaide Enfield)</p> |  |  <p>*Convert to State Significant Infill Area (Corridor)</p> |
|--|---|--|

IN.4 MODIFY SPATIAL APPLICATION of the PRIME INDUSTRIAL EMPLOYMENT PRECINCT layer as recommended below.

Reason:

The Commission supports the removal of these parcels (shown in red), as they are not precinct boundaries identified by council and have a direct interface with residential zoned land.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|--|
| <p>Salisbury South, (City of Salisbury)</p> |  |  |

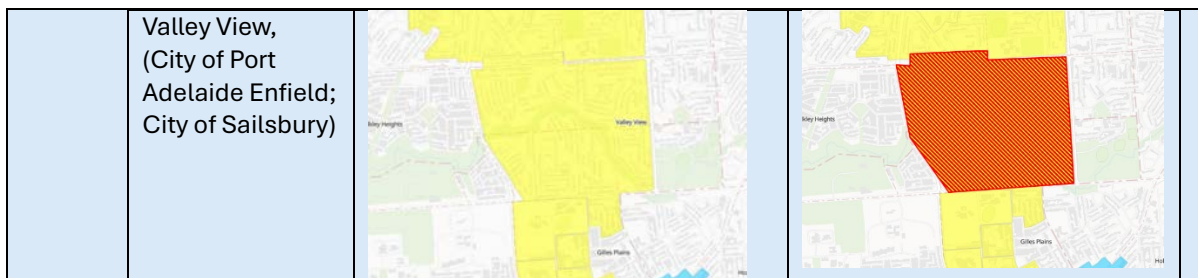
IN.5 DELETE SPATIAL APPLICATION of the VALLEY VIEW LOCAL INFILL INVESTIGATION AREA (Regeneration area) layer as recommended below.

Reason:

The Commission supports the removal of this area. On review the development potential, typography and distance from main public transport nodes considers

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
|---------------------|----------------------|------------------------|



Spatial application not recommended by the State Planning Commission

| Location and request | Reason |
|---|---|
| <p>City of Salisbury</p> <p>Modify the Land supply region boundary of the Inner North to take in the full boundary of the City of Sailsbury than a portion remaining in the Northern Plains and Barossa LSR.</p> | <p>Boundaries have been set taking into account many factors, primarily the boundaries of the Australian Bureau of Statistics to which population and dwelling approval numbers are derived for each LSR and targets thereof.</p> |
| <p>City of Salisbury</p> <p>Include Leyton Reserve, Ingle Farm within the Modbury Heights & Para Hills Local Infill Investigation Areas.</p> | <p>Spatial changes seek to only incorporate area of Public Open Space in the form of a local reserve. Modification of spatial application would not increase housing yield.</p> |
| <p>City of Salisbury</p> <p>Include Scott Green within the Salisbury Downs Local Infill Investigation Areas.</p> | <p>Spatial changes seek to only incorporate area of Public Open Space in the form of a local reserve. Modification of spatial application would not increase housing yield.</p> |
| <p>City of Salisbury</p> <p>Include area of Green Field abutting Parafield Gardens in the Parafield Local Infill Investigation Areas.</p> | <p>Spatial extent would apply over area of Aircraft Noise Exposure. Intensification of dwelling yield should be avoided in these specific areas.</p> |
| <p>City of Salisbury</p> <p>Extend area of Ingle Farm Local Infill Investigation Areas along Walkleys Road Road Reserve.</p> | <p>The spatial extent is of elongated size and goes for some distance from the Ingle Farm centre. Potential further investigation on resolution of the management of the road reserve.</p> |
| <p>City of Salisbury</p> <p>Include The Paddocks (North) in Para Hills West Local Infill Investigation Areas.</p> | <p>Spatial extent seeks to extend into Open Space Zone, which is not supported and should be maintained in current state or returned to Open Space.</p> |
| <p>City of Salisbury</p> <p>Employment: Inclusion of Rural Living Land at Globe Derby as future employment.</p> | <p>The Commission has resolved not to support, as this land is not identified in the spatial extent of the Strategic Growth Framework – Bolivar and Waterloo Corner.</p> |
| <p>City of Salisbury</p> | |

| | |
|---|--|
| <p>Employment: Inclusion of the Mawson Lakes Golf Club into the Technology Park State Innovation Place precinct.</p> | <p>The Commission has resolved not to support as the future use of this land is still to be determined. Can be considered as part of future iterations should its eventual rezoning and use align with the precinct's intent.</p> |
| <p>City of Tea Tree Gully</p> <p>Extend corridor investigation areas along North East Road and Lower North East Road through the Modbury Precinct and beyond to the St Agnes activity centre, instead of terminating at the City of Tea Tree Gully border.</p> | <p>Spatial extent is not along high frequency public transport routes that are also relatively close to the CBD. Commission considers that ensuring a sequential approach to new corridors will ensure compact and coordinated build form can be better achieved.</p> |
| <p>City of Tea Tree Gully</p> <p>Consider including the entire Golden Grove Rural Living Zone as a Future Urban Growth investigation area.</p> | <p>The Commission has resolved not to support the identification of this land as a future state-interest greenfield growth area, as it does not align with the major greenfield growth spines, and was not identified as part of land suitability mapping investigations to inform the Plan.</p> |
| <p>City of Tea Tree Gully</p> <p>Consider the removal of the Affordable Housing Overlay from areas with a Historic Area Overlay, including the Tea Tree Gully Township.</p> | <p>The Commission does not consider this a priority during the preparation of the Plan due to the limited frequency the Affordable Housing Overlay is triggered in areas also subject to the Historic Area Overlay, and given the development would be performance assessed in any case.</p> |
| <p>City of Port Adelaide Enfield</p> <p>Delete the Klemzig Interchange and Klemzig Local Infill Investigation Areas.</p> | <p>Spatial Extent seeks to align with the Commissions principle of living locally, particularly close to very high public transport frequency and access to the Open Space afforded along the River Torrens Linier Park.</p> |
| <p>City of Port Adelaide Enfield</p> <p>Delete the Clearview and Enfield component of the Kilburn / Blair Athol / Enfield Local Infill Investigation Areas.</p> | <p>Spatial Extent seeks to align with the Commission's principle of living locally, particularly close to public transport, employment and local services and offers the opportunity for alternative 'Missing Middle' type housing.</p> |
| <p>City of Port Adelaide Enfield</p> <p>Convert the Gilles Plains Local Infill Investigation Area to State-led considering some landholdings owned by the state.</p> | <p>The Commission considers that whilst there is some land which is owned by the state, the precinct is best placed to be planned from a local perspective considering interface with local neighbourhoods.</p> |
| <p>Non-council submissions</p> <p>Four submissions raised individual property for consideration as growth areas for housing which is located (or part located) in the Hills Face Zone.</p> | <p>The request is out of the GARP scope, as the Commission is not to consider modifications to the Hills Face Zone. This will be subject to review within the next five years.</p> |

| | |
|--|---|
| <p>Non-council submissions</p> <p>Expansion of Golden Grove Local Infill Investigation Areas to area of Community Facilities Zone at The Golden Way, Golden Grove</p> | <p>Spatial extent seeks to extend into Community Facilities Zone, which is not supported and should be maintained in current state or for Community Facilities type uses.</p> |
| <p>Non-council submissions</p> <p>Seeks change to the application of Hills Neighbourhood Zone in Greenwith to alternative zoning to allow increased dwelling yield.</p> | <p>The location of the area is at some distance from high frequency public transport and other services espoused in the Commission's concept of living locally. Subject to more detailed investigation via Code amendment or similar.</p> |
| <p>Non-council submissions</p> <p>Seeks to ensure corridor is extended to the southern side of Regency Road between Main North Road and Hampstead Road.</p> | <p>The spatial extent would be located within the Established Neighbourhood Zoning in Sefton Park. The Commission has indicated that GARP would not propose 'back zoning' of Character and Heritage Areas already identified.</p> |
| <p>Non-council submissions</p> <p>Seeks to have Rural Zone land east of the existing Strategic Employment zone in Direk identified as future employment.</p> | <p>Land not adjacent an identified employment land growth area within the draft version of the GARP. In addition, land has not been identified with a council growth strategy and previous DPA was refused in this area due to its proximity to the RAAF base, which would need to be resolved before proper consideration given.</p> |

11.4 Adelaide Hills

Overview

Spatial requests from submissions were focused on land surrounding townships, with a view to increasing housing in these areas.

Council submissions

Adelaide Hills Council

- **Hazards:** Request the use of more easily differentiated colours and symbols for flooding and bushfire mapping layers.

Mount Barker District Council

- **Open Space:** That Mount Barker's 'Natural Parklands' framework is incorporated into the Open Space identification in the GARP.
- **Open Space:** That a strongly defined Inter Urban Break is placed in the GARP to the east of Mount Barker – Nairne and the east and west of Callington-Kanmantoo

Non-council Submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Requests from landowners for greenfield growth areas to be identified on the periphery of the townships of Woodside, Hahndorf, Mount Barker and Nairne to support housing choice and availability in the Adelaide Hills.

- **Infill:** Several landowners in Teringie and Woodforde seeking to have the Hills Face Zone replaced with zoning to support infill development.

State Planning Commission recommendations:

No site-specific spatial recommendations are supported for the Adelaide Hills land supply region. The region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

Spatial application not recommended by the state planning commission

| Location and request | Reason |
|---|---|
| <p>District Council of Mount Barker</p> <p>Requests that a strongly defined Inter Urban Break is placed in the GARP to the east of Mount Barker – Nairne and the east and west of Callington-Kanmantoo.</p> | <p>The GARP identifies an area of scenic quality and Urban Break at Mount Barker Summit and an area at Monarto South. No new growth areas have been identified to extend the urban area of Mt Barker therefore any greater extension of urban breaks is not considered to be required at this time.</p> |
| <p>Non-council submissions</p> <p>Several submissions from landowners raised individual properties for consideration as growth areas for housing which is located (or part located) in the Hills Face Zone.</p> | <p>The request is out of the GARP scope, as the Commission is not to consider modifications to the Hills Face Zone. This will be subject to review within the next five years.</p> |
| <p>Non-council submissions</p> <p>Requests from landowners for greenfield growth areas to be identified on the periphery of the townships of Woodside, Hahndorf, Mount Barker and Nairne to support housing choice and availability in the Adelaide Hills.</p> | <p>While the Commission does not support the identification of these sites as state-interest greenfield growth areas, it is acknowledged that limited, small scale greenfield growth opportunities may be identified by councils as part of their local area planning.</p> <p>The Commission encourages councils to lead this work with their communities as a key input to the next review of the EFPAs, due to be undertaken in 2027.</p> |
| <p>Non-council submissions</p> <p>Landowner seeks their land to be removed from the EFPA and a greenfield growth designation be applied to it in Upper Sturt.</p> | <p>The land is located some distance from existing built form and does not meet the Commission's principle of living locally.</p> |

11.5 Inner Metro (excluding CBD)

Overview

Spatial requests were from both local government and private landowners. There was general concern about any identification of areas that may impact upon present or future character areas. Landowners were either supportive of the designations or sought specific land to be incorporated in to designated corridor areas.

Council submissions

City of Campbelltown

- **Infill:** The reduction in the size of the Paradise State Significant Infill Area to an approximate 400 metre walking distance.
- **Infill:** Campbelltown Memorial Oval and the Magill substation should be removed from the corridor investigation areas.
- **Open Space:** Council considers that 3rd, 4th and 5th creeks and associated walking trails should be included as greenways in the GARP.

Town of Walkerville

No Submission.

City of Prospect

- **Housing Diversity:** does not support the expansion of the Affordable Housing Overlay into areas in which Flood Hazards, Character, or Heritage/Historic Overlays apply.
- **Infill:** Remove the Northpark Shopping Centre for the Local Infill Investigation Areas (Activity Centre) designation, as the site is already zoned for intensive development opportunities.

