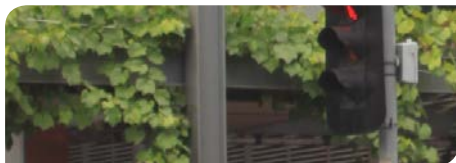
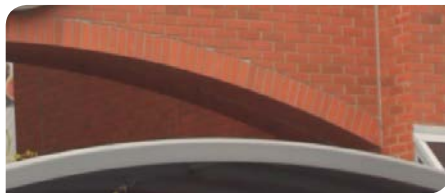


Inner Metro Rim Structure Plan

September 2012




Government of South Australia
Department of Planning,
Transport and Infrastructure



01 introduction



1.1 Introduction

The 30-Year Plan for Greater Adelaide (the Plan) outlines how the South Australian Government proposes to balance population and economic growth with the need to improve accessibility, preserve the environment, support community wellbeing and protect the character of Greater Adelaide.

The Plan will be used by the State Government to guide the planning and delivery of services and infrastructure, such as transport, health, schools and community facilities.

Preparing Structure Plans is a central part of implementing the Plan. They will spatially represent the objectives for particular areas, and will detail the range and location of land uses, including activity centres, transit corridors and new growth areas.

Structure Plans are fundamental to fostering the new urban form outlined in the Plan. They will outline the design and planning framework for development and investment that will occur over many years.

The Plan's vision is to create places where everything people need for their day-to-day lives is easily accessible by walking, cycling or using mass transit. The Plan seeks to break from older models of urban growth and develop a new urban form that promotes sustainability and liveability.

The Inner Metropolitan Rim of the City of Adelaide is one of the areas where higher density, mixed-use developments within 800 metres of activity centres and mass transit corridors will provide opportunities for people to access local services, recreation and shopping within an easy walk from their home. Providing local jobs within corridors and growth areas is particularly important for growing communities.

The Plan recognises that a growing and diverse economy is vital if we are to attract and retain people. It is intended that greater flexibility in land use will enhance industries of strategic importance to the State's future.

Ensuring there is an adequate supply of employment land, which is well located and protected from incompatible land uses, is a precondition for maximising economic growth.

The competitive advantage of Greater Adelaide is our quality of life. Structure planning is intended to ensure that the impact of new development on both communities and the environment are appropriately managed.

Opportunities for energy efficient and water-sensitive urban design, along with new greenways and open-space precincts (including for structured sport), will result in a city, towns and suburbs that are more resilient to the effects of climate change.

The 30-Year Plan for Greater Adelaide aims to help South Australians use land more efficiently by integrating the planning for the infrastructure needs of new communities (such as utility services, transport networks, and community facilities) and the infrastructure needs of economic development.

1.2 Purpose of Structure Planning

The structure planning process is intended to:

- assist in achieving the population, dwelling and employment targets set out in *The 30-Year Plan for Greater Adelaide*
- identify, and facilitate the resolution of, strategic infrastructure issues
- encourage the design and development of a new sustainable and liveable urban form across Greater Adelaide
- facilitate the rezoning of land for residential and employment purposes.

1.3 The 30-Year Plan for Greater Adelaide—Targets

During the next 30 years, across Greater Adelaide, we are planning for:

- steady population growth of 560,000 people
- construction of 258,000 additional homes
- economic growth of \$127.7 billion
- creation of 282,000 additional jobs.

1.4 The 30-Year Plan for Greater Adelaide at a glance

The 30-Year Plan for Greater Adelaide will:

- locate most new housing in current urban lands, particularly around transit corridors
- focus on creating mixed-use precincts that bring together housing, jobs, transport services, recreation and leisure
- set aside a net land supply of 10,650 hectares to create new growth areas, which will be based on the principles of mixed-use development, higher densities and a greater mixture of housing and, wherever possible, will be located next to transport corridors
- generate \$11.1 billion of gross state product (GSP) over the 30 years, through the Plan's implementation
- create 14 new transit-oriented developments and more than 20 sites that incorporate transit-oriented development principles and design characteristics
- contribute to keeping housing and living affordable in South Australia
- provide housing choice for our ageing population, families, professionals and young people
- develop suburbs and neighbourhoods that are connected and represent world's best practice in sustainability and urban design
- strategically expand larger townships with infrastructure and services, while constraining growth in smaller townships to preserve their heritage and character

- protect at least 115,000 hectares of environmentally significant land and up to 375,000 hectares of primary production land
- support the growth of the mining and defence industries, which will be important to South Australia's future
- create a network of greenways and open-space precincts, including green buffers that define the area between the town of Gawler, the northern suburbs and new growth areas
- significantly reduce the rate of water and energy consumption in all new dwellings
- support our national leadership position in the renewable energy sector and position South Australia to export green energy to other states and territories.

1.5 The 30-Year Plan for Greater Adelaide—Objectives and Principles

The 30-Year Plan for Greater Adelaide has three interlocking objectives, which will maximise South Australia's opportunities and respond to the challenges we face. These are to:

- maintain and improve liveability
- increase competitiveness
- drive sustainability and resilience to climate change.

The 30-Year Plan for Greater Adelaide is underpinned by 14 principles. While the policies and specific targets may change over time, these principles will be a constant driving force for future generations to ensure that Greater Adelaide has a world-leading approach to competitiveness, liveability, sustainability and resilience to climate change.

The principles are:

1. A compact and carbon-efficient city
2. Housing diversity and choice
3. Accessibility
4. A transit-focused and connected city
5. World-class design and vibrancy
6. Social inclusion and fairness
7. Heritage and character protection and enhancement
8. Healthy, safe and connected communities
9. Affordable living
10. Economic growth and competitiveness
11. Climate change resilience
12. Environmental protection, restoration and enhancement
13. Natural resources management
14. Community engagement.

1.6 Alignment with State Government Policies

The 30-Year Plan for Greater Adelaide will be one of the key policy and budgetary instruments of the South Australian Government. The Plan will support the achievement of *South Australia's Strategic Plan* targets. It will also be one of the key inputs to the state's *Strategic Infrastructure Plan* by identifying the medium- and long-term infrastructure priorities to support economic and population growth. The Plan will give state government agencies, as well as local government and key stakeholders, clarity about where people are likely to live and the projected make-up of the population (that is, the proportion of families, single people or the elderly), so they can plan for the provision of schools, health services and aged care facilities.

The Structure Plan also provides an important link to the Adelaide City Centre. This will assist in ensuring that development in the inner metro rim area complements and supports the South Australian Government's *Vibrant Adelaide* initiative (which will revitalise the City Centre and make it an attractive and vibrant place to live, visit, work and invest).

The Plan will also work in tandem with other key policy initiatives including *Water for Good—A Plan to Ensure our Water Future to 2050*, the *State Natural Resources Management Plan*, the *Economic Statement*, *South Australia's Greenhouse Strategy*, the *Skills Strategy for South Australia*, the *Information, Communication and Technology Blueprint and Prosperity Through People—A Population Policy for South Australia*.

1.7 Role of this Structure Plan

Structure Plans are the key design mechanism through which we can implement a strategic vision for the future development of an area. They outline a framework for development and investment that is purposely outcome-orientated and intended to create vibrant places that are competitive, liveable and sustainable.

Structure Plans provide a blueprint for the future, based on an assessment of existing infrastructure and environmental assets against likely population, housing, industry and economic trends.

More specifically, the Inner Metro Rim Structure Plan refines the directions of the Plan for the inner metro rim area by providing:

- a strategic vision for the inner suburban areas of Adelaide adjacent to the Park Lands
- guidance on future land use as well as their spatial extent
- provisional dwelling targets for areas as a basis for managing the distribution and extent of growth
- guidance on the use of the South Australian Planning Policy Library (SAPPL)
- assistance in identifying future infrastructure needs.

