

Greater Adelaide Regional Plan Discussion Paper

Members of Parliament Submissions



STATE
PLANNING
COMMISSION



Government of South Australia
Department for Trade
and Investment

[REDACTED]

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Monday, 6 November 2023 12:35 PM
To: DTI:PlanSA Submissions
Subject: Public Consultation submission for Greater Adelaide Regional Plan Discussion Paper
Attachments: GARP-submission-Pederick.pdf

Growth Management Team,

Submission Details

Amendment: Greater Adelaide Regional Plan Discussion Paper
Customer type: Member of Parliament
Given name: Adrian
Family name: Pederick
Organisation: Member for Hammond
Email address: adrian.pederick@parliament.sa.gov.au
Phone number: [REDACTED]
Comments: see attached submission
Attachment 1: GARP-submission-Pederick.pdf, type application/pdf, 109.8 KB
Attachment 2: No file uploaded
Attachment 3: No file uploaded
Attachment 4: No file uploaded
Attachment 5: No file uploaded
Sent to proponent email: plansasubmissions@sa.gov.au

Adrian Pederick MP

Introduction

As the Member for Hammond I am grateful for the opportunity to contribute my thoughts on the Greater Adelaide Regional Plan (GARP) discussion paper. The electorate of Hammond includes the Rural City of Murray Bridge and Monarto which have been identified in the Plan as key growth areas and as the local member I am very keen to see this expansion go ahead.

In this submission I will be commenting on the forecast population growth of Murray Bridge, the 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.

Rural City of Murray Bridge population growth

The discussion paper indicates that there is a strong likelihood of the population increasing by 46% across the Greater Adelaide Region over the next 30 years. Housing demand already exceeds population growth and if this trend is maintained an additional 300,000 homes will be required over the next 30 years to keep up with demand.

Murray Bridge has been identified in the paper as an area where population growth is anticipated. The current population of just over 23,000 is projected to reach almost 28,000 by 2040. The Rural City of Murray Bridge Council has applied to re-zone three land areas to Suburban Neighbourhood Zone to allow for residential growth. Two of the areas are at the bottom of the South Eastern Freeway off of Adelaide Road while the other is just off Brinkley Road. Re-zoning these areas will allow for a further 84 allotments within the rural city.

Potential residential growth areas

In the discussion plan the Commission proposes four areas outside or on the fringe of metropolitan Adelaide to investigate future housing and employment growth. One of the proposed areas is the 'Eastern Spine' which will investigate the area from Callington towards Murray Bridge. This area has been chosen because of its proximity to both Murray Bridge and the Adelaide Hills. The paper notes that there is the current potential for an additional 8,000 dwellings in the Murray Bridge area.

The area identified at the 'Easten Spine' already encompasses various employment opportunities such as Thomas Foods, Costa Adelaide Mushrooms, the Monarto Safari Park, Australian Portable Camps, Bridgeport Hotel, Big River Pork and Inghams Chickens. There were plans decades ago to make Monarto a Satellite City so it seems only fitting that this area has been chosen as a potential residential and employment growth area.

Another area that is worth investigating for residential growth is the Gifford Hill area on the outskirts of Murray Bridge. There is lots of underutilised land out there that would be perfect for expanding the rural city and would complement the Murray Bridge Racing Club. Expansion in this area would well and truly cement Murray Bridge as a satellite city

Developers have already seen the huge potential for major growth in Murray Bridge especially in light of it's proximity to Adelaide. One major Developer alone is keen to develop 15,000 allotments. I believe there are also other developers with major plans in Murray Bridge. With this kind of growth potential there will be the need for land inside the Environment and Food Production Area (EFPA) that will require an exemption for development.

Public Transport

I fully support Murray Bridge becoming a satellite city and the economic growth that will follow, however, it needs to be stressed that investment in a proper public transport system will be key to making it work. Currently Murray Bridge is serviced by a regional bus service that offers services between the rural city and Adelaide but it is at a significantly higher cost compared to the metro ticketing system that is offered to residents in Adelaide and the Hills.

While the majority of residents who live in Murray Bridge and work elsewhere, or vice versa, are happy with using their car to get around, consideration must be given to alternative options to service a growing population. The Commissioner said he wants to "encourage people to live locally by locating housing, jobs and services closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home.

The discussion paper also notes that transport is the largest contributor to greenhouse gas emissions in the state. If we want to lower emissions then investing in better access to public transport is vital.

Transport Infrastructure

If the growth of Murray Bridge is to occur as discussed in the paper it will be essential that a freight bypass is created to restrict heavy vehicle traffic in residential areas. The existing B double route along Hindmarsh Road, Maurice Road and Cypress Terrace is already causing concerns for residents. Years ago this worked well as a B double route with vehicles previously being able to travel at speeds up to 80kph along a section of it. This has changed in recent times with more homes being built along this route and it now being classed as a residential zone.

Conclusion

As local member I fully support seeing Murray Bridge become a satellite city as I believe there is the need for economic development and growth. Previous investment in the Murraylands with major projects like the Murray Bridge Racecourse, Thomas Foods, Monarto Safari Park and many others has seen the region thrive and become an attractive place to raise families. We are now in a situation where the demand for housing is so great that properties are scarcely available. There is a clear need for more areas to be opened up for residential development and I look forward to working alongside the relevant bodies in the years to come to ensure this becomes reality.

6/11/23

From: Bragg EO <Bragg@parliament.sa.gov.au>
Sent: Monday, 6 November 2023 3:13 PM
To: DTI:PlanSA Submissions
Subject: Emailing: Submission from Jack Batty MP
Attachments: Submission from Jack Batty MP.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

[You don't often get email from bragg@parliament.sa.gov.au. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good afternoon

Please find attached the cover letter of Jack Batty's submission. What should be attached to Jack's cover letter are a large number of submissions residents of Bragg have asked Jack to submit on their behalf, however, the file is too large to email, even when compressed.