City of Norwood, Payneham and St Peters

- **Infill:** Delete the 'Stepney Triangle' component of the Kent Town and Stepney State Significant Infill Areas designation.
- **Infill:** Delete land fronting Flinders Street, Kent Town in the Kent Town and Stepney State Significant Infill Areas designation.

City of Burnside

- **Infill:** The Parade Corridor (Portrush Road to around Myall Avenue) – The proposed investigation area impacts on part of Kensington Park identified for added planning protection in the City Master Plan, and is not supported to the extent where this conflict arises.
- **Infill:** Kensington Road Corridor (from three blocks east of Clapton Road to Hallett Road, and at Rose Park but extending along the entire length (and both sides) of Kensington Road in Leabrook/Kensington Park and Erindale/Kensington Gardens) – The proposed investigation area impacts on a number of local heritage places fronting Kensington Road at Rose Park and areas identified for added planning protection in the City Master Plan, and is not supported to the extent where this conflict arises.
- **Infill:** Greenhill Road Corridor (from around Verdale Avenue to Glen Street, on the northern side from Fullarton Road to one allotment west of Ascot Avenue, and on the southern side at Eastwood) – The proposed investigation area is more extensive than envisaged by the City Master Plan and also includes the Local Activity Centre and Business Neighbourhood Zones on Glynburn Road at Burnside/Hazelwood Park. The proposed investigation area includes the City of Burnside works depot site, however no discussion has occurred with council regarding this inclusion which is not supported. Notably, the area also encompasses areas identified for added planning protection in the City Master Plan at Leabrook/Hazelwood Park, and is therefore also not supported

- **Infill:** Linden Park (north west) – The proposed local infill/residential growth investigation area at Linden Park is not supported because it has been identified by council for added planning protection in the City Master Plan.
- **Infill:** Toorak Gardens (south-east) – The proposed local infill/residential growth investigation area at Toorak Gardens is not supported as it has been identified for added planning protection in the City Master Plan.
- **Open Space:** Removal of the designation of greenways over the arterial road system.
- **Open Space:** Application of Open Space to waterways such as First Creek, Second Creek and Stonyfell Creek.

City of Unley

- Nil.

Non-council Submissions

In addition to council’s feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Infill:** Certain land owners seeking that their land be included within a State Significant Infill Area (Corridor) designation.
- **Infill:** Seeking general extensions to certain part of corridor identified areas, either into presently General Neighbourhood, Heritage and Character areas.

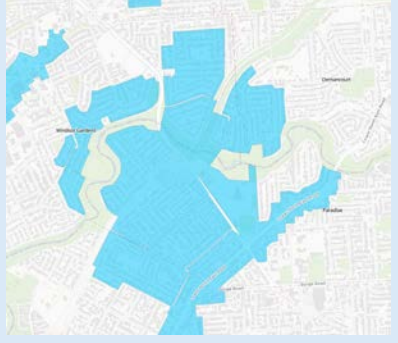
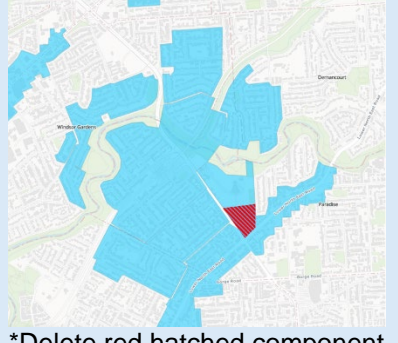
STATE PLANNING COMMISSION RECOMMENDATIONS:

IM.1 MODIFY SPATIAL APPLICATION of the PAYNEHAM ROAD / LOWER NORTH-EAST ROAD 3 STATE SIGNIFICANT INFILL AREA (Corridor) as recommended below.

Reason:

The Commission agrees that the selected area should be set aside as open space considering the importance the oval and surrounds has to the local community



Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------------------|---|--|
| Paradise (City of Campbelltown) |  |  <p>*Delete red hatched component.</p> |

IM.2 MODIFY SPATIAL APPLICATION of the MAGILL ROAD 2 STATE SIGNIFICANT INFILL AREAS (Corridor) as recommended below.

Reason:


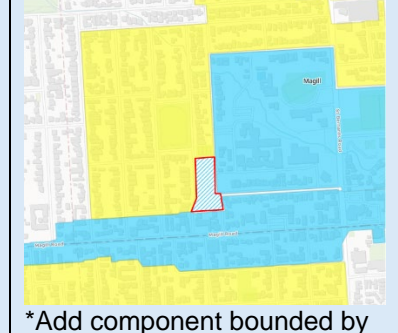
The Commission agrees that the selected area should be set aside for infrastructure provision noting the clearances required from high voltage transmission lines.

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------------|---|---|
| Magill (City of Campbelltown) |  |  *Delete red hatched component |

IM.3 MODIFY SPATIAL APPLICATION of the MAGILL CAMPUS STATE SIGNIFICANT INFILL AREAS (Urban renewal area) as recommended below.

Reason:

The Commission considers that the enclosed area be added to ensure the area can be suitably master planned.



| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------------|--|---|
| Magill (City of Campbelltown) |  |  *Add component bounded by red. |

IM.4 MODIFY SPATIAL APPLICATION of the GLENSIDE AND BURNSIDE CENTRE LOCAL INFILL INVESTIGATION AREA (Activity Centre), Change the name to Burnside Centre (activity centre) and modify extent as recommended below.

AND CREATE NEW SPATIAL APPLICATION called GLENSIDE STATE SIGNIFICANT INFILL AREA (Urban renewal area) to extent as recommended below.

Reason:

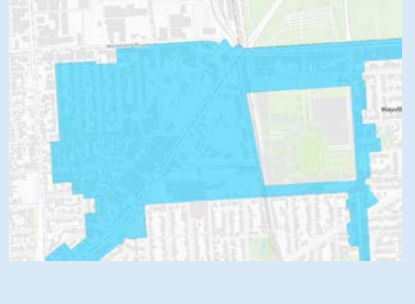
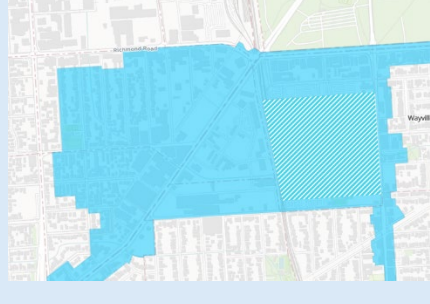
The Commission considers that the Glenside precinct is of state interest given its location adjacent the Adelaide Parklands and proximity to the CBD.

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-----------------------------|---|--|
| Glenside (City of Burnside) |  |  |

IM.5 MODIFY SPATIAL APPLICATION of the KESWICK/ASHFORD STATE SIGNIFICANT INFILL AREAS (Urban renewal area) as recommended below.

Reason:

The Commission considers that the showgrounds should be identified as a potential State Significant Infill location to that master planning in conjunction with Keswick and Ashford can consider any opportunities within the site while maintaining the unique land uses and heritage and character attributes of the site.

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|--------------------------|---|--|
| Goodwood (City of Unley) |  |  |

Spatial application not recommended by the state planning commission

| Location and request | Reason |
|---|--|
| <p>City of Campbelltown</p> <p>The reduction in the size of the Paradise State Significant Infill Area to an approximate 400 metre walking distance.</p> | <p>The Commission appreciates that 400 metres is a guide often mentioned for walkability and is found within some P&D Code criteria. The Commission considers that the Paradise identified area is unique considering not only public transportation connections, but is sited near riparian open space and close to local services and employment adjacent Lower North East Road.</p> |
| <p>City of Prospect</p> <p>Remove the Northpark Shopping Centre for the Local Infill Investigation Areas (Activity Centre) designation, as the site is already zoned for intensive development opportunities</p> | <p>The Commission acknowledges that the zoning at this point does allow potential redevelopment of the site at density. However, the area does allow opportunity for cross-council collaboration and to set in train infrastructure management thereof.</p> |
| <p>City of Norwood, Payneham & St Peters</p> <p>Remove the Stepney area from the Kent Town and Stepney State Significant Infill Area.</p> | <p>The Commission acknowledges that the area has a mix of employment uses, and these are important to the local economy. The GARP indicate the importance of employment mix in the inner ring of Adelaide. The Commission considers that planning of the area will need to consider.</p> |
| <p>City of Norwood, Payneham & St Peters</p> <p>Remove the Kent Town and Stepney State Significant Infill Area from Flinders Street and Little Flinders Street</p> | <p>Commission highlights that this portion of the Kent Town and Stepney State Significant Infill Area within current corridor zoning and general</p> |

| | |
|--|--|
| | neighbourhood. While the area will need to respect heritage areas, its location close to high amenity locations and open space provides opportunity for a variety of missing middle housing types. |
| <p>City of Burnside</p> <p>Deletion of:</p> <ul style="list-style-type: none"> • The Parade (Portrush Road to around Myall Avenue) State Significant Infill Area (Corridor) designation. • Kensington Road (from three blocks east of Clapton Road to Hallett Road, and at Rose Park but extending along the entire length (and both sides) of Kensington Road in Leabrook/Kensington Park and Erindale/Kensington Gardens) of State Significant Area (Corridor) designation. • Greenhill Road Corridor (from around Verdale Avenue to Glen Street, on the northern side from Fullarton Road to one allotment west of Ascot Avenue, and on the southern side at Eastwood). • Linden Park (north west) of the Glenside (Regeneration) Local Significant Investigation Area designation • Toorak Gardens (south-east) of the Glenside Local Significant Investigation Area (Regeneration) designation. | <p>The Commission has considered carefully the variety of amendments sought by the City of Burnside to the GARP. The Commission through the process has sought to ensure, as much as practicable, that growth is balanced across the Land supply regions. The Inner Metro, and with it the City of Burnside have existing character or heritage protections across expansive portions of their residential districts.</p> <p>The Commission considers that there are appropriate areas for growth to provide for sought-after and 'missing-middle' housing choice.</p> |
| <p>Non-council submissions</p> <p>Seeking extension of the Greenhill Road 1 State Significant Infill Area (Corridor) designation to their land which is located in the Established Neighbourhood Zone.</p> | <p>The Commission determined that it would not extend the corridor designation into areas already Zoned Established Neighbourhood or Historic Area overlays applies.</p> |
| <p>Non-council submissions</p> <p>Seeking extension of the King William Road State Significant Infill Area (Corridor) designation to their land which is located in the Established Neighbourhood Zone.</p> | <p>The Commission determined that it would not extend the corridor designation into areas already Zoned Established Neighbourhood or Historic Area overlays applies.</p> |

11.6 Adelaide West

Overview

Spatial requests were from both local government and private landowners. There was general request to modify specific infill areas or better identify the spatial application of open space. Landowners were either supportive of the designations or sought specific land to be incorporated in to designated corridor areas.

Council submissions

City of Port Adelaide Enfield (Part)

- **Open Space:** Many rail corridors including freight rail corridors and discontinuous spur lines have been shown as part of the regional open space network. A more careful evaluation of the ability of these lines to meet the intents of greenways or wildlife corridors needs to be undertaken and the mapping revised accordingly.
- **Heritage:** The Historic Area Overlay in the Planning and Design Code defines many character areas and should be recognised in the discussion under the Landscape and Neighbourhood Character sub-theme and added to the associated map.
- **Open Space:** The coast and beach between Mean Low Water and Mean High Water provides valued and well used regional open space and should be considered for inclusion in the Regional Open Space map.
- **Infill:** Lefevere Peninsula Locally Infill Investigation Area either State Significant Infill Area or be deleted.
- **Infill:** Deletion of the Dudley Park Locally Significant Infill Areas.
- **Tourism:** Adding the following:
 - Outer Harbor Cruise Ship Terminal
 - State Sport Park
 - Yitpi Yartapuultiku
 - Port Adelaide State Heritage Area
 - Torrens Island Quarantine Station
 - Semaphore Rd and foreshore

City of Charles Sturt

- **Infill:** Several parcels of land within several identified precincts have already been rezoned to support higher density living.