The Structure Plan has been endorsed by the Government Planning Coordination Committee (GPCC), which comprised CEOs from key government agencies and infrastructure providers, and its release has been noted by Cabinet. The Structure Plan was informed through significant consultation with inner metropolitan councils, and so is broadly consistent with local strategic directions. The Structure Plan will assist in guiding future Development Plan Amendment processes and council Strategic Directions Reports to ensure Development Plans align with the objectives of the Plan in manner appropriate for the inner metropolitan rim area.

1.8 Study Area

The Inner Metropolitan Rim is the part of inner metropolitan Adelaide adjacent to the Park Lands, roughly within 1 km from the CBD's outer edge, affecting the following council areas: the City of Prospect, the Corporation of the Town of Walkerville, the City of Norwood Payneham & St Peters, the City of Burnside, the City of Unley, the City of West Torrens and the City of Charles Sturt. It is an important area for future development, given the concentration of infrastructure, employment opportunities, mixed-use infill corridors identified in *The 30-Year Plan for Greater Adelaide*, access to public transport, and proximity to the CBD. It is important to recognise that it also contains some of the Adelaide's oldest neighbourhoods, many of them still intact.

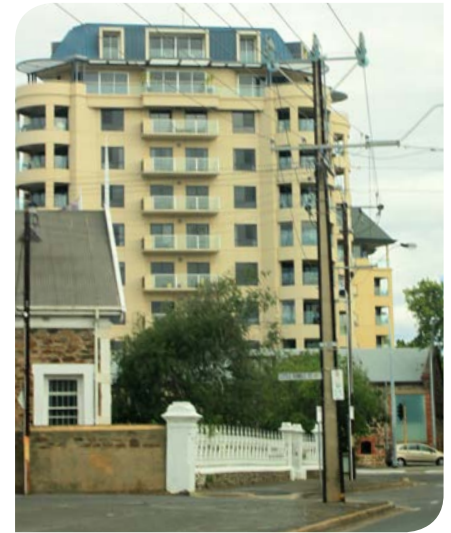
The strategic directions for the Inner Metro Rim area are informed by *The 30-Year Plan for Greater Adelaide*. The specific regional targets and directions for the Rim area are derived from the Eastern Adelaide directions and Western Adelaide directions parts of the Plan (Chapter E, Maps E2 and E3).

Table E2 and E3 which follow (from *The 30-Year Plan for Greater Adelaide*) provide the Eastern and Western Region targets. The Structure Plan identifies the proportion of these targets that apply in in the Rim area.

The Sector Plans contain provisional draft dwelling targets to 2038 (ie 18,560 additional dwellings), thereby providing the anticipated contribution of the Inner Rim towards the regional targets. This provisional target will be subject to more detailed site specific analysis. Employment and population targets, which are derived from the dwelling targets, require additional investigation to ensure assumptions appropriate to the Inner Rim area can be made.

Population and dwellings	Net additional dwellings	Net additional population
Within corridors (including transit-oriented developments)	7900	14,600
Outside corridors	10,500	23,100
TOTAL	18,400	37,700
Affordable housing	Net additional dwellings	
	2750	
Employment	Net additional jobs	
	6500	
Gross land supply	Hectares	
Infill up-zonings (residential and employment)	2230	

Table E2 Eastern Adelaide targets (excludes Adelaide City)



Population and dwellings	Net additional dwellings	Net additional population
Within corridors (including transit-oriented developments)	33,060	62,100
Outside corridors	9500	20,900
TOTAL	42,560	83,000
Affordable housing	Net additional dwellings	
	6400	
Employment	Net additional jobs	
	40,500	
Gross land supply	Hectares	
Infill up-zonings (residential and employment)	4650	

Table E3 Western Adelaide targets





02 design principles



2.1 Introduction

The 30-Year Plan for Greater Adelaide seeks to maintain and improve liveability, increase competitiveness and drive sustainability and resilience to climate change.

The Inner Metro Rim Structure Plan reinforces and refines the objectives of *The 30-Year Plan for Greater Adelaide* as it relates to Adelaide's inner suburban areas adjacent to the Park Lands. It seeks: managed growth with a majority targeted towards mixed use infill along transit corridors and the four key city corner nodes (Kent Town, Bowden, Keswick and Glenside); sufficient population to align with public transport and to sustainably support local business; low scale infill in appropriate non character residential areas; managed gradual infill in identified character areas only when it is in keeping with important built form and public realm features; and conservation of existing heritage areas.

2.2 Objectives for structure planning

The Plan's Principles and Policies will guide the development of Structure Plans.

The key objectives have been summarised below:

Movement and Access

The Structure Plan area will promote the design of transit-focused, accessible and well connected places. Regard has been given to the following design principles in the sector plans:

- mixing land uses to provides easy access—visually and physically—and prioritise walking, cycling and using mass transit to serve the daily needs of the local population
- creating a highly interconnected, grid-based street network, which:
 - clearly distinguishes between arterial routes and local streets
 - establishes good internal and external access for residents
 - maximises safety
 - supports mass transit
 - encourages walking and cycling.

- ensuring public realm/public space responses create sufficient space to accommodate foot/cycle paths, including off-road (for example, a network of greenways incorporating local indigenous trees), as well as on-road cycling routes to destinations
- protecting current and future strategic transport routes, major road and rail freight routes, freight handling facilities and land for future upgrades—consistent with the new urban form—through measures such as appropriate setbacks
- establishing greenways as well-designed safe and attractive linear places that are of benefit to the onlooker as well as the user
- improving the quality and safety of key train, tram and bus stations, thereby achieving integration with surrounding activities, to attract higher levels of use and to help stimulate development which aligns with proposed corridor infill areas
- transitioning the four routes (Glen Osmond Road, Henley Beach Road, Prospect Road, The Parade) nominated as potential Mass Transit Routes, through planning for high frequency public transport services in line with the intensification of the corridors' activity mix and residential catchments
- implementing a network of high quality primary and secondary cycling routes, which will form part of the Adelaide Bikedirect network to provide both safe direct routes and attractive alternative routes
- improving key streets to create a comprehensive network of local streets that facilitate safe lower speeds, particularly for the benefit of cyclists and pedestrians.

Land use and Design

The Structure Plan area will promote a coherent urban system which is compact and walkable and supports greater housing diversity. Regard has been given to the following design principles in the sector plans:

- developing walkable neighbourhoods, which cluster to form towns/villages with relatively intense, mixed-use town centres capable of fostering a broad range of employment and social opportunities and services
- using and sustainable housing design principles in growth areas, corridors and transit-oriented developments, reflecting a diverse community at all stages of life
- encouraging forms of urban development that:
 - minimise non-renewable energy use and car dependence
 - encourage greater local self-containment
 - protect natural and cultural assets
 - minimise potential for impacts such as air and noise pollution.
- creating higher density, mixed-use developments, with a vertically integrated core, focused in transit corridors, with densities decreasing as a transition to adjacent neighbourhoods
- focusing the majority of infill development in transit corridor areas, so that residential neighbourhoods can remain largely unaffected as a result of this Structure Plan
- increasing residential diversity, through increased mix of residential densities in appropriate areas, and more mixed-use developments
- taking advantage of proximity to services and public transport and to nearby amenity, when siting new residential developments
- encouraging private redevelopment of nominated sites, and specific sites within nominated areas, to diversify housing options and achieve an increase in overall density through new medium and high density housing options

- encouraging adaptive reuse (for example, Brewery Apartments) to promote sustainable development where possible
- ensuring suitable design to provide an appropriate interface with state and local heritage places/items and areas
- investigating the possibility of developing high quality public realm and open space.

In addition:

- Where a new residential development interfaces with a strategic road, a primary/secondary freight route, roads that carry more than 25,000 vehicles per day, or a train corridor, a development plan overlay that provides solutions for noise and air quality will be applied
- Where high rise development is proposed, adequate attenuation and building design measures to address any associated air quality and noise impacts from existing incompatible land uses will be considered
- Issues of site contamination may need to be considered on former industrial sites that are being considered for more sensitive uses, when more detailed planning is undertaken
- Any transition from industry to other forms of development will be considered on a case by case basis and, where appropriate, the considerations will be informed by further work currently being undertaken by state government agencies.