I have mailed a hard copy of the full submission via express post today. Please confirm that even though the hard copy will be received after 5pm today it will be included in the consultation on the Greater Adelaide Plan.

Thank you,

Office of Jack Batty MP
Member for Bragg
Shadow Assistant Minister to the Leader of the Opposition Shadow Assistant Minister for Environment and Heritage

8332 4799
357 Greenhill Road, Toorak Gardens SA 5065

The information in this e-mail may be confidential and/or legally privileged. If you are not the intended recipient, access to it is unauthorised and any disclosure, copying, distribution or action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.



JACK BATTY MP

MEMBER FOR BRAGG



6 November 2023

Planning and Land Use Services
Growth Management Team
Department for Trade and Investment

Via email – plansasubmissions@sa.gov.au

Dear Sir / Madam

Please find enclosed submissions from many of my constituents who would like to contribute to the consultation on the Greater Adelaide Regional Plan Discussion Paper.

The overwhelming majority of these submissions are concerned by the prospect of more infill development in their local area, further diminishing the amenity and character of their neighbourhoods.

Contrary to the comments made by the Chair of the State Planning Commission on 28 August 2023, when he told Parliament's Environment Resources and Development Committee "*Height is no issue... you could build 30 storeys in Glenside and not upset anyone*" residents in my electorate are very upset by the suggestion that high-rise developments would be contemplated in what are established, residential suburbs.

While I recognise the urgent need to build more homes across South Australia, I share the view of my constituents that unrestrained urban infill in established suburbs puts significant pressure on existing infrastructure which is already at capacity, including schools, open space, parking, water and sewerage, and will further add to traffic congestion in the area.

Residents in Bragg have witnessed the effects of infill in their neighbourhoods since the last Regional Plan was developed, and in their submissions note the reduction of the urban tree canopy as established gardens and trees are cleared for new infill development, and their existing privacy and access to sunlight impacted because of the current planning laws.

I urge the SA Planning Commission as it develops the new Regional Plan for Greater Adelaide to consider the views of many of my constituents and rules out high-rise developments in our residential areas.

I would appreciate it if you can please keep me updated as the development of the Greater Regional Plan progresses.

Yours sincerely


JACK BATTY MP
Member for Bragg

From: Fulbrook, John <John.Fulbrook@parliament.sa.gov.au>
Sent: Monday, 6 November 2023 4:51 PM
To: DTI:PlanSA Submissions
Cc: Schumacher, Ryan; Dauner, Sam
Subject: Submission- Member for Playford
Attachments: 30 Year Plan Submission - John Fulbrook MP.pdf

You don't often get email from john.fulbrook@parliament.sa.gov.au. [Learn why this is important](#)

Dear Sir or Madam

Please find attached my submission for the review on the Greater Adelaide Regional Plan.

I had sent an earlier iteration of this submission by email that I recalled when I realised it contained a minor error. As this has been fixed in the attached submission, I ask that the attached here is used publicly, rather than any previous iteration of the document that you may have received.

Feel free to contact me if you need any further details.

Yours sincerely

John Fulbrook



John Fulbrook MP

Shop 24B
Martins Plaza
237 Martins Road
Parafield Gardens SA 5107

8250 7234

playford@parliament.sa.gov.au

 [johnfulbrookmp](#)

The information in this e-mail may be confidential and/or legally privileged. If you are not the intended recipient, access to it is unauthorised and any disclosure, copying, distribution or action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.



John Fulbrook MP

MEMBER FOR PLAYFORD

Shop 24B
Martins Plaza
237 Martins Road
Parafield Gardens SA 5107

8250 7234

playford@parliament.sa.gov.au

 johnfulbrookmp

8 November 2023

Dear Sir or Madam

Thank you for the opportunity to provide a submission for the revised Greater Adelaide Regional Plan.

On behalf of my constituents living in Parafield Gardens, Salisbury Downs, Greenfields and parts of Mawson Lakes and Paralowie, I make representation on the following matters:

- Densities around railway corridors
- Kings Road
- Elder Smith Road
- Cycling Network
- Railway Corridors
- Positioning of future public housing

Details are as follows:

Densities around railway corridors

The South Australian Government invests significant resources into the running of Adelaide's suburban rail network. Despite this investment, comparatively it is underused when compared to other networks in similar sized cities.

Over time this could be addressed through structural adjustments to our planning laws to relax density limits for residential development around existing railway stations.

By bolstering the population around our stations, we would have a greater supply of patrons ready to embrace what's already on offer at their doorsteps.



The railway corridors themselves are an untapped asset that could also be exploited to increase patronage on our suburban network. We have seen in places like Chatswood in Sydney how developers have integrated a railway station into a shopping complex by building above it. It would therefore be possible to do something similar in Adelaide, with potential to explore both residential, retail, and commercial development opportunities in the airspace above our railway lines. If embraced, this creates a possible revenue source for government, while also bolstering demand for existing services. This suggestion also has potential to bolster passive surveillance on the suburban rail network and could be considered as a design principal adopted by the Plan.

Kings Road

In recent years, freight movement by road in Adelaide has been improved through the delivery of the North-South Motorway and its interconnection to the Port River Expressway. This will be bolstered further once work is complete on the River Torrens to Darlington Project.

While the blueprint for metropolitan road freight travelling north/south has been delivered, capacity within northern Adelaide for road freight travelling east/west requires further development.

As the manufacturing base for South Australia, there are several roads running east/west in the north not in a satisfactory standard to take existing, let alone increased road freight.

This includes Kings Road, that interlinks with the North South Motorway and then travels through Paralowie, Salisbury Downs, Parafield Gardens, Parafield and Salisbury South, before connecting with the key arterial roads of Main North and McIntyre Roads.