City of West Torrens

- **Open Space:** The spatial application of the Green Ways is confusing as it includes natural areas along with modified ones, yet dedicated cycleways such as the Westside Bikeway are not shown.
- **Infill:** Do not support any rezoning of the Employment Zone along Richmond Road. Doing this would further reduce Employment Lands.
- **Infill:** Removal of non-corridor lands from the Ashford/Keswick State Significant Infill Area.
- **Open Space:** Review the designation of certain open space, particularly railway and certain roads.

Non-council Submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Employment:** Include site within the Prime Industrial Employment Precinct at Mile End South.
- **Employment:** Add Torrens Island infrastructure zone as State Significant Industrial Employment Precinct.

| |
|---|
| STATE PLANNING COMMISSION RECOMMENDATIONS: |
|---|

The land supply region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.



AW.1 MODIFY SPATIAL APPLICATION of the LE FEVRE PENINSULA LOCAL INFILL INVESTIGATION AREAS designation to a STATE SIGNIFICANT INFILL AREA as recommended below.

Reason:

The Commission supports amending the designation from a Local Investigation Area to a State Significant Infill Area. The change in designation reflects its adjacency to the National Employment Cluster at Osborne and State Significant Industrial Employment Precinct at Outer Harbour.

There is a body of work currently being undertaken on the development of a comprehensive AUKUS Master Plan for the Peninsula to which the State is involved, along with representatives from the City of Port Adelaide Enfield providing local input.

Amendment table:

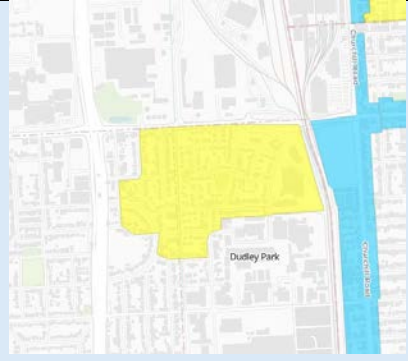
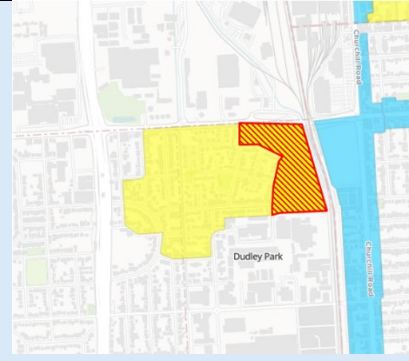
| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|--|
| Lefevre Peninsula (City of Port Adelaide Enfield) |  |  <p>*Conversion to State Significant Infill Area</p> |

AW.2 MODIFY SPATIAL APPLICATION of the DUDLEY PARK LOCAL INFILL INVESTIGATION AREAS designation as recommended below.

Reason:

The Commission agrees that infill investigation should not include area set aside for employment of employment uses in this part of the metropolitan area, it considers that there is opportunity for housing stock renewal in this area.

Amendment table:

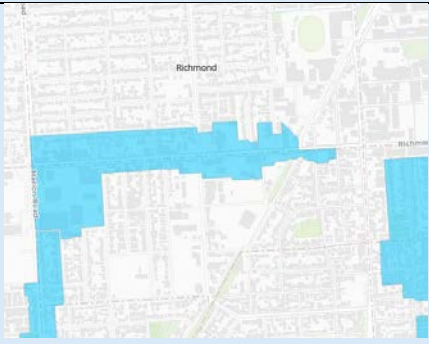
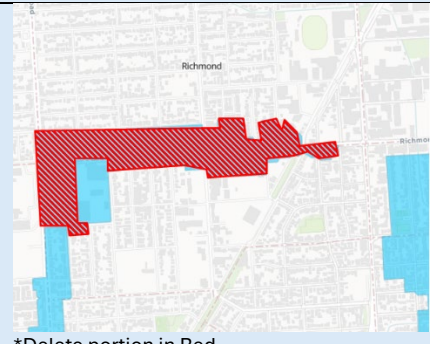
| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|--|
| Dudley Park (City of Port Adelaide Enfield) |  |  |

AW.3 MODIFY SPATIAL APPLICATION of the RICHMOND ROAD STATE SIGNIFICANT INFILL AREAS (Corridor) designation as recommended below.

Reason:

The Commission agrees that infill should not be identified in an area that is between two Prime Industrial Employment Precincts and a road which carries a high level of freight traffic.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|--|
| Richmond Road (City of Port West Torrens) |  |  *Delete portion in Red |

Spatial application not recommended by the state planning commission

| Location and request | Reason |
|---|---|
| <p>City of West Torrens</p> <p>State Significant Infill Areas that are located outside of existing Urban Corridor Zones be removed (Ashford and Keswick) excluding Thebarton where council is working with the state government to deliver a comprehensive structure plan.</p> | <p>The Commission considers this location enables a coordinated form of development bounded by Richmond, South and ANZAC Highway. While the area may be under some degree of redevelopment already this does not exclude the opportunity for future rationalisation and</p> |

| | |
|--|--|
| | coordination of development moving forward including consideration of local infrastructure. |
| <p>Non-council submissions</p> <p>Include site within the Mile End South Prime Industrial Employment Precinct.</p> | Where council has undertaken and industrial land strategy or employment land strategy these precinct boundaries were reflected. |
| <p>Non-council submissions</p> <p>Seek to include the Torrens Island infrastructure zone in the State Significant Industrial Employment Precinct layer.</p> | The Commission has resolved not to include, as land zoned infrastructure has not been included in any precinct (i.e. national, state or prime). The Commission considers that an alternative approach such as the Interface Management Overlay in the Planning & Design Code could provide an appropriate policy response if required. |

11.7 Adelaide City

Overview

The City of Adelaide sought to incorporate the CBD into the State Significant Infill Areas spatial layer.

Council submissions

City of Adelaide

- **Infill:** Include the City of Adelaide (excluding the parklands) as a State Significant Infill Area.

STATE PLANNING COMMISSION RECOMMENDATIONS:

Adelaide City will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

AC.1 CREATE SPATIAL APPLICATION of the ADELAIDE CBD STATE SIGNIFICANT INFILL AREAS (Adelaide City), ensuring the exclusion of ADELAIDE PARKLANDS ZONING and HISTORIC AREA - ADEL14 OVERLAY from the Spatial Application as recommended below.

Reason:

The Commission agrees that due to the specific policies associated with the City of Adelaide that the area should be designated in the digital mapping.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
|---------------------|----------------------|------------------------|



11.8 Inner South

Overview

Spatial requests were from both local government and private landowners. Main requests were to seek better balance to the scope of local investigation areas compared to state significant infill areas. St Marys was included as an additional investigation area as a result of the City of Mitcham’s Spatial vision. Landowners were either supportive of the designations or sought specific land to be incorporated in to designated innovation precincts.

Council submissions

City of Holdfast Bay

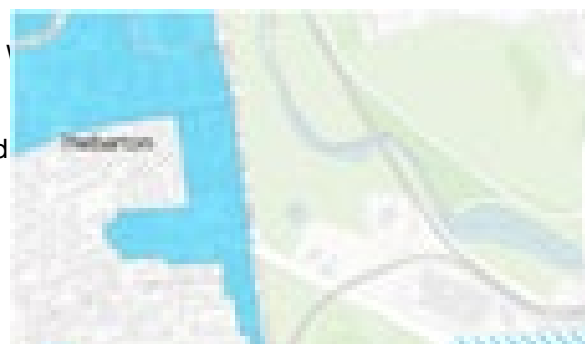
- **Infill:** Refine Brighton Road corridor – consider a ‘main street’ type designation

City of Marion

- **Local infill investigation area:** Remove the Character Area Overlay area from the Local infill investigation area in Plympton Park.
- **State Significant Infill Investigation area:** Remove areas of Dover Gardens, Seacombe Gardens and Sturt from the State Significant Infill Areas and transfer to Local Infill Investigation Area.

City of Mitcham (Part)

- **State Significant Infill Investigation Area:** Bedford Park North Triangle is considered for inclusion as it could benefit from state government intervention to facilitate high density residential.
- **Employment:** That the Flinders University and Hospital Precinct is included in the plan as a State Innovation Place rather than a Local Infill Investigation Area.
- **Local Infill Investigation Area:** Inclusion of St Marys, as it is included in council’s spatial vision.
- **General:** That mapping be reviewed so that any un-intended conflicts or overlaps can be removed to ensure the plans direction is clear. This is noted where land along the South Road Corridor in Melrose Park is identified as a Prime Industrial Employment Precinct but also a State Significant Infill Area.
- **State Innovation Place:** Inclusion of the western portion of the Innovation Place layer.
- **Activity Centre:** Remove the Melrose Plaza District Centre and



Non-council Submissions

In addition to council’s feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Employment:** Correct mapping error to include additional parcel within the Waite Research Institute – State Innovation Place precinct layer.



STATE PLANNING COMMISSION RECOMMENDATIONS:

The land supply region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

IS.1 MODIFY SPATIAL APPLICATION of the STATE INNOVATION PLACE (Waite Research Institute) precinct boundary as recommended below.

Reason: The Commission supports the modification of the State Innovation Place Precinct at the Waite Research Institute as it represents a clear mapping error. Both parcels of land are clearly associated with the Adelaide University campus and should therefore be included.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|------------------------|---|--|
| Urrbrae (City Mitcham) |  |  |

IS.2 MODIFY SPATIAL APPLICATION of the DISTRICT CENTRE layer over Melrose Plaza as recommended below.

Reason: Represents an error as Melrose Plaza was not identified in the 2017 regional plan as a District Centre, and this plan seeks to uphold the retail hierarchy and should therefore be removed.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-----------------------------|----------------------|------------------------|
| Melrose Park (City Mitcham) | | |



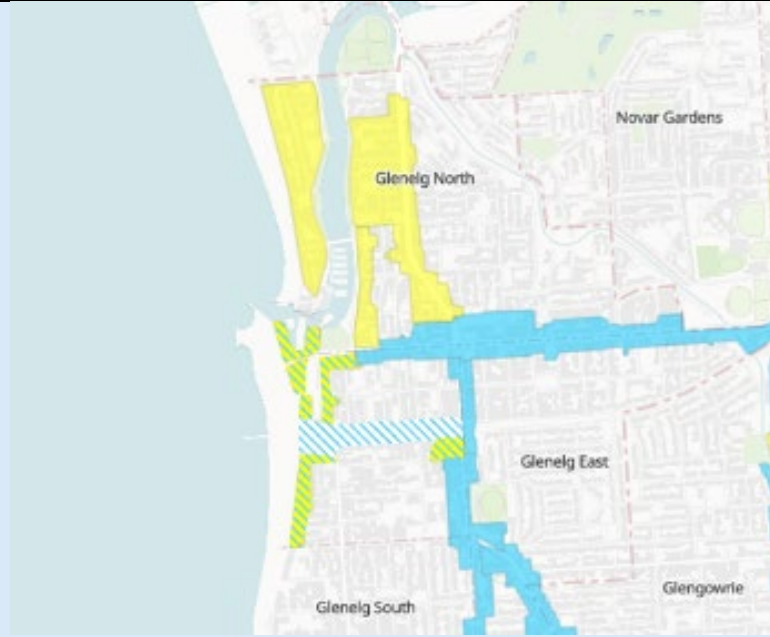
IS.3 MODIFY SPATIAL APPLICATION of the GLENELG LOCAL INFILL INVESTIGATION AREA (Main Street) to STATE SIGNIFICANT INFILL AREA (Corridor), and extend spatial application as recommended below.

Reason:

Commission considers that the Glenelg precinct is best coordinated with one authority taking the lead. Jetty Road is the preeminent seaside destination providing not only tourism opportunities but its location at the terminus of the Glenelg Tramline offers a key public transport route via the Glenelg tramway operated by the State. The SCAP is the relevant authority with respect to development which is over four stories in height.

Amendment table:

| Location within LSR | Draft GARP (Spatial) |
|--|-------------------------------|
| Glenelg (Jetty Road) (City of Holdfast Bay) | |
| | Amended GARP (Spatial) |



*Include hatched areas.