Affordable Housing

The 30-Year Plan for Greater Adelaide sets a target for at least 15 per cent of new dwellings, in developments of 20 or more dwellings, to meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new developments and growth areas, including:

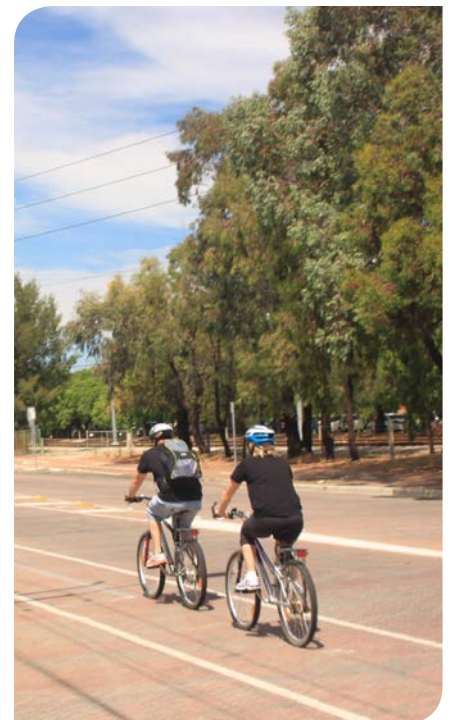
- State Significant Areas
- areas subject to Structure Plans and precinct planning, in particular in new transit-orientated developments and transit corridors

- areas rezoned to substantially increase dwelling potential (including new greenfield growth areas)
- residential developments with major development status
- residential developments on surplus government land.

Economy and Employment

The Structure Plan area will promote a range of local employment and business activities. Regard has been given to the following design principles in the station plans:

- providing sufficient land for employment (including in shopping/activity centres) with effective access to freight networks, infrastructure and employment bases
- providing education and vocational training within easy access (including in shopping/activity centres and transit-oriented developments) of the community
- encouraging local employment self-sufficiency (preferably 40–60 per cent)
- promoting the importance of existing retail and commercial strips within the corridor, particularly in identified high street locations
- strengthening the broad role of commercial corridors through intensification, in a manner that emphasises the local characteristics of individual locations
- consolidating existing employment areas into high intensity areas (including Keswick, Mile End, Richmond, Kent Town, Stepney) and key activity centres (including The Parade District Centre, Unley District Centre, and Burnside District Centre) to deliver key services for the Rim and CBD and generate local employment, while contributing to the quality public realm of the Rim.



Liveability, Community and Sense of Place

The Structure Plan area will be designed to attract residents and businesses and create a sense of place, safety (for example, by using crime prevention through environmental design principles) and connectedness. Regard has been given to the following design principles in the sector plans:

- providing opportunities for people at different stages of life to be physically active, by ensuring neighbourhoods are within a walkable distance of community parks, town squares and other public spaces
- integrating high quality buildings at ground level with street activation provided by shops, offices or other activities
- creating well-designed, multi-functional open spaces
- developing urban environments that celebrate local culture and encourage participation in their development
- accommodating the bulk of growth in designated areas (new growth areas, transit-oriented developments and transit corridors) and ensuring the edge of the new built form is integrated and complements the existing character of Greater Adelaide
- preserving the defined, established character of neighbourhoods with sensitive low-scale infill development where appropriate
- enhancing the public realm to achieve high quality spaces in mixed-use uplift areas, i.e. accommodating more than one use and suitable for regeneration or up-zoning
- developing greenways as major pedestrian and cycle links, and identifying opportunities for additional linkages with green elements (for example, planted median strips)
- maintaining and strengthening the River Torrens Linear Park

- maintaining and improving existing open spaces as valuable components of the Rim, maximising the opportunities to establish adjacent residential and mixed-use development and improving connection with other open spaces
- ensuring improved access and connection to the Adelaide Park Lands and CBD from adjacent areas of the Inner Rim
- encouraging larger scale integrated development to provide well designed public spaces that benefit the community at large, as well as local residents
- constructing new mixed-use development precincts (Refer Figure 2.1) with high quality built form and public realm at key sites around the Rim
- including facilities for active recreation and structured sport where appropriate
- developing major community sports hubs to provide important community facilities, promote community development and multiple benefits of active living
- reinforcing Community Centres (Prospect, Norwood, Unley and West Torrens (Refer Figure 2.1) as recognised hubs, through progressive mixed-use development that increases the retail appeal and residential population, providing high quality built form and public realm supported by improved public transport infrastructure
- reinforcing Local Community Centres (Refer Figure 2.1) as a local hubs through progressive development that increases the retail appeal and residential population, providing high quality built form and public realm, which is supported by local pedestrian and cyclist connectivity.

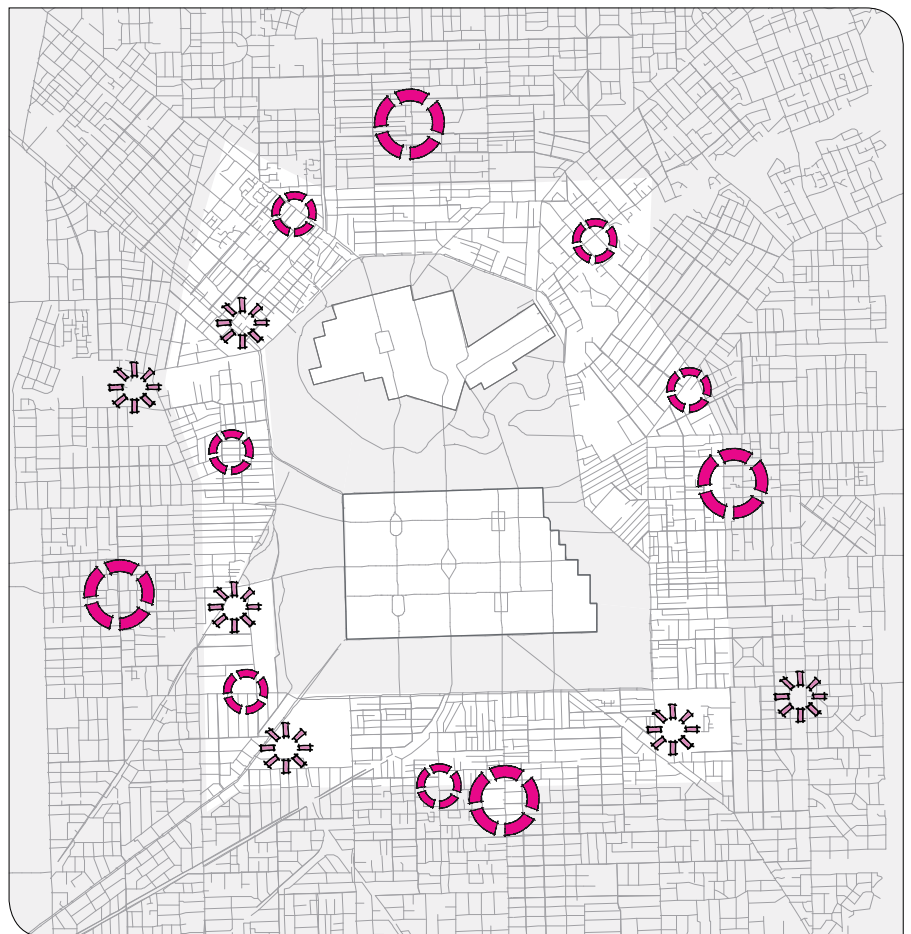


Figure 2.1 Inner Metro Rim Community Centres

Environmental Assets

The Structure Plan area will create a robust urban ecology across the area. Regard has been given to the following design principles in the sector plans:

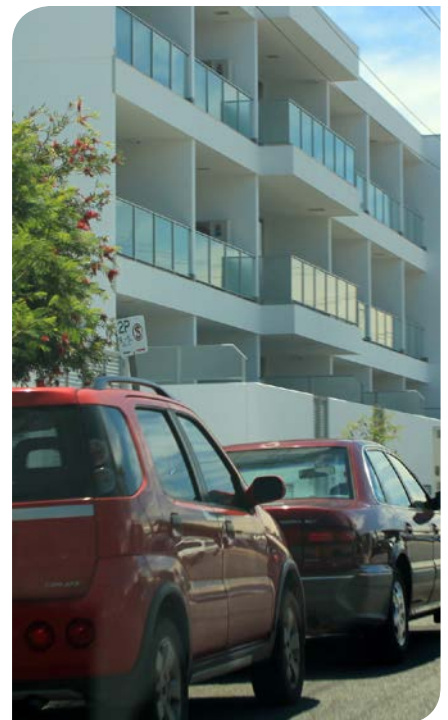
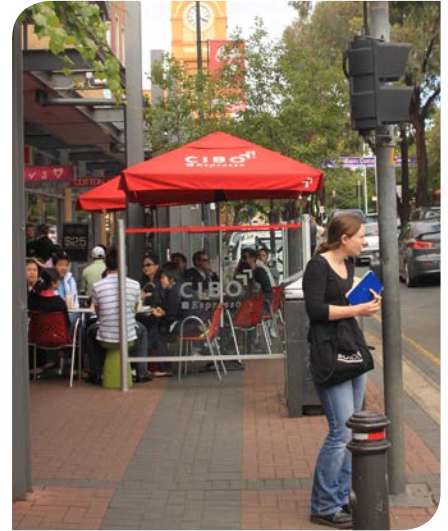
- minimising the disturbance and modification of the natural landform through design that accommodates landform, views, prevailing breezes, and environmental features
- creating natural biodiversity corridors (greenways) to both integrate and define the built and natural environment
- ensuring appropriate management of the Park Lands, particularly for interface areas adjacent to corridors
- maximising neighbourhood and precinct-level water and energy efficiency, through optimising orientation to suit energy efficient housing, and including stormwater solutions and water-sensitive urban design (WSUD) principles and techniques
- developing 'green' buildings using green roof and green wall technology, and urban and building design conditions that encourage people to walk further, travel by bike or use public transport
- restoring, rejuvenating and reinforcing urban waterways to achieve better stormwater management, while increasing community awareness and engagement to contribute to a healthy urban biodiversity
- integrating WSUD initiatives into rail and tram greenways
- introducing wetland sites to contribute to the broader water strategy and public open space experience
- capitalising on opportunities to achieve integrated WSUD initiatives within redevelopment sites, to contribute to the sustainability, amenity and character of the public realm/streetscapes

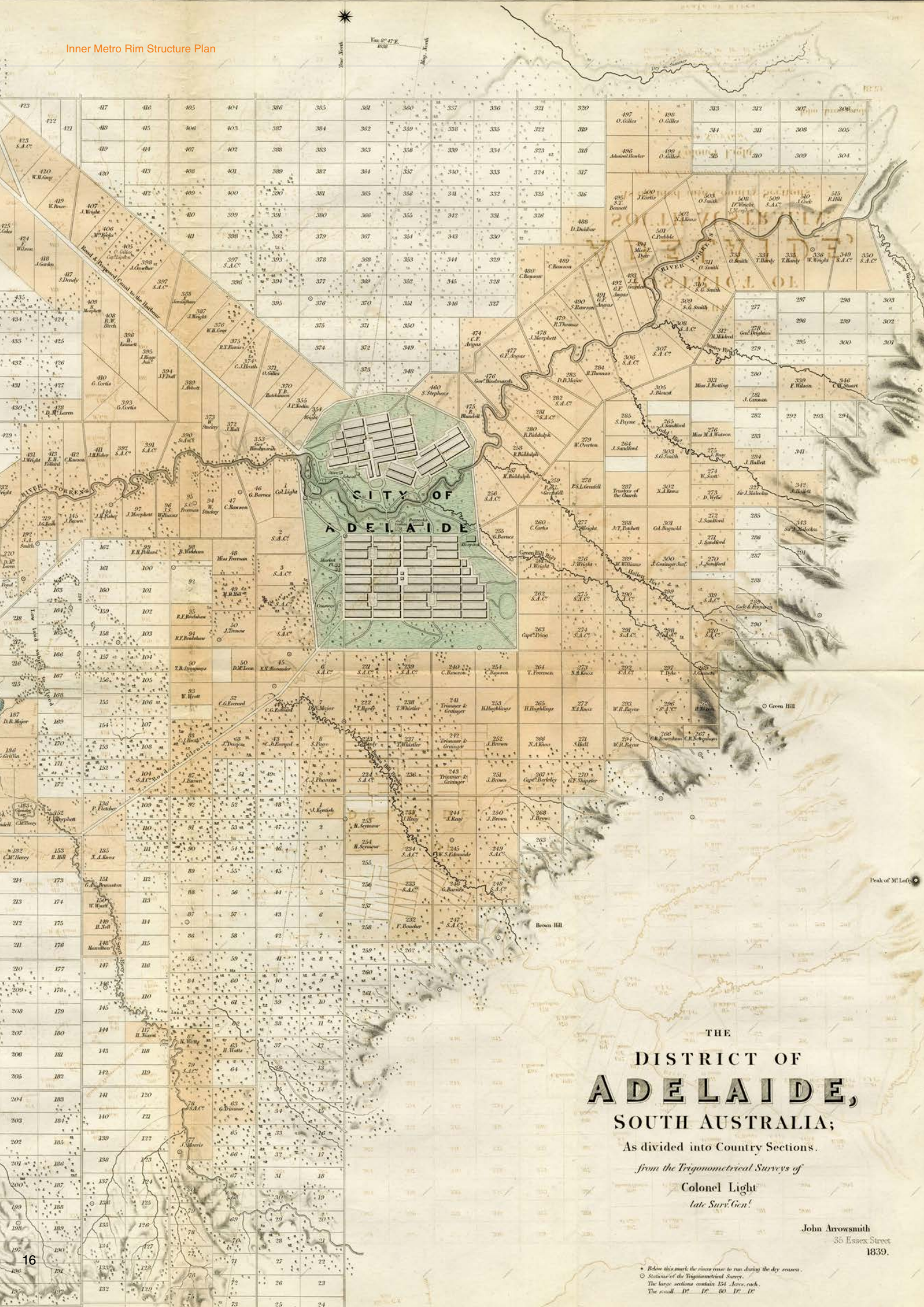
- maximising opportunities to coordinate the re-establishment of natural waterways to better manage stormwater quality and weather event flows
- ensuring sensitive land uses developed along transit corridors are designed and built to protect occupants from noise and air pollution.

Community Infrastructure

The Structure Plan area will provide accessible, integrated and adaptable community services and infrastructure. Regard has been given to the following design principles in the sector plans:

- distributing utilities and services in a timely, cost-efficient, equitable, coordinated and effective manner
- providing social infrastructure for all stages of life early on in the development, located where people can easily access it
- localising energy generation (biogas, solar and wind) and water capture and storage
- locating emergency services and stations to minimise response times
- identifying and preserving critical infrastructure corridors (including major transmission lines, sub-stations, water and gas pipelines and new utility corridors)
- augmenting existing utility infrastructure to support infill development
- encouraging a wide range of sports facilities, including open space for structured sport, as well as indoor recreation/sport facilities and community club rooms.





THE
DISTRICT OF
ADELAIDE,
SOUTH AUSTRALIA;

As divided into Country Sections.

from the Trigonometrical Surveys of
Colonel Light
late Surv. Genl.

John Arrowsmith
35 Essex Street
1839.

* Below this mark the rivers cease to run during the dry season.
○ Stations of the Trigonometrical Survey.
The large sections contain E.S. Acres, each.
The small "DP" DP = 80 DP = DP

03 sector plans





3.1 Introduction

Sector Plans each apply to a specific sector of the Inner Metro Rim. They result from the policies of *The 30-Year Plan for Greater Adelaide* and Design Principles, as well as the opportunities and constraints analysis, and road testing against State Government agencies' and councils' strategic land use directions and objectives.