Prior to the arrival of the North South Motorway, the main flow of northern traffic flowed into Main North Road. Since the former has been delivered, traffic has been dispersed through both north/south flowing corridors. While Kings Road is double lane from Main North Road to the Salisbury Highway, it reverts to a single lane for around 3km before flowing into the new motorway.

In its current form, increased demand has resulted in the road struggling to cope with the existing traffic that passes through it.

With land already available to widen Kings Road and that it takes traffic from the busy northeast corridor of McIntyre Road, a redevelopment of around 3km of road has potential to offer significant benefits to both businesses and residents in the north and northeastern suburbs. Given this, consideration should be given for its upgrade to be included within the revised 30 Year Plan.

Elder Smith Road

While a widening of nearby Kings Road has potential to alleviate east/west flowing traffic, thought at some point should also be given to increasing the capacity of Elder Smith Road in Mawson Lakes. At present, a traffic bottleneck develops in peak periods over the section of road crossing the railway corridor. This is due mainly to the road decreasing to a single lane.

Writers of the revised 30 Year Plan should consider a traffic study currently underway that I understand will determine the most appropriate measures to alleviate traffic pressure in the area. It may be possible to refer to this work to determine what should be included into the final version of the 30 Year Plan for this section of road.

Please also note that there appears to be a land provision to extend Elder Smith Road to connect to the North South Motorway.

Cycling Network

There is significant scope to increase connectivity of the existing cycling network within northern Adelaide.

The Gawler Greenways project has potential to create a direct pathway running for most parts in parallel to the railway corridor connecting Adelaide to Gawler. While it has been delivered in part, it should be considered as the main priority to improving cycling facilities in the north.

Once complete, it will serve as a spine route that all future paths in the north could connect into.

Should approval to improve Kings Road be given the go-ahead, a new bicycle path running parallel to it may easily connect to the Gawler Greenways- interlinking to the offroad network running to the western suburbs through the Tapa Martinthi Yala.

At present, the beachside destination of St Kilda is underserved by the bicycle network. Consideration over time could be given to extending the network as a means of developing the town as a cycling destination and a lever to enhance tourism offerings.

Railway Corridors

Noting Page 87 of the 2017 Update of the 30 Year Plan shows provision for a future freight railway corridor in northern Adelaide, consideration should be given for this to remain in the updated document. This has potential to run freight as a faster rate and alleviate pressure on the existing northern Adelaide Freight Corridor.

While this was initially earmarked only for freight purposes, consideration should also be given to making the corridor large enough to encompass passenger services for a later date. Noting that Dry Creek will be joining Buckland Park as land developed for residential purposes, as areas to the western side of Port Wakefield Road are developed, it is arguable that over time this may create a critical mass of people to warrant a rail service that spurs from the Adelaide to Gawler Line.

Noting that it is likely to take some time for such a service to be needed, as an interim response, consideration should be given for the preservation of land that could spur near or close to the existing Dry Creek Rail Depot, over Salisbury Highway and then running west of Port Wakefield Road. From there it could intersect with the large existing or planned population centres, before reconnecting to the Adelaide-Tarcoola Railway in proximity of Virginia.

Positioning of future public housing

The State Government has committed to increasing public housing numbers in South Australia. While there are good reasons to avoid the clustering of public housing, some principles could be adopted to determine where future dwellings may be located.

Research has shown tenants in public housing benefit if located within proximity to education hubs. Distance is one of the single biggest barriers to overcome for people living in lower socioeconomic settings in obtaining a quality education. Effort through a planning principal should be considered to ensure new public housing is constructed within proximity to our main TAFE and university campuses.

When this cannot be accommodated, a similar principal should be considered to locate future dwellings close to public transport, therefore reducing the barriers to Adelaide's key education hubs.

I thank you for the time taken to consider this submission.

Should you wish to discuss these further, please do not hesitate to contact me on 8250 7234.

Yours sincerely



John Fulbrook MP
Member for Playford

From: Burnell, Matt (MP Office) <Matt.Burnell.MP@aph.gov.au>
Sent: Monday, 6 November 2023 4:32 PM
To: DTI:PlanSA Submissions
Subject: Submission - Greater Adelaide Regional Plan Discussion Paper
Attachments: GARP Discussion Plan - Matt Burnell MP.pdf

You don't often get email from matt.burnell.mp@aph.gov.au. [Learn why this is important](#)

To whom it may concern

Please see the **attached** correspondence and submission in response to the GARP Discussion Paper from Matt Burnell MP.

Thank you for your consideration.

Kind regards



Matt Burnell MP
FEDERAL MEMBER FOR SPENCE

Your Community Voice

 08 8258 6300  02 6277 4495

 Matt.Burnell.MP@aph.gov.au

 8/2-10 James St, Salisbury SA 5108

  MattBurnellMP



This office is located on the lands of the Kaurna people





Matt Burnell MP

FEDERAL MEMBER FOR SPENCE

PlanSA - Submissions
Department of Trade and Investment
GOVERNMENT OF SOUTH AUSTRALIA

To Whom It May Concern

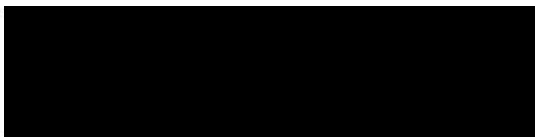
Greater Adelaide Regional Plan – Discussion Paper

I write to you regarding the discussion paper for the drafting of the Greater Adelaide Regional Plan.

Please see the **attached** submission in response to the discussion paper, based on my role as the Member for Spence and from the experience of my community at large.

Thank you for the opportunity to contribute to this endeavour, and for your consideration of the feedback I have provided.