IS.4 MODIFY SPATIAL APPLICATION of the PLYMPTON PRECINCT LOCAL INFILL INVESTIGATION AREA (Regeneration area) as recommended below.

Reason:

Commission agrees that the spatial change removes an area which is currently zoned in the Established Neighbourhood Zone.

Amendment table:

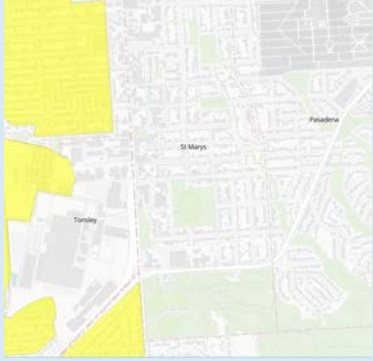
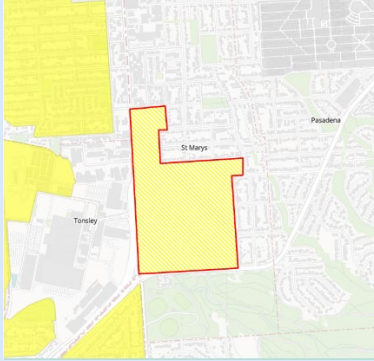
| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|--------------------------------|----------------------|---|
| Plympton Park (City of Marion) | | <p data-bbox="963 1861 1219 1892">*Remove area hatched red.</p> |

IS.5 NEW SPATIAL APPLICATION titled ST MARYS LOCAL INFILL INVESTIGATION AREA (Regeneration area) as recommended below.

Reason:

Commission agrees that the identified area reflects a degree of work undertaken by the council with a well-developed concept plan. The area reflects the Commission’s principle of living locally: being close to public open space, transport connections and employment services in Tonsley.

Amendment table:

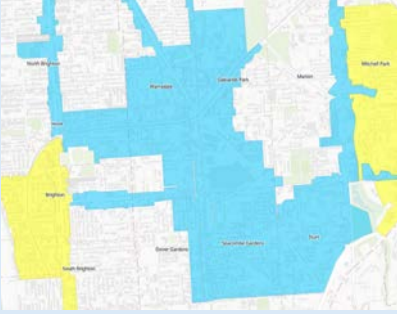
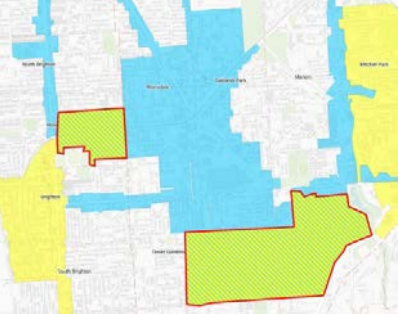
| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|----------------------------|---|--|
| St Marys (City of Mitcham) |  |  |

IS.6 MODIFY SPATIAL APPLICATION of the OAKLANDS PARK (MARION) AND SURROUNDING AREAS STATE SIGNIFICANT INFILL AREA (Regional centre) as recommended below.

Reason:

The Commission agrees that the planning of areas located further from the centre of Marion and Oaklands Rail station should be council led.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|--------------------------------|---|--|
| Oaklands Park (City of Marion) |  |  <p data-bbox="932 1843 1251 1886">*Yellow areas converted to council investigation areas.</p> |

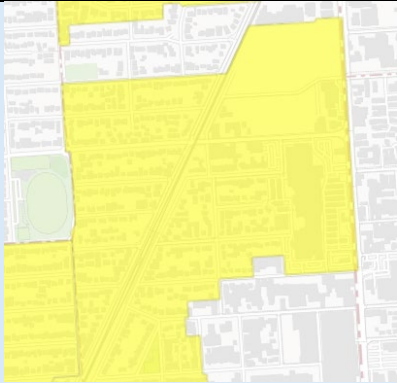
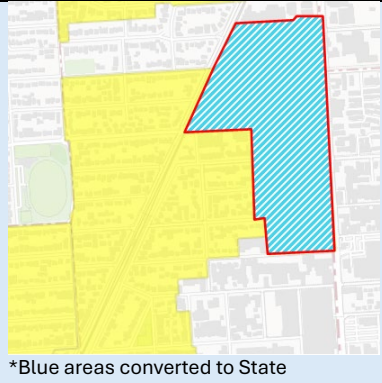
IS.7 MODIFY SPATIAL APPLICATION of the ASCOTT PARK LOCAL INFILL INVESTIGATION AREA (Regeneration area), Change the name to Ascott Park (regeneration area) and modify extent as recommended below.

AND CREATE NEW SPATIAL APPLICATION called EDWARDSTOWN STATE SIGNIFICANT INFILL AREA (urban corridor) to extent as recommended below.

Reason:

The Commission considers that a division of the area identified is state interest given its potential as a strategic infill site that is in proximity to fixed mass transit.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|------------------------------|--|---|
| Edwardstown (City of Marion) |  |  |

Spatial application not recommended by the State Planning Commission

| Location and request | Reason |
|---|---|
| <p>City of Mitcham</p> <p>Flinders University to be identified as State Innovation Place</p> | <p>Whilst the Commission acknowledges the site is identified within the State Innovation Framework, as are all University campuses, all of which have not been included in the GARP.</p> |
| <p>City of Mitcham</p> <p>Seeking that portion of the Bedford Park (Activity Centre) be converted to a State Significant Infill Area.</p> | <p>The Commission considers that the area would be better considered in the context of the wider Bedford Park (Activity Centre) Local Infill Investigation Area. The identified area is not formulated like other types of stand-alone corridor development.</p> |
| <p>City of Holdfast Bay</p> <p>Seeking that Brighton Road 1 be converted to a Local Infill Investigation Area (Main Street) as further down Brighton Road.</p> | <p>The Commission considers that the nature of Brighton Road in terms of infill to the south is of a more "Main Street" typology notwithstanding the arterial nature of the road. It is considered that higher frequency public transport will be a hallmark along Brighton Road closer to Glenelg.</p> |

11.9 Outer South

Overview

Spatial requests were from both local government and private landowners. Main requests were to seek a removal of Aberfoyle Park from local investigation areas. Further comment from Onkaparinga council with respect to the removal of the affordable housing layer from areas designated as Historic Overlay. Landowners were either supportive of the designations or sought specific land to be incorporated in to designated innovation precincts.

Council submissions

City of Onkaparinga

- **Employment:** Port Stanvac should maintain a core Strategic Employment Zone status to provide the projected demand for 75 ha of employment land.
- **Infill:** Remove Aberfoyle Park local infill investigation area as existing HDN & SAC zoning facilitates infill and there is little vacant land of suitable size for higher densities (i.e. co-ordination and amalgamation required to unlock potential)
- **Infill:** Main South Road Morphett Vale to be a State-significant infill area (urban corridor), rather than local infill investigation area
- **General:** Remove the TMS Zone at Pt Noarlunga from future affordable housing designation as incompatible with heritage values of the area
- **Open Space:** Reinstate open space designation over land at Moana / Maslin Beach that is within the Open Space Zone

Non-council submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Several landowners requested the identification of land parcels in the vicinity of Maslin Beach currently zoned for a range of land uses as state-interest greenfield growth areas.
- **Infrastructure:** Remove or clarify corridor investigation area for extension of Seaford Rail Line over specified land parcels

STATE PLANNING COMMISSION RECOMMENDATIONS:

No site-specific spatial recommendations are supported for the Adelaide Hills land supply region. The region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

Spatial application not recommended by the State Planning Commission

| Location and request | Reason |
|----------------------|--------|
| City of Onkaparinga | |

| | |
|---|--|
| <p>Remove Aberfoyle Park local infill investigation area as existing HDN & SAC zoning facilitates infill and there is little vacant land of suitable size for higher densities (i.e. co-ordination and amalgamation required to unlock potential)</p> | <p>The Commission considers that there may be potential over the course of the 30-year horizon of the GARP to review the best use for densities in close proximity to services, providing opportunities for structure planning and coordination of necessary infrastructure.</p> |
| <p>City of Onkaparinga</p> <p>Main South Road Morphett Vale to be a State-significant infill area (urban corridor), rather than local infill investigation area</p> | <p>Commission considers that spatial extent is not along high frequency public transport routes that are also relatively close to the CBD. Commission considers that ensuring a sequential approach to new corridors will ensure compact and coordinated build form can be better achieved.</p> |
| <p>City of Onkaparinga</p> <p>Maintain majority of Port Stanvac for Strategic Employment.</p> | <p>This site presents a generational opportunity to provide a mixed-use precinct. Structure planning of the site will ensure a significant portion of the site is retained for employment activities of various forms, potentially at higher job densities than those achieved in Strategic Employment zones / uses.</p> |
| <p>Non-council submissions</p> <p>Greenfield: Several landowners requested the identification of land parcels in the vicinity of Maslin Beach currently zoned for a range of land uses as state-interest greenfield growth areas.</p> | <p>The Commission does not support the identification of these land parcels as state-interest greenfield growth areas.</p> <p>Apart from parcels zoned for open space or recreation uses, and parcels located within the Character Preservation District, it is acknowledged that some of these parcels may eventually be developed for a combination of housing and employment uses.</p> <p>The Commission encourages council to consider the long-term development opportunity and infrastructure requirements for these sites as part of their local-area planning.</p> |

11.10 Murray Bridge

Overview

Spatial requests were from both local government and private landowners. There was general request to modify specific future greenfield areas to future employment areas instead. Better identification of the scope of land included in future greenfield areas was noted, ensuring freeway vegetated areas were not included in developable scope.

Council submissions

Rural City of Murray Bridge

- **Greenfield:** Request the conversion of land parcels totalling approximately 64 hectares at Murray Bridge adjacent to Mobilong Prison from future greenfield to future employment land supply to better align with the Murray Bridge Structure Plan.
- **Greenfield:** Council does not support further land releases for residential development where the land is highly suited for primary production, including in EFPAs.
- **Greenfield:** Request the review or reconsideration of the inclusion of certain land within areas identified as state-interest greenfield growth areas. Examples raised include the designation of certain vegetated road reserves, freeway land and current rural living areas as areas for future greenfield growth.
- **Employment:** Request the expansion of the future employment growth area in the vicinity of Mannum Road, Stone Fence Road and Wilkin Road in Murray Bridge North to more closely align with the area designated for future employment uses in the Murray Bridge Structure Plan.

Non-council submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Submissions were received from landowners within the council area requesting the identification of various land parcels as state-interest greenfield growth areas.

STATE PLANNING COMMISSION RECOMMENDATIONS:

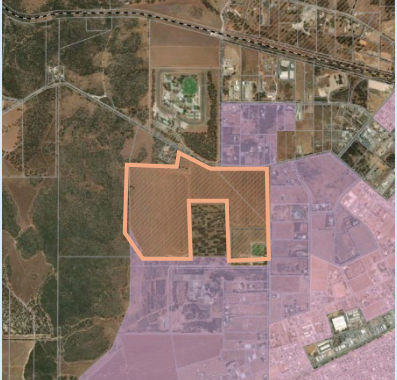
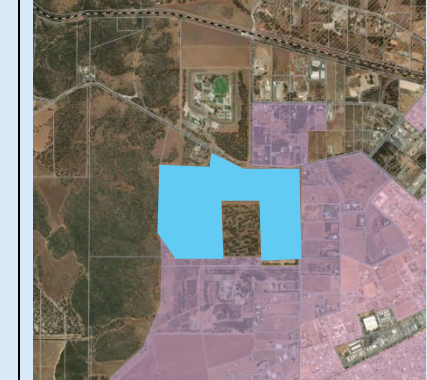
The land supply region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

MB.1 MODIFY SPATIAL APPLICATION of the FUTURE GREENFIELD SUPPLY – IN EFPA layer and the FUTURE EMPLOYMENT land layer as recommended below.

Reason:

The Commission supports the proposed amendment as the subject land lies directly adjacent to both future employment and infrastructure-type land uses, and a future employment land designation is considered to better align with the Murray Bridge Structure Plan.