Diagrammatic plans and accompanying text outline the planning intent, expressed at a high level, for each sector.

Development of the Sector Plans has been underpinned by strategic investigations, opportunities and constraints analysis, character analysis, and design principles.

Each Sector Plan encompasses a portion of adjacent Park Land to demonstrate the inter-relationship each has with the other, particularly with respect to linkage and connectivity.

This document does not propose any encroachment on the Park Lands, but acknowledges the important role the Park Lands play, highlighting the critical interplay between the seven adjacent local councils and the city in its entirety.



Figure 3.1 Sector Plan Boundaries

Sector Plan 01
Fitzroy – Medindie

Sector Plan 02
Medindie – St Peters

Sector Plan 03
St Peters – Hackney

Sector Plan 04
Hackney – Kensington Road

Sector Plan 05
Kensington Road – Greenhill Road

Sector Plan 06
Greenhill Road – Fullarton Road

Sector Plan 07
Fullarton Road – George Street

Sector Plan 08
George Street – Hardy Street

Sector Plan 09
Hardy Street – John Street

Sector Plan 10
John Street – King Street

Sector Plan 11
King Street – Rose Street

Sector Plan 12
Rose Street – River Torrens (West)

Sector Plan 13
River Torrens (West) – Sixth Street

Sector Plan 14
Sixth Street – Bishop Street

Definitions



Reinforced Centre

Develop high quality pedestrian-focused areas as centres of activity.



Urban Activity

Create important focal points with high quality public realm, activated street level (through shops and business activities), built form and community facilities.



Gateway

Strengthen and intensify development adjacent to the gateway with high quality built form and public realm/space, while preserving strategic road function.

Gateway areas should be considered to include allotments that are in proximity to the intersection (up to 150 metres away; they include uplift (up-zoning) areas. The exact extent will need to be determined through more detailed investigations.



Key Intersection

Strengthen and intensify development adjacent to key intersections with high quality public realm, while preserving strategic road function where relevant.



Park Land Activity Point

Promote safe and legible points of access between the Park Lands and surrounding neighbourhoods to facilitate pedestrian and cycle movement.



Transport Stop

Encourage greater intensity and connectivity around transport stops.

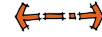


Strategic Route and/or Primary/Secondary Freight Route

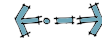


High Street

Promote a pedestrian environment with a high quality streetscape, activated built form, greater integration of public transport and lower speed vehicle movement.



Arterial Road



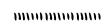
Primary Local Network

Encourage local movement between neighbourhoods by greater connectivity, legibility, and amenity of the street network.



Greenway

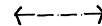
Promote safe and efficient pedestrian/cycle movement and improved biodiversity/sustainability along multifunctional open space corridors.



Train Line



Tram/O-Bahn Line



Other Roads

**Residential**

Allow gradual low-rise residential development.

**Historic Conservation**

Reinforce the protection of historic building stock.

**Activity Centre**

Activity Centres provide a range of retail, office, community and entertainment facilities, along with civic, commercial and recreation facilities/services. They may also include mixed-use activities.

**Residential Infill**

Facilitate residential development to provide increased housing diversity and intensity.

**Residential Character**

Maintain identified character areas and protect from inappropriate development.

**Urban Node**

An area of mixed-use renewal with high quality public realm, integrated with public transport.

**Commercial Infill**

Strengthen and intensify commercial development with retail/commercial frontages to main roads

Encourage complementary mixed-use development in appropriate locations.

**Corridor (Mixed Infill)**

Encourage higher density development of several storeys.

**Open Space (Park Lands)**

Promote greater connectivity and integration of built form to the surrounding Park Lands.

**Institution/Community Facility**

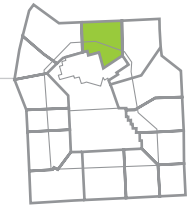
An area dedicated to education and general public use.

**Open Space**

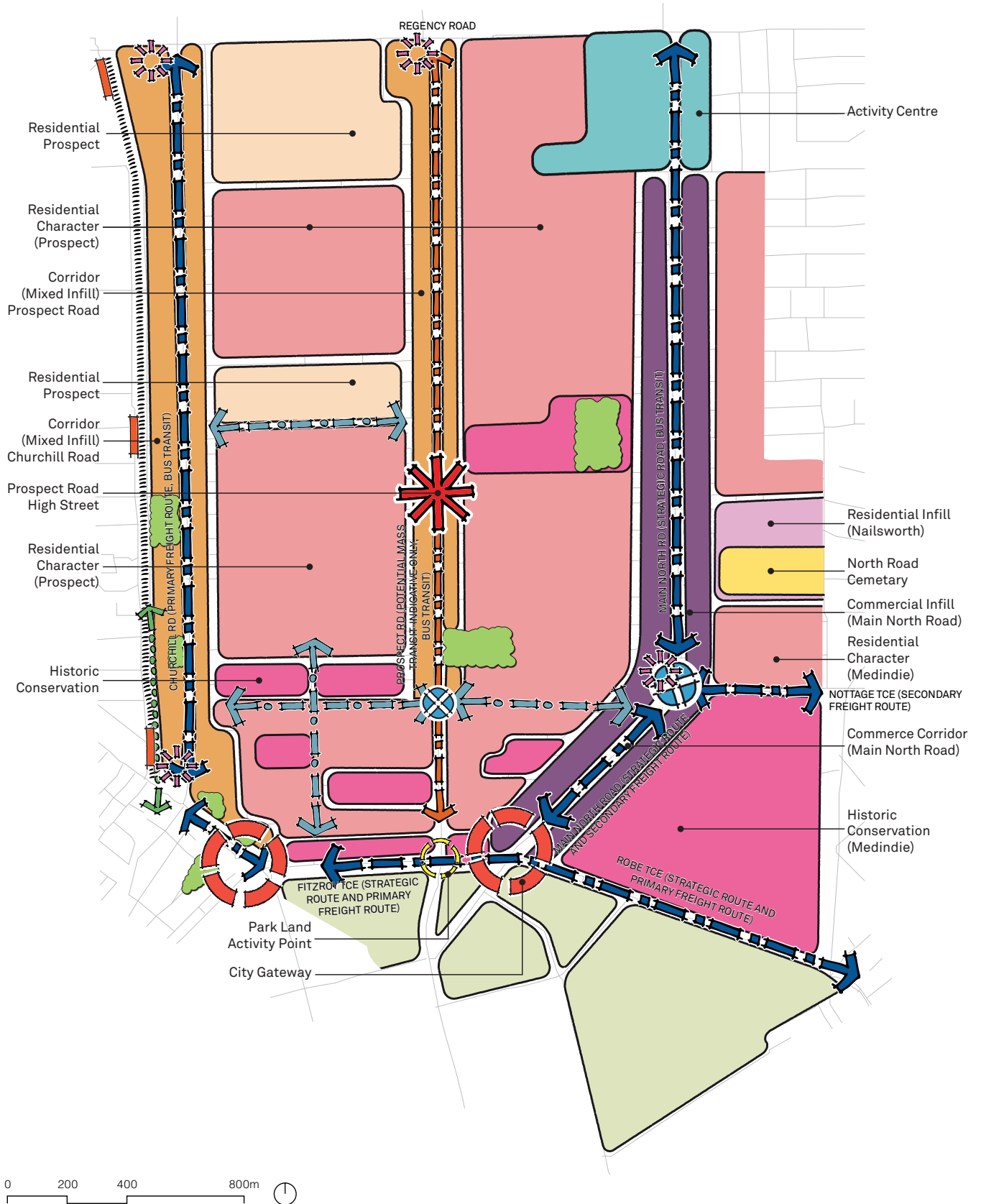
Maintain and support existing open spaces.

Building Heights

The maximum height of buildings outlined in the Structure Plan is subject to an incentive policy (contained in the South Australian Planning Policy Library) and consequently the final allowable building height may vary on a case by case basis and will be decided by the appropriate approval authority (Council Development Assessment panel or the Development Assessment Commission) when a development application is considered in light of the Development Plan. Currently this provision could apply to the areas identified as Corridor (mixed infill), Commercial Infill, Urban Node and Activity Centre.