Yours sincerely,



Matt Burnell MP
Federal Member for Spence

06 / 11 / 2023

Your Community Voice

08 8258 6300 | Matt.Burnell.MP@aph.gov.au | 8/2-10 James St, Salisbury SA 5108

  **MattBurnellMP**



Greater Adelaide Regional Plan

Discussion Paper Submission

Matt Burnell MP – Member for Spence

Executive Summary

As the Member for Spence, I aim to communicate the challenges and concerns of my constituents to the best of my ability, and I am glad to be able to engage with what can be a significant step towards a better future for my community.

It is critical that Spence not only sustains the anticipated population growth of Greater Adelaide over the next three decades, but also addresses the existing need for greater housing supply, given the challenges in housing affordability and availability currently being faced across Metropolitan Adelaide.

That is why I believe high-density infill, stemming from existing corridors of infrastructure in the outer north, ought to be prioritised in the Plan. This will make for the fastest and most cost-efficient means of addressing the challenges I have detailed above.

Further, I believe that there are concerns regarding food security, stormwater drainage and open recreational space that the Plan should include and emphasise in approach, and I have detailed them below.

With this plan, the opportunity is there to lay the foundation for real, lasting change in both my community and Greater Adelaide at large. It is imperative that this opportunity is taken in the most optimal manner possible.

How should Greater Adelaide grow?

Referring to *how* Greater Adelaide should grow, the four ideal outcomes in the discussion paper are significantly important and ought to be the drivers of the Plan itself.

As the paper details (on pages 38, 58, 66, 74), given contextual global trends and State Planning Policies to be adhered to, the Plan should work to create:

- A sustainable environment for our communities to grow, be equipped to deal with the challenges of climate impacts and mitigate related issues, such as that of food security.
- A more equitable and socially cohesive place, planning for growth with the reduction of social inequality in mind, as well as the improvement of housing availability and affordability.
- A strong economy, paying close attention to existing commercial and industrial sectors when planning the future of the region, such as the precinct of Edinburgh in my electorate of Spence.
- And a greater choice of housing in the right places, where possible.

With these factors in mind, however, I believe that outcomes which promote greater affordability and social accessibility towards housing, given current deficiencies in supply and excessively high demand for houses in my community, ought to be the highest priority to deliver in the drafting of the Plan.

On a daily basis, my office receives enquiries from individuals and families across our electorate who are struggling to find temporary accommodation, let alone permanent housing for themselves and their loved ones.

These cases can range from constituents being unable to find a house to live in, due to the excessive price of rental properties and the extreme competitiveness of the rental market, to outright homelessness, where both the public housing sector and third-parties are under considerable demand to offer emergency assistance.

When considering positive outcomes in sustainability, in economic prosperity, and in flexible living conditions, these families cannot benefit from those successes without a sustainable place to call home in the first instance.

That is why I believe the Plan, while retaining its emphasis on other significant factors, should look to address these challenges first: to help ensure that all South Australians will not only be able to meet the challenges of the future, but have the opportunity to thrive in the decades to come as well.

In addition to housing supply, I also believe there must be a sharp emphasis on food security and the provision of primary production zones throughout Greater Adelaide. While I am pleased the discussion paper makes reference to these factors, I would strongly recommend that it takes into account the upcoming report from the Inquiry Into Food Security in Australia, by the House of Representatives Standing Committee on Agriculture, when the Plan is drafted.

We are incredibly fortunate to have spaces where primary industries can thrive in Spence, and they contribute greatly to both the local and wider economies, as well as to those who work within them. As such, the Plan should be drafted in consideration of the significant role that our primary industries play in Greater Adelaide, and avoid detracting from the benefits they provide, including those related to Australia's food security.

Finally, I also believe the Plan should be drafted with a particular focus on stormwater management. As my community is well aware, some areas of Spence are particularly prone to flood during heavy rain, such as portions of Main North Road, as well as other urbanized areas in proximity to Gawler.

As such, the Plan must ensure that as our urban areas inevitably grow and expand, the increase of constructed paths, roads and housing does not obstruct stormwater drainage and serve to exacerbate this issue.

Where should Greater Adelaide grow?

In considering *where* Greater Adelaide should grow, with the above in mind, I would like to emphasise the importance of prioritising the placement of housing where existing infrastructure is already present. This could occur along the urban corridor of the Northern Suburbs, as opposed to greenfield development *away* from that infrastructure.

The housing capacity of these areas, either through strategic infill, general infill, or alternate increases to existing housing density, should be maximised *before* development occurs beyond those urban areas, where extensions of infrastructure become required.

Doing so, this will likely provide the most optimal means for positive growth in my community throughout the next thirty years. In my view, this approach will also more closely align to the objectives noted in the section of the discussion paper, "*Living Locally*", promoting community inclusion, local economic engagement and general interconnectedness.

This approach also meets the trend of rapidly increasing of single-person households in Greater Adelaide, providing further incentive to pursue higher-density areas of housing located within existing communities.

These urban areas I refer to are those vast, largely developed stretches of land which persist along the Gawler Rail Line, as well as through Main North Road. This consists of commercial and administrative hubs (in the form of Salisbury, Elizabeth and Gawler) which then branch into smaller, suburban communities to both the east and west of those transport corridors.

In these urbanized areas, existing infrastructure such as water, electricity, roads and public transport services, as well as amenities such as schools, hospitals, commercial and employment zones, already provide a solid foundation to build from when considering the intense need for additional housing.

When expanding the capacity of housing in these areas, the cost of doing so is reduced significantly (as noted on page 95 of the paper) compared to greenfield development. Further, the challenges in providing essential infrastructure and amenities are easier to overcome, and the proximity of these new residential areas to transport infrastructure retains core accessibility to the city as well as surrounding locations.

Therefore, the opportunity is for new housing options to be established quicker, and at a lower cost, to provide a raw injection of supply that improves housing affordability, as well as the prospects of home ownership for my community.