Amendment table:



| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|-------------------------------|--|---|
| Murray Bridge (Murray Bridge) |  |  |

MB.2 MODIFY SPATIAL APPLICATION of the FUTURE EMPLOYMENT layer as recommended below.

Reason:

The Commission supports the addition of a 425 ha area to the north of the existing area identified as future employment land at Murray Bridge North. The addition comprises a major meat processing facility within a portion of the bounds of an area identified as suitable for future employment uses in the Murray Bridge Structure Plan.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---|---|--|
| Murray Bridge North and Pallamana (Murray Bridge) |  |  |

Spatial application not recommended by the state planning commission

| Location and request | Reason |
|---|--|
| <p>Rural City of Murray Bridge</p> <p>Greenfield: Council does not support further land releases for residential development where the land is highly suited for primary production, including in EFPAs.</p> | <p>While the Commission acknowledges the concerns raised by the council regarding primary production land, it is considered that no changes should be made to growth areas identified at Murray Bridge in response.</p> <p>The Commission undertook a comprehensive land suitability assessment and multi-criteria analysis to determine the suitability of the parcels identified at Murray Bridge to support long-term growth requirements. Growth areas were identified to minimise impacts on productive land and to maximise alignment with the growth areas identified in the Murray Bridge Structure Plan. Some of this greenfield supply is located within the EFPA and cannot be rezoned for urban development in the immediate term.</p> <p>A review will be conducted in 2027 to assess whether its removal from the EFPA is appropriate to support long-term land supply requirements.</p> |
| <p>Rural City of Murray Bridge</p> <p>Greenfield: Request the review or reconsideration of the inclusion of certain land within areas identified as state-interest greenfield growth areas. Examples raised include the designation of certain vegetated road reserves, freeway land and current rural living areas as areas for future greenfield growth.</p> | <p>The Commission acknowledges that several parcels in Murray Bridge identified as future greenfield growth areas already contain development, vegetation or infrastructure of various forms. However, their retention as parts of these growth areas is considered appropriate. The more detailed aspects of growth area planning such as infrastructure, movement corridors, land parcel configurations, native vegetation retention and building heights and uses will be determined at the structure or master planning stage.</p> |
| <p>Rural City of Murray Bridge</p> <p>Employment: Request the significant expansion of the future employment growth area in the vicinity of Mannum Road, Stone Fence Road and Wilkin Road in Murray Bridge North to more closely align with the area designated for future employment uses in the Murray Bridge Structure Plan.</p> | <p>The Commission agrees that a 425 hectare portion of the land identified in the Murray Bridge Structure Plan for these uses should be added to the area identified as future employment land in this vicinity.</p> <p>However, the Commission also considers that the now more than 900 hectares identified in Murray Bridge North represents a very significant proportion of the total identified supply in the Greater Adelaide Region to 2051, which is considered to represent an ample supply pipeline to cater to medium-to-long term demand based on projected land consumption rates.</p> |

| | |
|---|---|
| | <p>The identification of additional future employment land in this area will be dependent on demand and infrastructure servicing capacity, which will be revisited in a future amendment to the Plan.</p> |
| <p>Non-council submissions</p> <p>Greenfield: Submissions were received from landowners within the council area requesting the identification of various land parcels as state-interest greenfield growth areas.</p> | <p>The Commission does not support the identification of these sites as state-interest greenfield growth areas, as they are not contiguous with current growth areas, and it is considered that areas already identified will provide a very substantial, long-term supply pipeline for housing and employment uses for this region.</p> <p>Notwithstanding this, the Commission encourages councils to undertake work with landowners in potential future growth areas as a key input to the next review of the EFPAs, due to be undertaken in 2027.</p> |

11.11 Fleurieu Peninsula

Overview

Spatial requests were from both local government and private landowners. Main requests were to seek some modification to greenfield areas surrounding Victor Harbor. Modifications to the spatial extents of open space were a common theme across the region. Landowners were either supportive of the designations or sought specific land to be incorporated in to growth areas.

Council submissions

Alexandrina Council

- No specific map change requests have been received; however the Commission is advised by council that it is preparing a revised growth strategy in consultation with the community which will provide further detail on council's position on the location, scale, staging of growth areas identified in the Greater Adelaide Regional Plan. This work will be completed in early 2025.

City of Victor Harbor

- **Greenfield:** Council does not support land parcels identified for future, more intensive residential development in the vicinity of Waterport, Victor Harbor and Strawberry Hill Roads, and in the vicinity of Stirling and Curlew Courts, Hindmarsh Valley.
- **Greenfield:** Council does not support parcels of land identified for future greenfield growth in the vicinity of Greenhills and Hutchinson Roads, Hindmarsh Valley due to concerns regarding impacts on the high visual amenity, landscape character, and native vegetation in this area.
- **Greenfield:** Council does not support parcels of land identified for future greenfield growth in the vicinity of Inman Valley Road, Back Valley and Lower Inman Valley due to the area's undulating topography, projected difficulty of infrastructure upgrades and land fragmentation. Council requests modifications to this growth area to restrict the growth area to flatter land located immediately southwest of Inman Valley Road.

- **Greenfield:** Council does not support parcels of land identified for future greenfield growth in the vicinity of Glassenbury, Ferrier and Tjibruke Drives and Tugwell Road at Waitpinga due to the area's undulating topography, projected difficulty of infrastructure upgrades and land fragmentation.
- **Employment:** Council does not support the identification of land in the vicinity of Victor Harbor, Virgin and Bambrick Roads at Hindmarsh Valley. Council has instead requested the identification of additional land located north and west of the existing Waterport Road employment precinct for future employment land supply, in alignment with council's draft Urban Growth Management Strategy.

District Council of Yankalilla

- **Open space:** Proposed Inter Urban Break at Yankalilla and Normanville.
- **Open space:** Proposed Inter Urban Break at Normanville and Carrickalinga
- **Open space:** New greenway / open space at Normanville township

Non-council submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- **Greenfield:** Various requests were received from landowners from a range of locations including Carrickalinga, Mount Compass, Inman Valley, Goolwa, Middleton, Hindmarsh Island and Strathalbyn requesting the identification of land located on the periphery of current township boundaries as future greenfield growth areas.
- **Employment:** Remove employment land identified adjacent the greenfield growth area at Victor Harbor and add land adjacent the existing employment land along Waterport Road.

STATE PLANNING COMMISSION RECOMMENDATIONS:




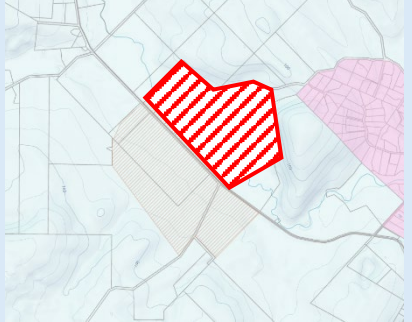
The land supply region will be subject to proposed amendments to the broader Open Space spatial layers, which are referenced in Amendments OT 5,6 & 7 within section 11.12 of this Report.

FP.1 MODIFY SPATIAL APPLICATION of the FUTURE EMPLOYMENT land layer as recommended below.

Reason: The Commission considers the identification of future employment land at this location as an appropriate, logical extension of the existing Waterport Road industrial area, and is aligned with the City of Victor Harbor's Draft Urban Growth Management Strategy.

Amendment table:

| Location within LSR | Draft GARP (Spatial) | Amended GARP (Spatial) |
|---------------------|----------------------|------------------------|
|---------------------|----------------------|------------------------|

| | | | |
|--|--|--|--|
| | <p>Hindmarsh Valley (Fleurieu)</p> |  |  |
| <p>FP.2 MODIFY SPATIAL APPLICATION of the FUTURE GREENFIELD SUPPLY – IN EFPA layer to remove land parcels located north of Inman Valley Road at Lower Inman Valley as recommended below.</p> | | | |
| <p><i>Reason: The Commission considers that a reduction in the size of this future growth area is appropriate to ensure that land anticipated to be affected by flooding of the Inman River is not developed for more intensive residential land uses.</i></p> | | | |
| <p>Amendment table:</p> | | | |
| <p>Location within LSR</p> | <p>Draft GARP (Spatial)</p> | <p>Amended GARP (Spatial)</p> | |
| <p>Lower Inman Valley (Fleurieu)</p> |  |  <p>*remove land hatched red.</p> | |

Spatial application not recommended by the State Planning Commission

| Location and request | Reason |
|--|--|
| <p>City of Victor Harbor</p> <p>Greenfield: Council does not support land parcels identified for future, more intensive residential development in the vicinity of Waterport, Victor Harbor and Strawberry Hill Roads, and in the vicinity of Stirling and Curlew Courts, Hindmarsh Valley.</p> | <p>The relevant land parcels were identified as land for future urban development as part of the previous 30-Year Plan for Greater Adelaide.</p> <p>The Commission has resolved not to remove areas already designated for future urban development as part of the Greater Adelaide Regional Plan.</p> |
| <p>City of Victor Harbor</p> <p>Greenfield: Council does not support parcels of land identified for future greenfield growth in the vicinity of Greenhills and Hutchinson Roads, Hindmarsh Valley due to concerns regarding</p> | <p>The Commission has resolved not to remove this land for future greenfield growth. It is acknowledged that land identified for future greenfield growth at this location will need to be</p> |

| | |
|--|--|
| <p>impacts on the high visual amenity, landscape character, and native vegetation in this area.</p> | <p>carefully structure planned to avoid or minimise impacts on landscape character and amenity.</p> <p>It is also noted that this land is within the EFPA and cannot be rezoned for urban development in the immediate term.</p> <p>A review will be conducted in 2027 to assess whether its removal from the EFPA is appropriate to support long-term land supply requirements.</p> |
| <p>City of Victor Harbor</p> <p>Greenfield: Council does not support parcels of land identified for future greenfield growth in the vicinity of Glassenbury, Ferrier and Tjibruke Drives and Tugwell Road at Waitpinga due to the area's undulating topography, projected difficulty of infrastructure upgrades and land fragmentation.</p> | <p>The Commission acknowledges that these land parcels already contain forms of development, vegetation and infrastructure.</p> <p>The Commission has resolved to retain these land parcels for future greenfield growth as it exists outside of the EFPA and presents a medium-term opportunity to cater to projected housing demand. It is considered that detailed aspects of growth area planning will be able to adequately manage challenges associated with land fragmentation, infrastructure provision and staging via the structure or master planning stage.</p> |
| <p>City of Victor Harbor</p> <p>Employment: Council does not support the identification of land in the vicinity of Victor Harbor, Virgin and Bambrick Roads at Hindmarsh Valley. Council has instead requested the identification of additional land located north and west of the existing Waterport Road employment precinct for future employment land supply, in alignment with council's draft Urban Growth Management Strategy.</p> | <p>The identification of additional land at Waterport Road is considered to provide an appropriate employment land supply option in the shorter term, and this has been reflected in an update to future employment land mapping. However, the Commission considers that there remains a need to identify a suitable employment land supply option to serve the longer-term needs and projected demand for employment land in this region.</p> <p>The land identified in the vicinity of Victor Harbor, Virgin and Bambrick Roads at Hindmarsh Valley was tested through an extensive land suitability analysis and multi-criteria assessment and determined to meet the majority of relevant criteria. These factors included having direct access to a designated freight route, relatively flat topography, relative ease of access to trunk infrastructure networks and being located adjacent to a new growth area.</p> |
| <p>District Council of Yankalilla</p> <p>Open Space: New Inter Urban Breaks at Normanville, Carrickalinga and Yankalilla</p> | <p>No additional growth has been identified at Normanville, Carrickalinga and Yankalilla and therefore no Inter Urban Break was defined in these locations to maintain separate township boundaries. If council undertakes strategic planning work to consider logical township</p> |

| | |
|--|---|
| | <p>expansions an inter-urban break could be defined through this process.</p> |
| <p>Non-council submissions</p> <p>Greenfield: Various requests were received from landowners from a range of locations including Carrickalinga, Mount Compass, Inman Valley, Goolwa, Middleton, Hindmarsh Island and Strathalbyn requesting the identification of land located on the periphery of current township boundaries as future greenfield growth areas.</p> | <p>While the Commission does not support the identification of these sites as state-interest greenfield growth areas, it is acknowledged that limited, small scale greenfield growth opportunities may be identified by councils as part of their local area planning.</p> <p>The Commission encourages councils to lead this work with their communities as a key input to the next review of the EFPAs, due to be undertaken in 2027.</p> |

11.12 Other spatial requests

Overview

This section refers to spatial requests that cover a variety of Land supply regions or are Plan wide. The requests have come primarily from state agencies, or several councils. The 'Tourism and Events' and 'Regional Open Space' sub themes and related spatial layers have had the most substantial amendments made.