Sector Plan 01_Fitzroy – Medindie



Sector Plan 01_Fitzroy – Medindie

The Structure Plan proposes the following actions for the sector area.



Prospect Road Centre

Create a quality pedestrian-focused high street along Prospect Road north of Azalea Street.

Concentrate the centre around a revitalised community park and streetscape with new development providing increased activity and commercial and residential density.

Consider the alignment of a potential mass transit route along Prospect Road, with stops located at appropriate intersections along the high street.



Commercial Infill, Main North Road

Facilitate the redevelopment of properties fronting Main North Road to support it as a commerce corridor, with quality commercial shop fronts, with offices and residential accommodation above (3–4 storeys).

Recognise the intersection at Nottage Terrace as a key intersection, with a greater concentration of activity and quality built form (4–5 storeys).

Develop the intersection at Fitzroy Terrace as a gateway to the city, with an increased concentration of activity, quality built form and public realm (4–5 storeys).



Residential, Prospect

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Churchill Road and Prospect Road corridors.

Promote developments that respond to their established residential context through lot size/height ratios and other design mechanisms.



Corridor (Mixed Infill), Churchill Road

Promote high density mixed-use infill development along its length.

Encourage commercial and office at the street level with residential accommodation above (3–5 storeys, and 4–8 storeys at 250 Churchill Road).

Facilitate greater residential density along the rail corridor in proximity to existing open spaces and local stops (focal point).

Achieve a greater diversity of housing and accommodation types by infill development.



Corridor (Mixed Infill), Prospect Road

Reinforce Prospect Road as a popular high street with mixed-use infill development of commercial shop fronts with offices and residential accommodation above (2–3 storeys, and 3–5 storeys around the Regency Road intersection) and increase development activity around future public transport stop locations.

Strengthen the streetscape and built form to mark the Azalea Street/Prospect Road intersection.

Promote reduced building setbacks and parking provision at the rear for new infill development.

Improve connection to the city at Fitzroy Terrace/Prospect Road intersection with quality public realm and articulated built form to identify it as a Park Land Activity Point.



Residential Infill, Nailsworth

Facilitate gradual infill of non-character sites with low-rise (2–3 storeys) residential redevelopment close to the city and Main North Road commerce corridor.

Promote developments that respond to their established residential context through lot size/height ratios and other design mechanisms.



Examples of mixed-use activated places



Prospect Road today



Artist's impression of one potential outcome for Prospect Road in the future

Residential Character, Prospect

Promote developments that respond to their established residential context through lot size/height ratios and other design mechanisms.

Preserve established streetscape character through appropriate building design.

Residential Character, Medindie

Respond to the established streetscape character as an important part of this area of the Rim.

Encourage developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Preserve established streetscape character through appropriate building design.

Historic Conservation

Reinforce the protection of historic building stock.

Gateway, Main North Road

Develop the intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and achieve greater engagement with the Park Lands.

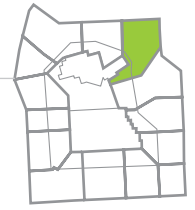
Encourage commercial and home office use at the street level with residential accommodation above (4-6 storeys).

Promote strong built form and parking provision at the rear for new infill development.

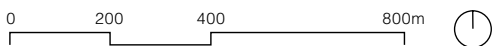
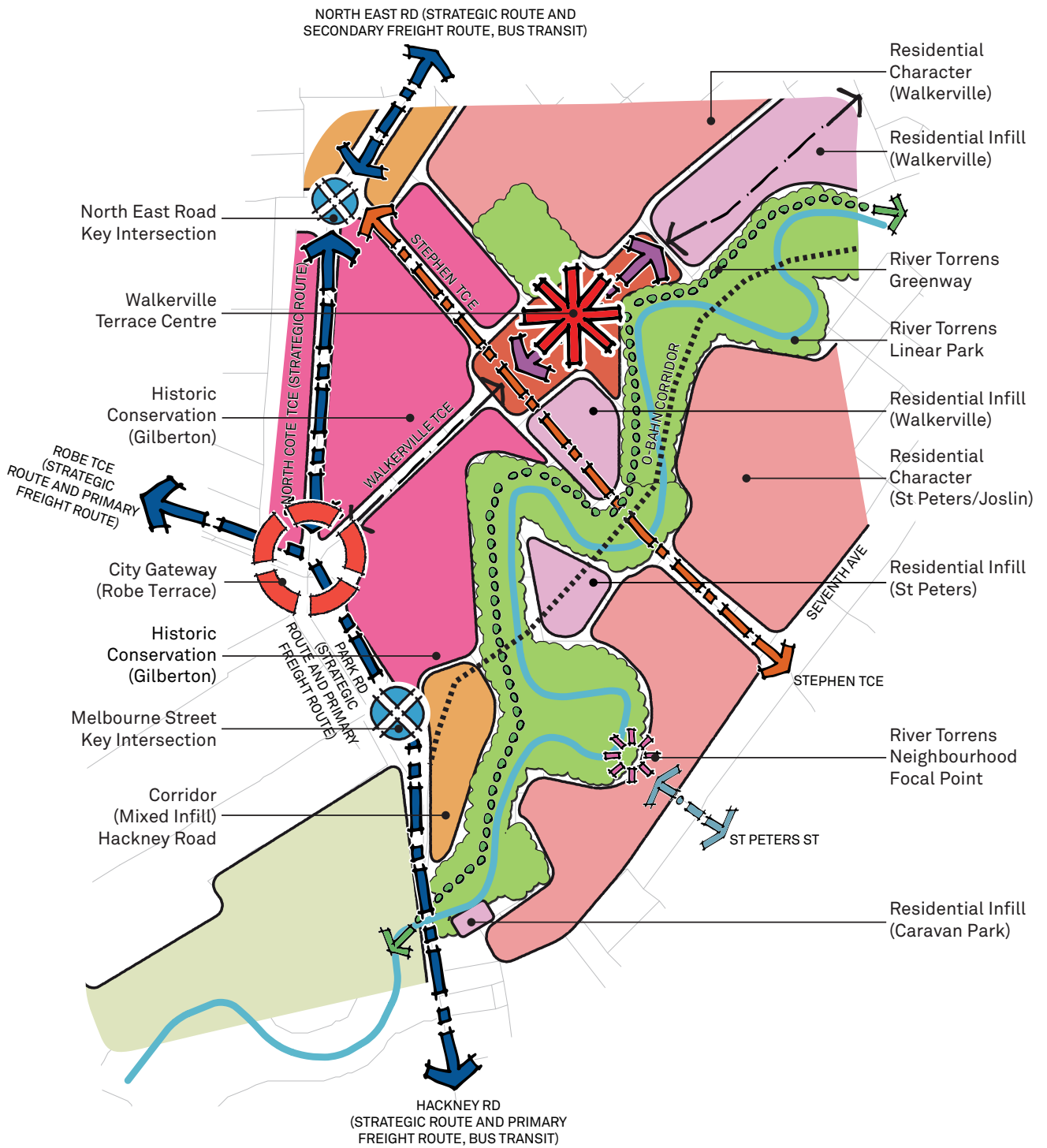
Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 2440



Artist's Impression



Sector Plan 02_Medindie – St Peters



Sector Plan 02_Medindie – St Peters

The Structure Plan proposes the following actions for the sector area.



City Gateway, Robe Terrace

Develop the intersection at Northcote Terrace as a gateway to the city with an increased concentration of activity, quality built form and public realm, and achieve greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (4–6 storeys).

Promote strong built form and parking provision at the rear for new infill development.



River Torrens Linear Park

Reinforce the river corridor as an important greenway, providing efficient pedestrian and cyclist movement, improved recreation and increased biodiversity linking to the city.

Create strong links with surrounding residential streets and achieve improved frontage to the river corridor including new focal points aligned with the surrounding streets, and connection with Stephen Terrace and St Peters Street primary local network.