High-density dwellings can be built “upwards”, via apartments for example, or on existing sites through infill, making use of this existing infrastructure. It also helps to fill that gap of the “missing middle” which is addressed in the discussion paper (page 77), meaning renters and small families can benefit from more available, centrally located, and affordable housing.

Another benefit of a more centralized approach to housing development within these corridor areas is that they build upon the vibrance of already established communities. It provides a feeling of connectedness for new residents in these areas, and provides new opportunities in employment, commercial activity and local engagement for existing businesses, schools, and other entities.

It also provides greater incentive for investment into precincts of employment, commercial areas, and education into the surrounding areas. This can lead to the potential upgrading existing facilities and services and creating new ones.

I accept that, naturally, there are challenges to this approach. A particular cause for concern in my community is road congestion, which can be seen on Curtis Road and other major transport routes in Spence already.

However, by establishing new housing in proximity to the newly electrified Gawler Rail Line, an incentive will be provided for our community to make greater use of that service and potentially help to mitigate increased traffic.

It also worth noting that greenfield developments, as they will still likely use these urban areas for services and infrastructure, will produce the same level of road demand, but largely without the opportunity to reduce it via accessibility to public transport.

With this focus on securing housing and land supply in proximity to these urban corridors, I still appreciate the opportunities that the greenfield development, further away from those transport corridors and existing urban areas, can provide to Greater Adelaide in meeting some of the philosophies underpinning the Plan.

These include housing variety, in the form of lower density housing existing on vacant land, and an extended use of natural amenities in these greenfield areas to more sustainable, open space. These should certainly be explored where and when logistically viable.

However, there are significant challenges towards providing adequate infrastructure and services in those areas. For example, the connection of critical infrastructure, such as water and electricity, is much more difficult given the extended distance of greenfield developments from existing infrastructure in already urbanised areas.

The extension of existing critical infrastructure to presently disconnected greenfield sites will also likely come at a significantly larger fiscal cost and longer completion time.

And even then, should this occur before the extension of the existing urban areas in the Northern Suburbs, this approach may produce developments that are fundamentally detached communities, away from community services and amenities.

This is also true when considering essential services, such as schools, healthcare providers and Government offices. These will either have to be built in conjunction with these sites (further increasing construction times) or be accessed in different, neighbouring communities. Commercial and employment areas will also need to be accessed from more remote locations.

To address this, I believe that the construction and development of housing supply in greenfield areas should be superseded, where possible, by focusing on increased housing density and capacity on those existing urban corridors. This makes use of the ease of access to critical infrastructure and shortens the time in which housing opportunities can be delivered to my community.

Once that supply of land and housing in those urban areas has become exhausted, infrastructure should then be spread outwards, and greenfield developments explored, as the urban area gradually spreads.

Therefore, I would like to propose that the Plan involves the increase of housing capacity in areas with existing infrastructure, as the priority means to meet the demand anticipated by 2051. This is to help mitigate the potential challenges in infrastructure, amenities, and construction time that greenfield development could introduce.

Additional Considerations

Furthermore, there are other matters that have come to my attention both from reading the discussion paper, and in my role as the Member for Spence.

There is a need in my community for open spaces to accommodate sporting clubs and recreational facilities. It is certainly advisable that in Kudla, taking advantage of recently electrified rail in the area, the possibility of providing new northern parklands to help increase the capacity of such facilities in the North is explored.

I am pleased that the discussion paper refers to this idea, and I also believe it is advisable to explore the viability of providing housing and opportunities along the identified road "spines" denoted in the paper, which this proposal forms a part of.

However, I believe the drafted Plan should account for the increase in demand for recreational places, for sport and athletics, which will inevitably occur given the drastic population increase expected over the next thirty years in Greater Adelaide. A strategy to account for this, which is being called for currently by various clubs and constituents in my community, should be clearly laid out.

I would also like to call attention to the investigation of potential employment land, which is listed on maps shown throughout the discussion paper. Maintaining adequate means for employment, to ensure our constituents can live fulfilling, rewarding lives in their local area, is critical to producing vibrant, thriving communities.

As such, I would like for the Plan to clearly outline the intentions, costs and benefits of those investigations. This will ensure that our community, and others across the metropolitan area, have the clearest possible picture of the impact that these zones will have.

I would also like for the Plan to consider the surrounding employment and industrial areas in Spence, and how they may be able to contribute to the new areas being investigated.

[REDACTED]

From: SA Planning Commission
Sent: Friday, 17 November 2023 9:03 AM
To: DTI:PlanSA Submissions
Cc: [REDACTED]
Subject: RE: Corrected Submission Plan - Greater Adelaide Regional Plan Discussion Paper
Attachments: 231113 Signed Letter from SPC Chair to Tony Piccolo MP Member for Light - Submission - Greater Adelaide Regional Plan Discussion Paper.pdf; 11-16 map - corrected version.pdf

OFFICIAL

Hi Team

Tony has forwarded through an updated attachment to go with his submission 😊

Can you please update JIRA.

Thank you,
[REDACTED]

From: Piccolo, Tony <Tony.Piccolo@parliament.sa.gov.au>
Sent: Thursday, November 16, 2023 6:06 PM
To: SA Planning Commission <saplanningcommission@sa.gov.au>; [REDACTED]
Cc: [REDACTED]
Subject: Corrected Submission Plan - Greater Adelaide Regional Plan Discussion Paper

You don't often get email from tony.piccolo@parliament.sa.gov.au. [Learn why this is important](#)

OFFICIAL

Hello Mr Holden

Thank you for your letter confirming receipt of my submission on behalf of residents/landowners in the Southern Gawler Rural Areas to the GARP Discussion paper.

The submission was circulated to all the residents/landowners who have participated in the process to date.

A landowner has drawn my attention to the map that was attached to my submission.

The error has been corrected and an amended map is enclosed.