State Agency Submissions

Several State Agency submissions made recommendations to the spatial layers of the GARP, many of which have been actioned through amendments to existing layers detailed in the State Planning Commission recommendations table below. In addition to these spatial changes, land has been reserved for key infrastructure to support growth areas.

Department for Infrastructure and Transport

Transport investigation areas including areas that are a focus for road network planning, freight access and mass transit investigation areas to align with future growth have been identified and included in the Plan.

Non-council submissions

In addition to council's feedback, a number of public submissions were received during the consultation period seeking the following spatial amendments:

- Employment: Inclusion of all employment precincts, not just those identified as National, State or Prime as a reference layer in the Productive Economy section.


STATE PLANNING COMMISSION RECOMMENDATIONS:

OT.1 ADD SPATIAL APPLICATION of the EMPLOYMENT PRECINCTS spatial layer as recommended below.

Reason:

The Commission supports the inclusion of the remaining employment precinct boundaries as a reference layer in the PLAN as this will assist local government strategic planning efforts with regards to employment lands and assist in consistent approach to monitoring and reporting.

Amendment table:

| Location within LSR | Draft Plan (Spatial) | Amended Plan (Spatial) |
|--------------------------------|--|--|
| Greater Adelaide Regional Plan | <ul style="list-style-type: none"> <input type="checkbox"/> State Significant Industrial Employment Precinct Land identified for State Significant Industrial Employment Precincts. <input checked="" type="checkbox"/> State Significant Industrial Employment Precinct <input type="checkbox"/> National Employment Cluster Land identified as having alignment with national economic policy and priorities. <input checked="" type="checkbox"/> National Employment Cluster <input type="checkbox"/> Prime Industrial Employment Precinct Land identified for Prime Industrial Employment Precincts. <input checked="" type="checkbox"/> Prime Industrial Employment Precinct |  |

- OT.2 MODIFY SPATIAL ATTRIBUTES of the EXISTING TOURISM spatial layer, with the following:
- A) RENAME “EXISTING TOURISM” layer “TOURISM OPPORTUNITIES”
 - B) DELETE all existing attributes associated with the layer
 - C) REPLACE with the following attributes (with reference to the Planning & Design Code in force from time-to-time):
 - i. ADD the following Zones:
 - 1) Adelaide Parklands Zone
 - 2) Motorsport Park Zone
 - 3) Caravan and Tourist Park Zone
 - 4) Tourism Development Zone
 - ii. ADD the following Subzones:
 - 1) Adelaide Hills Subzone
 - 2) Monarto Safari Park Subzone
 - 3) Winery Experience Subzone
 - 4) River Murray Experience Subzone
 - 5) Port Adelaide Centre Subzone
 - 6) Adelaide Showgrounds Subzone
 - 7) Visitor Experience subzone
 - 8) Aquaculture and recreation subzone
 - 9) Entertainment subzone
 - 10) Cultural Institutions Subzone
 - 11) Rundle Mall and Rundle Street Subzone
 - 12) Hindley Street subzone
 - 13) Gouger and Grote Street subzone
 - iii. ADD the following Overlays:
 - 1) Adelaide Dolphin Sanctuary overlay
 - 2) Character Preservation District EXCEPT EXCISION areas within the Character Preservation District that are ‘Productive Rural Landscape Zone’.

OT.3 ADD additional spatial layer named TOURIST ROUTES applying the spatial data of “Tourist Route” as identified spatially under the State’s Functional Hierarchy.

OT.4 MODIFY SPATIAL ATTRIBUTES of the FLOODING – HIGH RISK and FLOODING – MEDIUM OR LOW RISK as recommended below.

Reason:

The Commission considers that such spatial overlap can create confusion and would be better separately defined.

Amendment table:

That the Colours as represented spatially for the application of FLOODING – HIGH RISK and FLOODING – MEDIUM OR LOW RISK be modified as to provide a greater contrast of colours, to effect ease of reading where similarly spatially applied.

- OT.5 MODIFY SPATIAL ATTRIBUTES of the OPEN SPACE NETWORK – GREEN SPACE layer to more accurately reflect the definition of Green Space provided within the Open Space Strategy.
- A) ADD Forestry SA forest reserves in Green Space layer.
 - B) ADD SA Water Reservoir reserves in Green Space layer. (Boundaries approximated due to limited available data).
 - C) ADD the Adelaide Parklands in Green Space Layer.
 - D) ADD the Significant Landscape Protection Overlay in the Green Space Layer.
 - E) ADD all types of National Parks and Wildlife South Australia (NPWSA) Managed Reserves. Previously only ‘National Parks’ and ‘Conservation Parks’ were included.

Reason:

Mapping error caused for some elements of this layer to be missing in the draft Plan, such as the Adelaide Parklands.

- OT.6 MODIFY SPATIAL ATTRIBUTES of the OPEN SPACE NETWORK – GREEN WAYS layer, with the following:
- A) REMOVE the Roads dataset including Arterial Roads, Freeways and Highways and the associated 100m buffer to each road segment and 400m buffer to Key Transport Corridors.
 - B) REPLACE with SA Bike Direct dataset including main roads with bike paths, secondary roads with bike paths and sealed off roads with bike paths. Key Transport Corridors and main roads with no bike infrastructure not included. 50m total buffer applied.
 - C) ADD Recreation Trails dataset in its entirety. 50m total buffer applied.
 - D) REMOVE the Watercourses dataset and the associated 400m buffer applied to each watercourse segment.
 - E) REPLACE with a 200-metre buffer of the ‘Major Rivers and Creeks’ layer displayed in page 119 of the ‘30 Year Plan for Greater Adelaide 2017 Update’. This resulted in more major watercourses being represented in the OPEN SPACE NETWORK - GREEN WAYS layer.
 - F) REMOVE Statewide Rail Network spatial layer.
 - G) ADD the coast park. Due to limited available data, the coast park boundary was approximated by trimming the Mean High Water Mark Coastline from the Outer Harbour Breakwater to Yankallilla, smoothing the coastline to remove major inlets and wharfs, then buffered by 100 metres.

Reason:

Modification to the spatial application of this layer to remove will more accurately reflect the definition of Green Ways provided within the Open Space Strategy. Including the addition of the BikeDirect Network mapping and walking / recreation trails spatial data where available, whilst also correcting clear errors such as the identification of disused and historic railyards as greenways.

- OT.7 AMEND the boundary of the Northern Park Lands and Inter Urban Break to reflect changes made as part of a more detailed review into land requirements.

| | |
|-------|---|
| | <p><i>Reason:</i> The realignment of the proposed Northern Park Lands will enable the realisation of the regional-level open space outcomes first envisaged in the 1960's.</p> |
| OT.8 | <p>MODIFY SPATIAL LAYER of the FUTURE EMPLOYMENT LAND spatial layer to ensure its spatial integrity and accuracy.</p> <p><i>Reason:</i> This layer is not currently spatially accurate and does not appear to be tied to either zone of property cadastre boundaries therefore needs to be amended to ensure spatial integrity and accuracy for the final version.</p> |
| OT.9 | <p>ADD SPATIAL LAYER to the WASTE AND RESOURCE RECOVERY section of the PRODUCTIVE ECONOMY SECTION to include EPA LICENSED ACTIVITIES (Resource Recovery and Waste Disposal).</p> <p><i>Reason:</i> Inclusion of this layer will provide users with further detail about the location of other waste recovery facilities such as recycling centres, not just landfill, providing a more detailed picture of the current state of play.</p> |
| OT.10 | <p>MODIFY SPATIAL LAYER for the PRIMARY INDUSTRY ASSETS to include WINERIES (land use code 3139).</p> <p><i>Reason:</i> The primary industry section refers to value adding and the protection of wine growing districts at McLaren Vale and Barossa Valley.</p> |
| OT.11 | <p>ADD COASTAL FLOODING OVERLAY SPATIAL LAYER to the COASTAL ENVIRONMENT sub-theme of the NATURAL RESOURCES, ENVIRONMENT AND LANDSCAPES theme.</p> <p><i>Reason:</i> The theme and sub-theme talk about protection of coastal areas where critical infrastructure is at risk from sea level rise and to ensure new coastal development incorporates appropriate adaptation measures, however this coastal flooding overlay which sits over the Port Adelaide centre has not been shown.</p> |
| OT.12 | <p>ADD the ADELAIDE INTERNATIONAL BIRD SANCUTURY AND COAST PARK PATH SPATIAL LAYERS to the COASTAL ENVIRONMENT sub-theme of the NATURAL RESOURCES, ENVIRONMENT AND LANDSCAPES theme.</p> <p><i>Reason:</i> The theme and sub-theme specifically mention the Adelaide International Bird Sanctuary and coast park however this does not currently display or represent them in any form.</p> |
| OT.13 | <p>ADD the PUBLIC TRANSPORT STOPS SPATIAL LAYERS to the STRATEGIC TRANSPORT NETWORKS sub-theme of the TRANSPORT AND INFRASTRUCTURE theme.</p> <p><i>Reason:</i></p> |

| | |
|-------|---|
| | <p><i>The theme and sub-theme specifically refers to increasing access to high frequency public transport – and access to these services is provided through proximity to the stops.</i></p> |
| OT.14 | <p>ADD the GREENWAYS SPATIAL LAYER to the LOCAL TRANSPORT NETWORKS sub-theme of the TRANSPORT AND INFRASTRUCTURE theme.</p> <p><i>Reason:</i> <i>The theme and sub-theme specifically refers to greenways and access to shared use walking and cycling trails, both of which are not currently reflected in this section of the plan.</i></p> |
| OT.15 | <p>ADD the WASTEWATER TREATMENT PLANTS, WATER TREATMENT PLANTS and DESALINATION PLATS to the INTEGRATED WATER MANAGEMENT, SECURITY AND QUALITY sub-theme of the TRANSPORT AND INFRASTRUCTURE theme.</p> <p><i>Reason:</i> <i>These are critical pieces of infrastructure that underpin the entire water and wastewater network and therefore it is critical that they are spatially located to ensure protection of these assets from sensitive development encroachment and to identify room for expansion, if and when its needed.</i></p> |
| OT.16 | <p>ADD STORMWATER MANAGEMENT PLANNING PRIORITY AREAS layer to the INTERGRATED WATER MANAGEMENT, SECURITY AND QUALITY sub-theme of the TRANSPORT AND INFRASTRUCTURE theme.</p> <p><i>Reason:</i> <i>Stormwater infrastructure is essential infrastructure, this mapping layer identifies the planning priority areas for stormwater infrastructure management.</i></p> |
| OT.17 | <p>ADD the NATIVE VEGETATION OVERLAY and STATE SIGNIFICANT NATIVE VEGETATION OVERLAY to the BIODIVERSITY sub-theme of the NATURAL RESOURCES, ENVIRONMENT AND LANDSCAPES theme.</p> <p><i>Reason:</i> <i>Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.</i></p> |
| OT.18 | <p>AMEND the VEGETATION LAND COVER (2015-2020) layer to the VEGETATION LAND COVER (2010-2015) layer in the BIODIVERSITY sub-theme of the NATURAL RESOURCES, ENVIRONMENT AND LANDSCAPES theme.</p> <p><i>Reason:</i> <i>The 2010-2015 version of the Vegetation Land Cover dataset will align with the boundaries of the Interim Biodiversity Values dataset, to be released by the Department for Environment and Water.</i></p> |
| OT.19 | <p>ADD the SIGNIFICANT ENVIRONMENTAL BENEFIT layer to the BIODIVERSITY sub-theme of the NATURAL RESOURCES, ENVIRONMENT AND LANDSCAPES theme.</p> <p><i>Reason:</i> <i>This dataset identifies the locations of significant environmental benefit areas set-</i></p> |

aside for conservation/revegetation as determined by the Native Vegetation Council. This dataset provides locations of the revegetation and regeneration sites that have been established or set-aside as part of conditional consents of clearance applications.