Corridor (Mixed Infill), Hackney Road/Park Road

North of the River Torrens Linear Park, facilitate high density mixed-use development with activated office and commercial uses at street level, with office and residential accommodation above (6–10 storeys).

Strengthen the city edge with high quality public realm and built form and increased densities.

Achieve a sensitive interface adjacent to established character areas.

Encourage residential redevelopment that provides housing diversity close to the river, Hackney Road and Park Road, the CBD and the Park Lands.



Walkerville Centre

Create a low speed pedestrian high street between Stephen Terrace and Smith Street with a quality public realm/streetscape and with links to the Walkerville Recreation Ground and the River Torrens Linear Park.

Encourage mixed-use infill development of shopfronts with residential accommodation above (3–5 storeys).

Strengthen the streetscape and built form to mark the Stephen Terrace intersection.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Residential Character, Walkerville

Facilitate low-rise (1–2 storeys) residential redevelopment that provides housing diversity close to the river corridor, city and high street.

Preserve established streetscape character through appropriate building design.



Residential Infill, Walkerville

Facilitate gradual infill of non-character sites with low-rise (2–3 storeys) residential redevelopment close to the city, the Walkerville Terrace high street and the river corridor.

Promote developments that interface sensitively with any surrounding heritage sites through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Stephen Terrace as an identified primary local network.



Corridor (Mixed Infill), North East Road

Facilitate the redevelopment of the corridor with quality commercial and home office shopfronts and residential accommodation above (3–6 storeys).

Recognise the Nottage Terrace intersection as a key intersection with a greater concentration of activity, quality built form (5–6 storeys) and an improved public realm.





Residential Character, St Peters/Joslin

Facilitate gradual infill of non-character sites with low-rise (up to 2 storeys) residential redevelopment close to the city and Walkerville Terrace high street.

Promote developments that interface sensitively with any surrounding heritage sites through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Stephen Terrace as an identified primary local network.

Reinforce low-rise (single storey) character of residential development in Seventh Avenue and Eighth Avenue. (Medium density residential development (2–4 storeys) is envisaged for sites directly fronting the River Torrens Linear Park).

Preserve established streetscape character through appropriate building design.



Residential Infill, St Peters

Facilitate low-rise (2–3 storeys) residential redevelopment that provides housing diversity in proximity to the river corridor and city. (Medium density residential development (2–4 storeys) is envisaged for sites directly fronting the River Torrens Linear Park).

Promote developments that interface sensitively with any surrounding heritage sites through lot size/height ratios and other design mechanisms.



Residential Infill, Adelaide Caravan Park, Richmond Street

Consider medium to high density residential infill (4–6 storeys) with low-rise (2–3 storeys) interface along the perimeters of the site, including the Richmond Street frontage, the River Torrens Linear Park and the boundary to Twelftree Reserve.



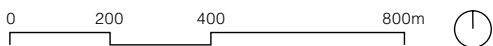
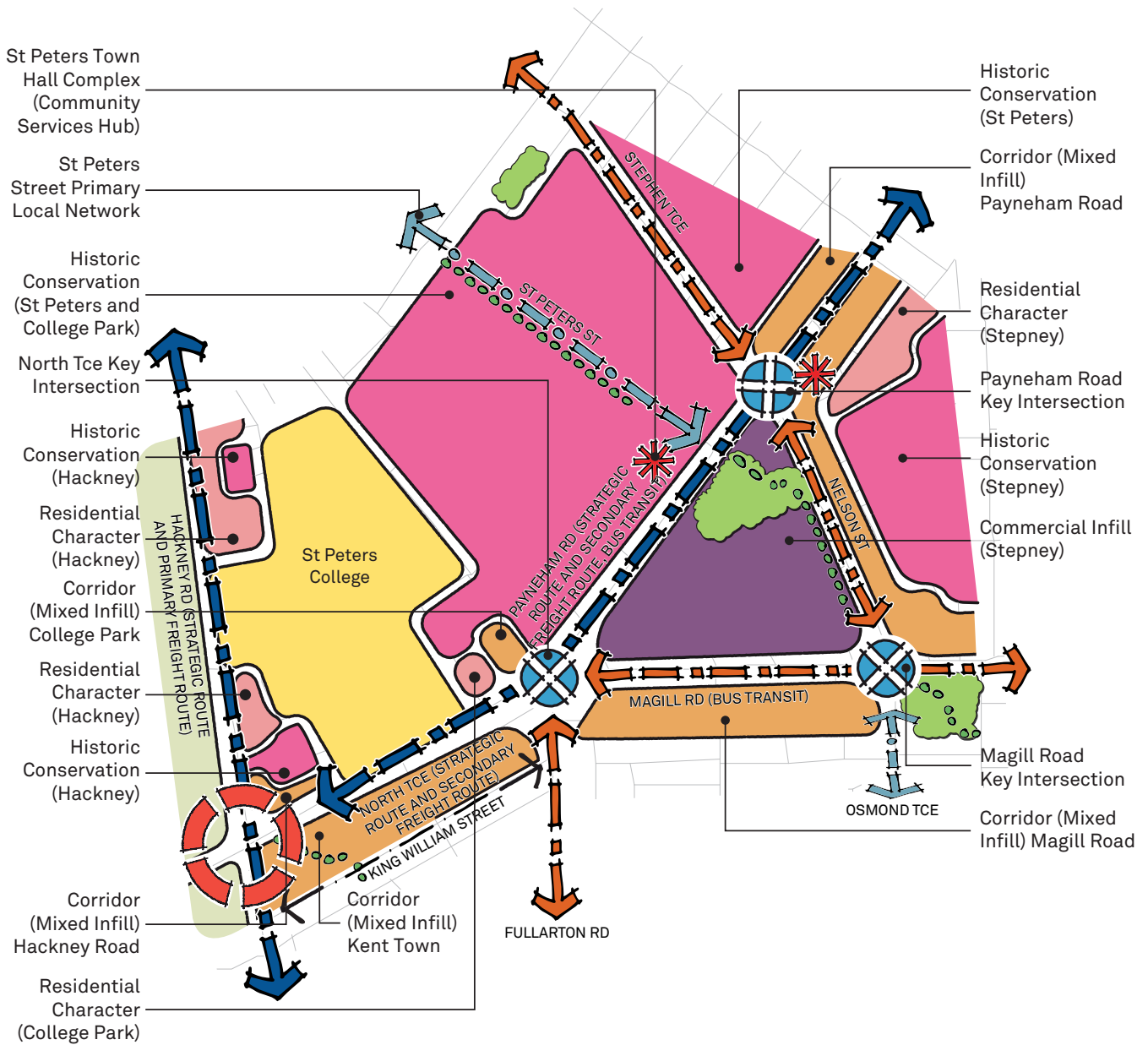
Historic Conservation

Reinforce the protection of historic building stock.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 850



Sector Plan 03_ St Peters – Hackney



Sector Plan 03_St Peters – Hackney

The Structure Plan proposes the following actions for the sector area.



Gateway, North Terrace

Develop the Hackney Road intersection as a gateway to the city through an increased concentration of activity, quality built form and visible public realm, and achieve greater engagement with the Park Lands.

Encourage commercial uses at street level with office and residential accommodation above (8–10 storeys).

Ensure new development sensitively interfaces with the State Heritage listed buildings on the corner of Hackney Road, Dequetteville Terrace and North Terrace.



Corridor (Mixed Infill), Hackney Road

Strengthen the city edge with high quality public realm and built form and increased densities.

Facilitate high density mixed-use development with activated office and commercial uses at street level with office and residential accommodation above (6–10 storeys).

Achieve a sensitive interface adjacent to established character areas (Hackney, St Peters, and College Park), and heritage listed places.

Extend O-Bahn along Hackney Road.