I would be very grateful if you could discard the first version and use the enclosed version as the official view of the landowners/residents in the area.

The correction is minor one, and does not alter the submission itself. Area D is enlarged (east of the railway line) to cover all the privately owned land.

Thank you again for the opportunity to participate in the process.

With Kind Regards

Tony



From: SA Planning Commission <saplanningcommission@sa.gov.au>

Sent: Monday, November 13, 2023 1:13 PM

To: Piccolo, Tony <Tony.Piccolo@parliament.sa.gov.au>

Cc: SA Planning Commission <saplanningcommission@sa.gov.au>

Subject: 231113 Signed Letter from SPC Chair to Tony Piccolo MP Member for Light - Submission - Greater Adelaide Regional Plan Discussion Paper

OFFICIAL

Dear Mr Piccolo

Please see letter from Craig Holden, Chair, State Planning Commission, regarding your submission for the Greater Adelaide Regional Plan Discussion Paper on behalf of the residents and landowners.

Kind regards,
Morgan

[REDACTED]
Senior Administrative Officer
Executive Assistant to the Chair of the State Planning Commission

Business Services
Planning and Land Use Services
Department for Trade and Investment
Kaurna Country

[Redacted]



DISCLAIMER:

The information in this e-mail may be confidential and/or legally privileged. It is intended solely for the addressee. Access to this e-mail by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this email in error, please delete it from your system and notify the sender immediately. DTI does not represent, warrant or guarantee that the integrity of this communication has been maintained or that the communication is free of errors, virus or interference.

From: Piccolo, Tony <Tony.Piccolo@parliament.sa.gov.au>
Sent: Wednesday, November 8, 2023 3:29 PM
To: DTI:PlanSA Submissions <plansasubmissions@sa.gov.au>; SA Planning Commission <saplanningcommission@sa.gov.au>; [Redacted]
[Redacted]

Subject: Greater Adelaide Regional Plan Consultation Submission

Some people who received this message don't often get email from tony.piccolo@parliament.sa.gov.au. [Learn why this is important](#)

Mr Craig Holden
Chair
South Australian Planning Commission

Dear Mr Holden

GARP

Please find enclosed by submission to the GARP discussion paper.

The submission is written on behalf of the residents and landowners who have attended a series of community meetings/workshops to discuss the matter.

Feel free to contact me should you require clarification on any of the matters raised.

With Kind Regards

Tony



OUR COMMUNITY MATTERS

TONY PICCOLO MP
MEMBER FOR LIGHT

148 Murray Street
Gawler SA 5118

(08) 8522 2878
(08) 8523 1392

light@parliament.sa.gov.au
www.tonypiccolo.org

@tonypicolomp

TonyPiccoloMP

The information in this e-mail may be confidential and/or legally privileged. If you are not the intended recipient, access to it is unauthorised and any disclosure, copying, distribution or action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

The information in this e-mail may be confidential and/or legally privileged. If you are not the intended recipient, access to it is unauthorised and any disclosure, copying, distribution or action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

SUBMISSION TO THE SA PLANNING COMMISSION REGARDING THE GREATER ADELAIDE REGIONAL PLAN

Authors of Submission

This submission has been prepared by the Member for Light, Mr Tony Piccolo MP on behalf of residents/landowners living in the Hillier, (part) Evanston Gardens, Kudla and (part) Evanston South, commonly referred to as the Southern Gawler Rural Areas.

The submission is based on discussions that have taken place over a number of months at various community workshops with over 150 people participating.

Effectively, the resident/landowners are the authors of this submission.

Area Covered by the Submission

The area covered by the submission is shown on the enclosed map. The area has been divided into sub-areas as there is scope for a range of policy responses across the whole area.

Background to the Submission

The area under consideration has been a policy battlefield for over 28 years, with the residents/landowners battling the local council over their inaction and to a lesser extent the inaction by the State Government. The policy paralysis has led to inappropriate land uses developing across the area as the current zonings and policies no longer reflect the best economic use of the land.

The local residents and landowners welcome the announcement by the South Australian Planning Commission (SAPC) that this area will be reviewed as part of the GARP with a view to identify more suitable and appropriate policies.

General Comments

Residents/Landowners appreciate the State Government desire to identify land suitable for future urban development to ensure a constant supply of housing to meet the state's needs. Having said that, the area under question 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.

Development should not be endless streets of suburban housing. Regard should be had for developing a range of policies that support diverse housing needs and expectations and help develop healthy communities.

Policies developed should lead to planned outcomes. In other words, policies should encourage and incentivise the outcomes sought.

Policies surrounding the current “greenbelt” have failed miserably, with no strategic thought given to how the policies could be realised. The Kudla area is particularly affected by planning policies seeking outcomes that do not reflect the economic realities.

While residents and landowners support the proposed “urban breaks” they should be placed within the area where the policy outcomes will be achieved in practice and not only in theory. With this in mind, residents and landowners strongly believe the “urban breaks” will only be achieved on publicly or community held land.

Residents and Landowners believe that the area should be allowed to be developed in a way that supports our public infrastructure and minimises demand for further public infrastructure investment.

Residents and Landowners envisage a series of villages been developed through the area, each reflecting the different geography and access to public infrastructure (transport, stormwater, power, sewer, water etc). These interlinked villages would maximise community access to sustainable recreational pursuits, and thus promote healthy lifestyles.

Residents and Landowners sadly lack the resources to undertake extensive investigations which could lead to more detailed policy proposals, so they have suggested a range of policy responses that reflect their experiencing of living in the area, with some living in the area since the 1950’s.

In the 1950’s the area could support small scale farming and horticulture but that has radically changed since the late 80’s/ early 90’s. The cost of water, restrictions because of nearing housing has made farming and horticulture un-economic. While some intensive horticulture does take place, this is the exception rather than the norm, and there are concerns of the visual appearance of the area should intensive horticulture become the norm.