OT.20 MODIFY SPATIAL APPLICATION of the IDENTIFIED FUTURE URBAN GROWTH AREA layer, the FUTURE GREENFIELD SUPPLY – INSIDE EFPA layer and the FUTURE GREENFIELD SUPPLY – OUTSIDE EFPA layer to consolidate the layers to display all land designated as a future growth area, but differentiating between areas inside and outside of the EFPA.

Reason: The Commission has resolved to reorganise how these layers are displayed to provide an accurate and up-to-date spatial layer showing all land designated as a future growth area – both inside and outside of the EFPA. This includes land first identified in the previous 30-Year Plan but not yet developed, together with the additional greenfield growth area supply identified in this Plan.

12 Refer to the Minister for Planning

On *[insert date]* the Designated Entity approved the regional plan and this engagement report to be furnished on the Minister for Planning.

13 Attachments

Stage 1 – Greater Adelaide Regional Plan Discussion Paper Engagement

Attachments:

1. Copy of submissions received
2. Greater Adelaide Regional Plan Discussion Paper – What We Heard Report
3. Youth Forum Zine
4. Evaluation result

Stage 2 – Greater Adelaide Regional Plan Engagement

Attachments:

5. Copy of submissions received
6. Evaluation against the Charter principles
7. Greater Adelaide Regional Plan Discussion Paper Engagement outcomes
8. Communication materials

Stage 1 Greater Adelaide Regional Plan Discussion Paper Engagement

Attachment 1 – Copy of submissions received

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

| | |
|--|---|
| Attachment 1.1 | Council |
| plan.sa.gov.au/_data/assets/pdf_file/0015/1303440/GARP-Discussion-Paper-council-submissions.pdf | |
| Attachment 1.2 | Community groups, industry associations and non-government organisations |
| plan.sa.gov.au/_data/assets/pdf_file/0004/1304752/GARP-Discussion-Paper-community-groups.-industry-associations-and-non-government-organisations-submissions.pdf | |
| Attachment 1.3 | Federal government |
| plan.sa.gov.au/_data/assets/pdf_file/0003/1306344/GARP-Discussion-Paper-Federal-Government-submissions.pdf | |
| Attachment 1.4 | Members of parliament |
| https://plan.sa.gov.au/_data/assets/pdf_file/0016/1313341/GARP-Discussion-Paper-Members-of-Parliament-Submissions.pdf | |
| Attachment 1.5 | Landowners |
| plan.sa.gov.au/_data/assets/pdf_file/0007/1312396/GARP-Discussion-Paper-landowner-submissions.pdf | |
| Attachment 1.6 | Members of public |
| plan.sa.gov.au/_data/assets/pdf_file/0006/1334769/GARP-Discussion-Paper-members-of-public-submissions.pdf | |

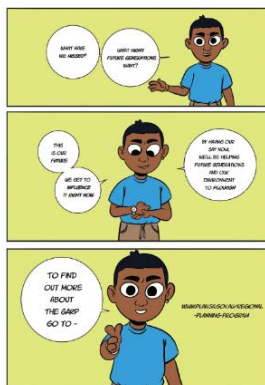
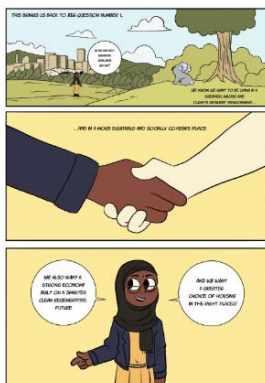
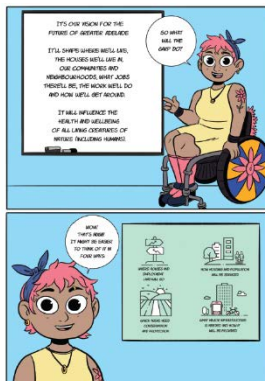
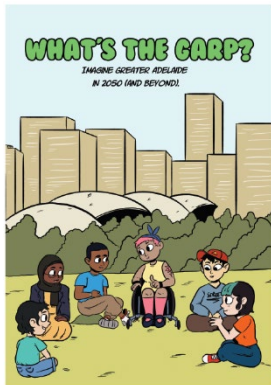
Attachment 2 – What We Heard Report

Greater Adelaide Regional Plan Discussion Paper

Report can be viewed on the PlanSA Website by clicking on the link below.

- [Greater Adelaide Regional Plan Discussion Paper – What We Heard Report](#)

Attachment 3 – Youth Forum Zine



Attachment 4 – Evaluation results

Results of the engagement survey

| Evaluation statement | Strongly agree | Somewhat agree | Neither agree or disagree | Somewhat disagree | Strongly disagree |
|--|----------------|----------------|---------------------------|-------------------|-------------------|
| I feel the engagement genuinely sought my input to help shape the future Greater Adelaide Regional Plan. | 31% | 39% | 5% | 20% | 4% |
| I was given an adequate opportunity to be heard and provide feedback. | 40% | 35% | 12% | 8% | 4% |
| I believe I was given sufficient information to take an informed view. | 37% | 42% | 12% | 7% | 1% |
| I felt informed about why I was being asked for my view on Greater Adelaide Regional Plan Discussion Paper (2023), and the way it would be considered. | 36% | 38% | 11% | 13% | 1% |
| I am confident that my views were heard during the engagement. | 21% | 33% | 23% | 15% | 7% |

Results and evaluation of designated entity’s engagement

The engagement was evaluated by the PLUS Strategic Communications Unit.

| | Evaluation statement | Response options (<i>Select answer</i>) |
|---|--|--|
| 1 | Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme (Principle 1) | <p>Engaged when there was opportunity for input to help inform the future draft Greater Adelaide Regional plan.</p> <p>Early engagement occurred through pre-consultation meetings with all the 27 Greater Adelaide region councils, Renewal SA, the Department for Infrastructure and Transport as well as pre-consultation briefings with council staff and elected members.</p> <p>The engagement period for the Discussion Paper forms Stage 1 for the upcoming draft Greater Adelaide Regional Plan.</p> <p>A 12-week consultation period provided multiple ways for people to have their say, both online, through written submissions, the YourSAy survey and interactive map, and email.</p> |

| | Evaluation statement | Response options (<i>Select answer</i>) |
|---|--|---|
| 2 | Engagement contributed to the substance of the draft Greater Adelaide Regional Plan (Principle 1) | Information provided during engagement has significantly shaped and inform direct investigations and the drafting of the draft Greater Adelaide Regional Plan as outlined in the response and recommendations |
| 3 | The engagement reached those identified as the community of interest (Principle 2) | <p>Representatives from most community groups participated in the engagement.</p> <p>Stakeholders identified in the engagement plan were actively engaged to seek their views on what was proposed.</p> <p>The information sessions and stakeholder briefings and workshops were well attended. Feedback provided through written submissions was also significant, from across the community and identified stakeholders.</p> <p>Engagement activities undertaken:</p> <ul style="list-style-type: none"> • 14 stakeholder briefing sessions • 12 individual elected member council workshops • 7 community information sessions • 2 online community information sessions • 3 community listening posts • 7 sub-regional council workshops • 3 youth engagement forums and workshops • 1 Aboriginal State Agency and Advisory Panel workshop. |
| 4 | Engagement included the provision of feedback to community about outcomes of their participation | <p>A What We Heard Report was distributed shortly after engagement to all who provided a submission with an outline of themes heard during consultation: What We Heard - Greater Adelaide Regional Plan Discussion Paper</p> <p>Respondents will be provided with information about the outcomes of the engagement, and the engagement report will be published online.</p> |
| 5 | Engagement was reviewed throughout the process and improvements put in | |

| | Evaluation statement | Response options (<i>Select answer</i>) |
|--|---|---|
| | <p>place, or recommended for future engagement (Principle 5)</p> | <p>Where an opportunity to improve the reach of the engagement or community awareness was identified, action was prompt. Targeted social media boosting to attract community to information sessions were placed. The listening post activities were not attended well, and future engagement activities will consider alternative actions.</p> <p>Ongoing boosted and organic social media posts from Plan SA social channels ended on 6 November.</p> <p>Media coverage consisting of print, radio and online produced 280 media articles with a combined potential audience of 11.5 million viewers/listeners.</p> <p>During the engagement period The PlanSA Facebook page had a reach of 216k (570% increase), 600k page impressions and 10k engagements (clicks, likes, shares, comments). PlanSA Twitter content received 1.7K impressions, while the Commission LinkedIn page received 64k impressions.</p> <p>The Discussion Paper website received 30k impressions and 85k engagements during the engagement period</p> |

Stage 2 Greater Adelaide Regional Plan Engagement

Attachment 5 – Copy of submissions received

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

| | |
|--|---|
| Attachment 5.1 | Council |
| https://plan.sa.gov.au/_data/assets/pdf_file/0009/1450917/GARP-engagement-submissions-council-part-1.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0010/1450918/GARP-engagement-submissions-council-part-2.pdf | |
| Attachment 5.2 | Community groups, industry associations and non-government organisations |
| https://plan.sa.gov.au/_data/assets/pdf_file/0004/1450804/GARP-engagement-submissions-community-groups.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0011/1450919/GARP-engagement-submissions-industry-associations.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0011/1450928/GARP-engagement-submissions-non-government-organisations.pdf | |
| Attachment 5.3 | Members of parliament |
| https://plan.sa.gov.au/_data/assets/pdf_file/0005/1450922/GARP-engagement-submissions-Member-of-Parliament.pdf | |
| Attachment 5.4 | Landowners |
| https://plan.sa.gov.au/_data/assets/pdf_file/0009/1450908/GARP-engagement-submissions-landowners-part-1.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0010/1450909/GARP-engagement-submissions-landowners-part-2.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0007/1450915/GARP-engagement-submissions-landowners-part-3.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0008/1450916/GARP-engagement-submissions-landowners-part-4.pdf | |
| Attachment 5.5 | Members of public |
| https://plan.sa.gov.au/_data/assets/pdf_file/0006/1450923/GARP-engagement-submissions-member-of-public-PlanSA-and-emails.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0007/1450924/GARP-engagement-submissions-member-of-public-YourSAy-surveys-part-1.pdf https://plan.sa.gov.au/_data/assets/pdf_file/0008/1450925/GARP-engagement-submissions-member-of-public-YourSAy-surveys-part-2.pdf | |

https://plan.sa.gov.au/_data/assets/pdf_file/0009/1450926/GARP-engagement-submissions-member-of-public-YourSAy-surveys-part-3.pdf

https://plan.sa.gov.au/_data/assets/pdf_file/0010/1450927/GARP-engagement-submissions-member-of-public-YourSAy-surveys-part-4.pdf

Attachment 6 – Evaluation against the Charter principles

The engagement was evaluated by the PLUS Strategic Communications Unit.