While there is general agreement that primary production and horticulture are no longer economically viable, there is a greater diversity of opinion as to the intensity of the urban development that should occur.

To address this issue, the workshops considered and applied a sliding scale of development, from low density where allotments would be 2,000 sq metres or more, medium density where allotments would be between 1,000 and 2,000 sq metres and higher density where allotments would be less than 1,000 sq metres. These are not definitive sizes but re designed to demonstrate relative sizes. For example, the high-density development could be 500 sq metres and more than one story and low densities could be

4,000 sq metres because of the geography of the area. The densities are meant to describe the relativities rather than absolute sizes.

Consideration of the sub-areas.

Each sub-area has different characteristics (existing planning policies, geography, proximity to public transport etc.)

Area A

Area A is located along the Gawler River and some areas could be subject to flooding. Given the development along the river should be sensitive to its impact on the river environs **low density development is recommended for this area.** This could also cater for some intensive small-scale horticulture.

Area B

This area is located adjacent to a major transport route (Angle Vale Road) and is characterised by larger existing allotments of 4 hectares or more. Subject to appropriate landscaping features along Angle Vale Road, the existing allotment pattern lends itself both **high and medium density development.** Ultimately, the densities will be in part determined by the cost of providing the necessary infrastructure. The area is also not located within walking distances of existing public transport (train stations at Kudla and Tambelin).

Area C

Area C is part of the area where allotment sizes can currently be as small as 0.9 hectares, so it has a more diverse ownership pattern. It may be more economic to allow this area to be developed at the **lower densities, or if sites could be consolidated, medium densities could also occur.**

Area D

Area D is part of the existing rural areas where allotments as small as 0.9 hectares can occur. While there is a diverse land holding pattern its proximity to the Kudla railway station makes it more suitable for **higher density development.** Such development should have regard to the visual amenity observed by train commuters and appropriate landscaping features recommended.

Area D (east of the railway line) given its proximity to both the railway station and the Main North Road could, as an alternative to residential development, be also considered for **employment lands** should other areas be found unsuitable.

Area E

Area E is publicly held land on the east side of the railway line and should accommodate the **“urban breaks”** mentioned in the discussion paper. Carefully designed, these urban breaks could create both a visual and physiological break from the northern Adelaide urban areas. This would reinforce Gawler’s identity as a town separate from Adelaide. With careful planning this area could also cater for some higher density housing.

Area E on the western side of the railway line would lend itself to **higher density** housing as an extension of “Orleana Waters”. This area could also accommodate some **“urban break”** features along the railway line and on the southern boundary of the sub-area.

Areas F

Given the area has existing commercial development, these areas should be development further for **employment lands**. The injection of new investment in these areas would “lift” the character and amenity of the existing commercial developments and provide much needed employment lands for the Gawler Council area.

Area G

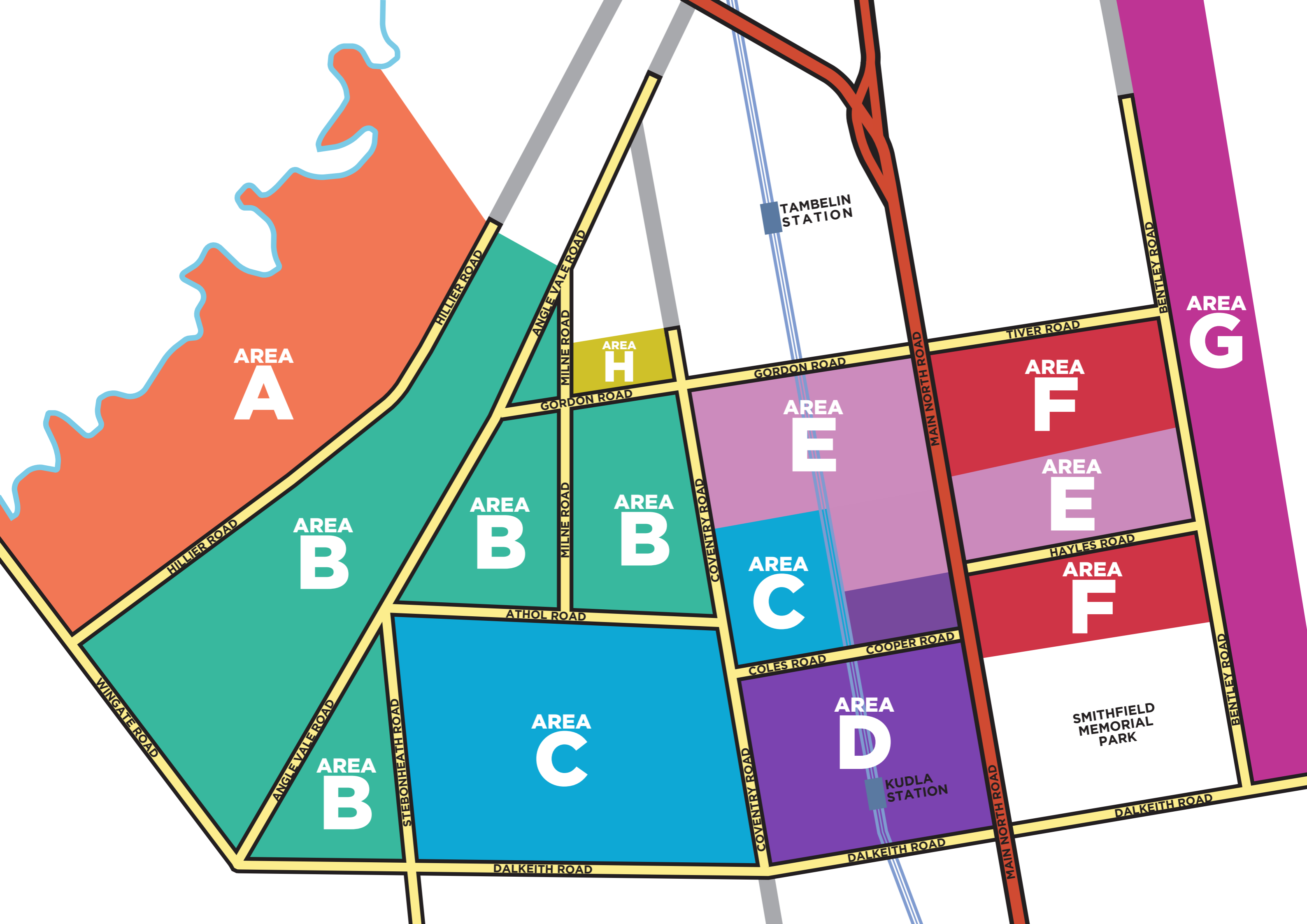
Area G could be developed for **housing (medium or high)** subject to appropriate interface policies for the adjacent Hills Face Zone. This area is well served by road infrastructure and educational facilities.