| | Evaluation statement | Response options |
|--|---|---|
| 1 | The engagement reached those identified as the community of interest | <input checked="" type="checkbox"/> Representatives from most community groups participated in the engagement <input type="checkbox"/> Representatives from some community groups participated in the engagement <input type="checkbox"/> There was little representation of the community groups in engagement |
| <p><i>The engagement activities successfully reached a broad range of key stakeholders, including Greater Adelaide residents, community groups, and industry representatives. Key stakeholders were engaged through workshops, briefings, and targeted communications, including councils, industry groups, and state agencies. Community groups participated through tailored briefings. Greater Adelaide residents were effectively engaged through online workshops, fact sheet downloads, and survey submissions, supported by substantial website traffic and promotional efforts, demonstrating significant reach within the community.</i></p> <p>First Nations engagement included correspondence, briefings, and partnerships with Aboriginal corporations and state agencies. However, this did not translate to a large number of submissions from Aboriginal Corporations or First Nations community groups.</p> <p>Youth engagement featured a dedicated online workshop attended by 17 participants and 20 survey submissions, indicating some representation but limited reach overall.</p> | | |
| 2 | Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement | <input checked="" type="checkbox"/> Reviewed and recommendations made in a systematic way <input type="checkbox"/> Reviewed but no system for making recommendations <input type="checkbox"/> Not reviewed |
| <p><i>The engagement process was systematically reviewed and improved based on stakeholder feedback. Adjustments included the addition of a Kudla landowner information session, evening community sessions to accommodate diverse schedules, and the creation of additional hot topic fact sheets, such as those addressing housing and land supply targets, as well as the Proposed Kudla Growth Area and Northern Parklands. These enhancements demonstrate a responsive and iterative approach to engagement.</i></p> | | |

| | Evaluation statement | Response options |
|---|---|--|
| 3 | Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme | <input checked="" type="checkbox"/> Engaged when there was opportunity for input into scoping <input checked="" type="checkbox"/> Engaged when there was opportunity for input into first draft <input type="checkbox"/> Engaged when there was opportunity for minor edits to final draft <input type="checkbox"/> Engaged when there was no real opportunity for input to be considered |
| <p><i>The six-week engagement period for the Greater Adelaide Regional Plan provided an opportunity for meaningful feedback on the draft Plan. This followed a 12-week engagement period in 2023 for the Greater Adelaide Regional Plan Discussion Paper, ensuring stakeholders had input during both the scoping and drafting phases of the planning process.</i></p> | | |
| 4 | Engagement contributed to the substance of the final plan | <input type="checkbox"/> In a significant way <input checked="" type="checkbox"/> In a moderate way <input type="checkbox"/> In a minor way <input type="checkbox"/> Not at all |
| <p><i>The engagement activities contributed in a moderate way to the substance of the final Plan. Feedback from stakeholders and community members during the six-week consultation period influenced specific aspects of the draft. These changes reflect the incorporation of community and stakeholder input into the final Plan's development.</i></p> | | |
| 5 | Engagement provided feedback to community about outcomes of engagement | <input checked="" type="checkbox"/> Formally (report or public forum) <input type="checkbox"/> Informally (closing summaries) <input type="checkbox"/> No feedback provided |
| <p><i>Feedback from the engagement was formally provided to the community through the publication of the What We Heard Report. This document summarised key themes and insights gathered during the consultation period, ensuring transparency and closing the feedback loop with participants. Additionally, this Greater Adelaide Regional Plan Section 73 Engagement Report, details all stakeholder and community engagement undertaken. The Section 73 engagement Report also includes copies of all submissions and specifies adjustments made to the Greater Adelaide Regional Plan following thorough analysis of the feedback received. This formal approach ensures the community is well-informed on the engagement outcomes and their impact on the final plan.</i></p> | | |
| 6 | Identify key strength of the Charter and Guide | |
| <p><i>The key strength of the Charter and Guide lies in their ability to provide clear, consistent principles and processes for engagement. This ensured that all stakeholders, including community members</i></p> | | |

| | Evaluation statement | Response options |
|---|---|--|
| | <p><i>and key groups, had a clear understanding of the engagement framework, which helped to foster trust and promote meaningful participation throughout the engagement process.</i></p> | |
| 7 | <p>Identify key challenge of the Charter and Guide</p> | <p><i>A key challenge of the Charter and Guide was ensuring flexibility in the engagement process while maintaining consistency across a large, diverse region like Greater Adelaide. The shortened six-week engagement period further constrained the ability to fully engage all communities, particularly harder-to-reach groups such as First Nations communities and youth. The vast geographical scale of the region also presented difficulties in reaching all stakeholders effectively, limiting the overall breadth of engagement despite the structured approach provided by the Charter and Guide.</i></p> |

Attachment 7 – Greater Adelaide Regional Plan Discussion Paper Engagement outcomes

- [Greater Adelaide Regional Plan Discussion Paper What We Heard Report](#)
- [Greater Adelaide Regional Plan Discussion Paper Engagement Report](#)

Attachment 8 – Communication materials

Stakeholder toolkit items:

- Community Poster



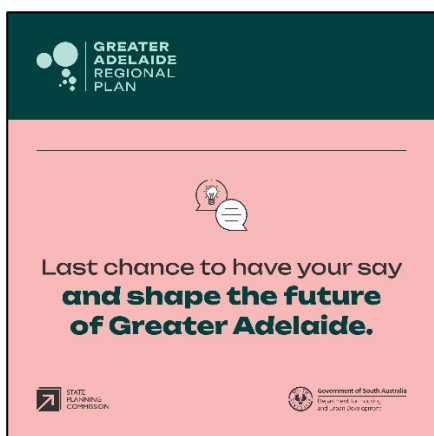
- Electronic signage



- Email signature




- Social media tiles



- Web banner



- DL Flyer



GREATER ADELAIDE REGIONAL PLAN

Have your say and help shape the future of Greater Adelaide

yourSAv.sa.gov.au/greater-adelaide-regional-plan



Government of South Australia
Department for Housing and Urban Development

STATE PLANNING COMMISSION

The Greater Adelaide Regional Plan (the Plan) is open for consultation from 23 September until 5:00pm on 4 November 2024.

The Plan provides a vision and comprehensive strategy for the sustainable development of Greater Adelaide over the next 30-years.

The Plan will identify where an extra 315,000 homes can be located and where jobs will be created as the state's population expands. It will provide greater certainty to community, councils and the development sector on the long-term growth of Greater Adelaide in response to the increasing demand for housing.

The community is invited to share its views on key priorities of the Plan including:

- the location of new housing and employment
- how transport networks (rail, road, aviation and port) will service these areas
- the essential infrastructure needs to support growth
- identifying areas that could benefit from renewal
- protecting specific areas from future development.

The Plan is committed to identifying new green spaces for sport, recreation and bio-diversity, modernising essential services, recognising neighbourhood character, and prioritising environmental sustainability.

View the Greater Adelaide Regional Plan:
regional.plan.sa.gov.au

Online information sessions and workshops will be held covering key topics of the Plan.

Register to attend an information session or workshop:
plansaevents.eventbrite.com

For further information: email PlanSA@sa.gov.au or call the PlanSA Service Desk on 1800 752 664

- **Planning Ahead newsletter articles:**
[23 September 2024 SPECIAL EDITION – GARP CONSULTATION OPENS](#)
[16 October 2024 OCTOBER EDITION](#)

South Australians invited to shape the future of Greater Adelaide

Published Monday, 23 September 2024



The [State Planning Commission](#) has launched public consultation on the [Greater Adelaide Plan \(the Plan\)](#), offering South Australians the opportunity to help shape the long-term planning vision for urban, land and housing development across the state.

This Plan builds on insights from a successful three-month engagement process on the [Greater Adelaide Regional Plan Discussion Paper](#). The consultation sparked healthy debate and produced valuable ideas that have been instrumental in the development of the Plan.

This comprehensive strategy is designed to guide the region's growth and sustainable development over the next 15 to 30 years. It aims to ensure a consistent supply of affordable land and diverse housing options while offering clear direction to the community, councils and developers on Greater Adelaide's long-term growth.

Planning Ahead

Planning and Land Use Services

16 October 2024

A message from the Chair of the State Planning Commission - Craig Holden



On September 23rd, the draft [Greater Adelaide Regional Plan](#) was released on the digital planning portal for public consultation. On behalf of the Commission, I would like to thank the PLUS team for their dedication and collaboration to reach this milestone.

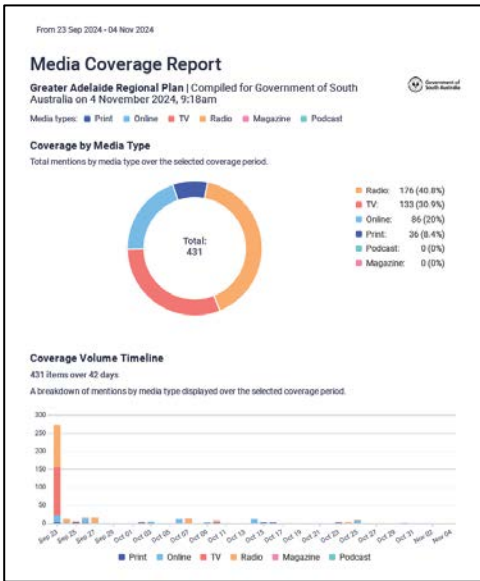
Housed on our nation-leading digital platform, the draft Plan is the culmination of an incredible amount of work as well as the synthesis of the feedback received from key stakeholders and the community during initial consultation on the Greater Adelaide Regional Plan Discussion Paper.

Much of the feedback was focused on how we can protect and enhance our region's most valued attributes — the premium food and wine, scenic landscapes and cultural and built heritage — while also ensuring we have the land to grow. And we need to grow, so that all South Australians can have access to safe, secure and affordable housing.

Feedback also showed that people want to see sustainable, equitable and smart growth — they want to see connected, climate-resilient communities with access to employment, social infrastructure and green space. Communities that are less reliant on cars due to good access to public transport, and where people of all ages can walk and cycle safely.

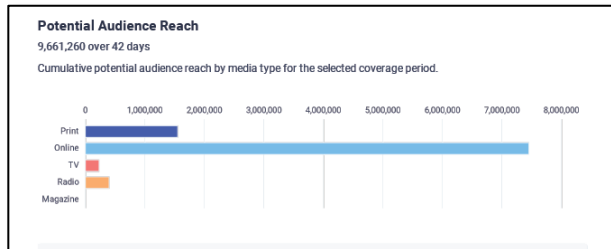
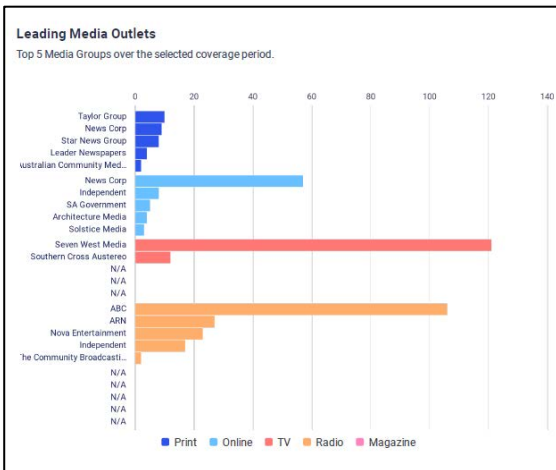
The draft Plan is a map for protecting our assets and growing thriving communities, and I would like to encourage all South Australians to get involved during the consultation process. This is a chance to directly influence how your city and your communities will grow and thrive over the next 30 years and beyond.

• Media coverage report:



| Leading Print Sources | | Leading Online Sources | |
|-------------------------------|----|------------------------|---|
| Leading Print sources | | Leading Online sources | |
| #1 The Bunyip | 10 | #1 Gold Coast Bulletin | 6 |
| #2 The Advertiser | 8 | #1 Mercury | 6 |
| #3 The Barossa Leader | 4 | #3 Cairns Post | 5 |
| #4 Fleurieu Sun | 3 | #3 Geelong Advertiser | 5 |
| #4 The Murray Valley Standard | 3 | #3 Herald Sun | 5 |

| Leading TV Programs | | Leading Radio Programs | |
|-----------------------|-----|--------------------------------------|----|
| Leading TV programs | | Leading Radio programs | |
| #1 Sunrise | 132 | #1 News Bulletin | 33 |
| #2 Seven Morning News | 1 | #2 Afternoons with Nikolai Beilharz | 30 |
| #3 N/A | | #3 Breakfast with Tom Mann | 12 |
| #4 N/A | | #3 SA Country Hour with Selina Green | 12 |
| #5 N/A | | #5 Around SA with Chris Guscott | 10 |



• Social media