Area H

Area H is located adjacent to a deferred urban area. H should be allowed to develop for **high density** housing and be an extension of the Orlean Waters development.

Other considerations

While the sub-area analysis has presented an overall picture regard should be had for the provision of local retail and community facilities that would serve each “village”. All the various villages should be interconnected thus facilitating broader community connections and interactions. Those interconnections would also help reduce the use of vehicles for people to access local services and connect with people across the area. The areas to be developed should have the basic infrastructure that promotes healthy lifestyles.



From: Hartley EO <Hartley@parliament.sa.gov.au>
Sent: Wednesday, 27 September 2023 4:43 PM
To: DTI:PlanSA Submissions
Subject: Submission to Greater Adelaide Regional Plan
Attachments: Submission Letter to Greater Adelaide Regional Plan.pdf

You don't often get email from hartley@parliament.sa.gov.au. [Learn why this is important](#)

Good afternoon,

Please see attached a formal submission to the Greater Adelaide Regional Plan on behalf of Hon Vincent Tarzia MP.

Kind regards,



Vkdz q#Orfn##Dgylvru#

R iifh# #Krq# lfhqwWdu}b#P S##P hp eh#ru#Kdwb|#
Shadow Minister for Infrastructure and Transport
Shadow Minister for Road Safety
Shadow Minister for Sport, Recreation and Racing
58d#P rqvdfxw#Jrdg#F dp sehorz q#VD#3 : 7#
S #3 ; ,# 698#674####I =Shawn.LockC sdu#p hqwdlj rydx

The information in this e-mail may be confidential and/or legally privileged. If you are not the intended recipient, access to it is unauthorised and any disclosure, copying, distribution or action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.



Hon Vincent Tarzia MP

Member for Hartley

Growth Management Team, Planning and Land Use Services
Department for Trade and Investment
GPO Box 1815, Adelaide SA 5001

Via email: plansasubmissions@sa.gov.au

Subject: Submission on the Greater Adelaide Regional Plan

Dear Growth Management Team,

I am writing to provide my submission on the Greater Adelaide Regional Plan in my capacity as the Member for Hartley in the South Australian Parliament.

Upon thorough review of the Greater Adelaide Regional Plan Discussion Paper released by the State Planning Commission, I wish to draw your attention to Figure 10 – Proposed areas of investigation: Strategic infill and corridor growth, as depicted on page 137. This figure highlights two specific areas within the geographical boundaries of the electorate of Hartley earmarked for further examination by the Commission as potential sites for strategic infill near the River Torrens.

As articulated on page 128 of the Discussion Paper, 'strategic infill' pertains to housing developments typically situated on repurposed, larger sites characterized by higher densities. The paper also references the government's Land Supply Report, which presently designates strategic infill sites as those resulting in a net housing increase of greater than ten units.

Allow me to express some concerns regarding the prospect of medium and high-density housing developments within the areas flagged by the Commission in the Discussion Paper.

First and foremost, there is apprehension by local residents that the introduction of medium and high-density housing in this locale may exert additional pressure on local infrastructure, particularly the existing road network, which is already suffering with congestion challenges. A substantial rise in population density is anticipated to exacerbate congestion issues, either through amplified local traffic or heightened demand for on-street parking. It is imperative that the government not only makes substantial investments in local traffic management to mitigate potential disruptions to already strained infrastructure, but also decides to not put further strain on local roads through medium and/or high-density homes.

GET IN TOUCH WITH VINCENT

Phone 08 8365 1341 | Email hartley@parliament.sa.gov.au

Office 25A Montacute Rd, Campbelltown SA 5074

Facebook /Tarzia4Hartley | Twitter @VincentTarzia | www.vincenttarzia.com.au

Authorised by V Tarzia, 25A Montacute Rd, Campbelltown SA 5074.



Furthermore, there is concern that the construction of housing units in the identified areas may entail the removal of valuable public amenities from the community, such as the Paradise Skate Park and its adjacent greenspace—a cherished area for communal recreation. This space serves as a vital resource for the community, especially for young families seeking opportunities for exercise, interaction with nature, and social engagement. The proposed medium and/or high-density housing development risks depriving the community of this essential green space.

Lastly, it is worth noting that the envisaged medium and high-density housing units in the proposed area may not harmonize with the prevailing housing styles in the vicinity. This deviation from the established community will potentially encounter limited support from current residents.

I appreciate your consideration of these concerns as part of the Greater Adelaide Regional Plan.

Yours sincerely,

A solid black rectangular box redacting the signature of the sender.

Hon Vincent Tarzia MP

Member for Hartley

Shadow Minister for Infrastructure and Transport

Shadow Minister for Road Safety

Shadow Minister for Sport, Recreation and Racing