Corridor (Mixed Infill), Magill Road

Reinforce as a popular commerce corridor with mixed-use infill development including commercial, retail and home office shop fronts and residential accommodation above (4–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), College Park

Reinforce as a popular commerce corridor with mixed infill development including commercial, retail, and home office shop fronts and residential accommodation above (3 storeys), which sensitively interface with heritage places and Historic Conservation zones.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Payneham Road

Reinforce as a popular commerce corridor, with mixed infill development, including commercial, retail, and home office shop fronts, and residential accommodation above (4–6 storeys), which sensitively interface with heritage places and Historic Conservation zones.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Kent Town

Strengthen the streetscape and built form to link the city and Payneham Road as a popular commerce corridor and mark the Payneham Road (Maid and Magpie) intersection.

Encourage quality built form development of retail, commercial and services at the street level with office and residential accommodation above (4–10 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Strengthen the core of Kent Town along King William Street as a business precinct, with a focus on creative industries and digital media.

Facilitate high density mixed-use development as a key component of the city edge.

Strengthen the city edge with high quality public realm and built form and increased densities.



Commercial Infill, Stepney Triangle

Encourage compatible mixed-use infill redevelopment that will strengthen and extend the identity of the commercial and light industrial area bounded by Payneham Road, Nelson Street and Magill Road.

Provide opportunities for residential development where land-use interface and site contamination issues can be addressed.

Promote reduced building setbacks, parking provision at the rear and active frontages for new infill.





**Primary Local Network,
Stephen Terrace and
Nelson Street**

Strengthen the local streetscape and built form to mark intersections at Payneham Road and Magill Road.

Promote reduced building setbacks (except on Stephen Terrace) and parking provision at the rear for new infill development.



**Residential Character,
College Park**

Encourage developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Facilitate gradual infill of non-character sites where appropriate with low-rise (1–2 storeys) residential redevelopment.

Preserve established streetscape character through appropriate building design.



**Residential Character,
Hackney**

Encourage developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Facilitate gradual infill of non-character sites where appropriate with low-rise (1–2 storeys) residential redevelopment.

Preserve established streetscape character through appropriate building design.



**Greenway, Stepney and
St Peters**

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.

Establish a landscape boulevard along St Peters Street (Avenue of Honour).



**Residential Character,
Stepney**

Encourage developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Facilitate gradual infill of non-character sites where appropriate with low-rise (1–2 storeys) residential redevelopment.

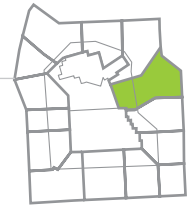
Preserve established streetscape character through appropriate building design.



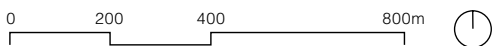
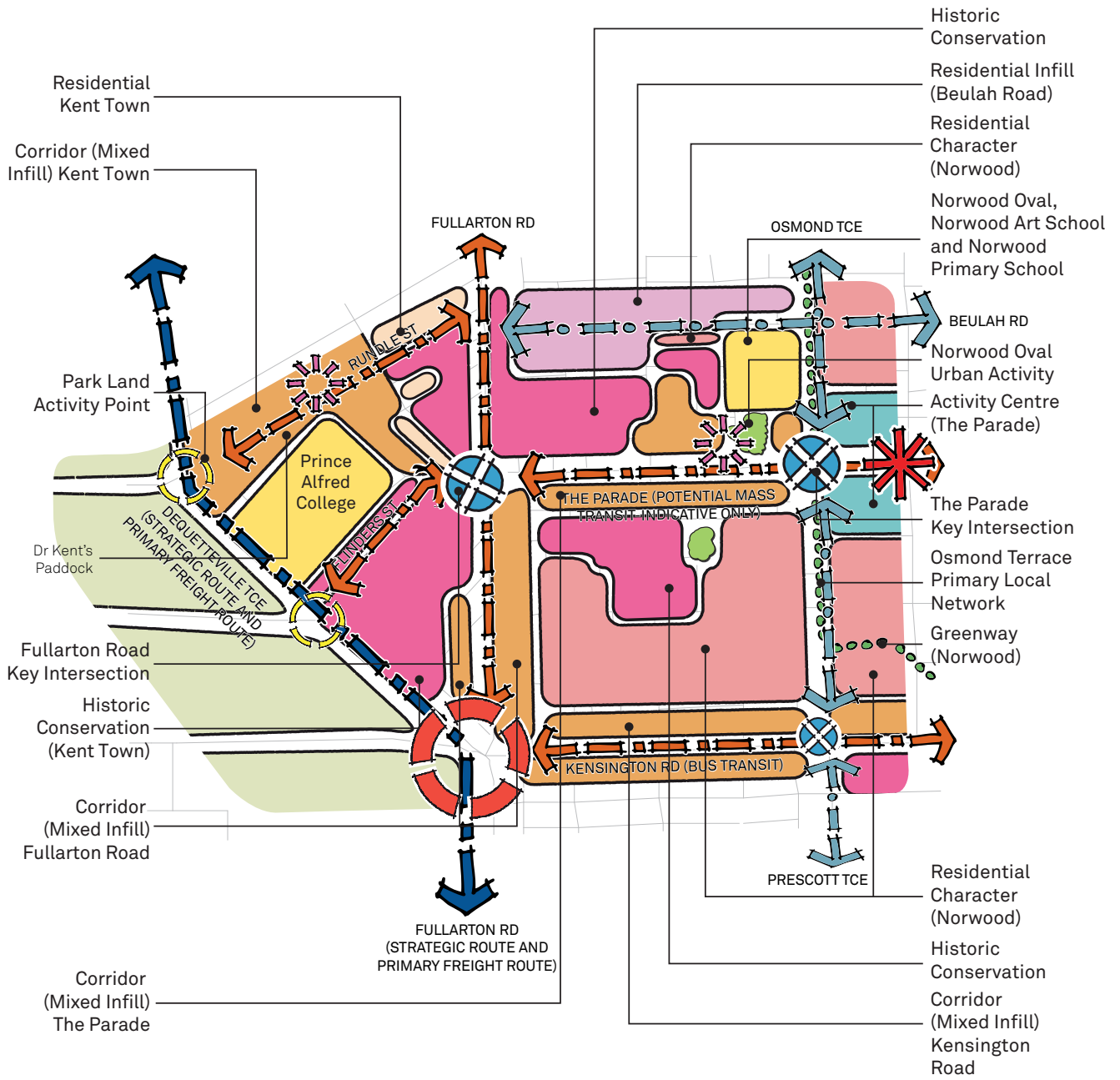
Historic Conservation

Reinforce the protection of historic building stock.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 1050



Sector Plan 04_Kent Town – Norwood



Sector Plan 04_Kent Town – Norwood

The Structure Plan proposes the following actions for the sector area.



Gateway, Kensington Road

Develop the Dequetteville Terrace intersection as a gateway to the city, with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys) east of the Britannia Hotel.



Historic Conservation

Reinforce the protection of historic building stock.



Activity Centre, The Parade

Reinforce The Parade as a traditional high street through encouraging a quality public realm, articulated built form, retention of historic and character building stock, and maintaining vehicle movement.

Consider the alignment of a potential mass transit route along The Parade with increased development activity around transport stop locations.

Encourage retail, commercial and home office shopfronts, with residential accommodation above (3–6 storeys, and up to 7 storeys on strategic sites), with some opportunity for higher built form on large scale strategic sites within the retail core of the Norwood District Centre and at the eastern extent of the District Centre Zone.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), The Parade

Consider the alignment of a potential mass transit route along The Parade with increased development activity around transport stop locations.

Encourage retail, commercial and home office shopfronts with residential accommodation above (3–6 storeys), with some opportunity for higher built form on large scale strategic sites within the retail core of the Norwood District Centre and at the eastern extent of the District Centre Zone.

Strengthen the streetscape and built form to mark the Osmond Terrace intersection and provide a focal point in front of Norwood Oval.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Kent Town

Encourage quality built form with activated commercial uses at street and first floor levels, with residential accommodation above (up to 10 storeys).

Facilitate redevelopment of Dr Kent's Paddock for high quality residential development (8–10 storeys).

Strengthen the core of Kent Town along King William Street as a business precinct with a focus on creative industries and digital media.

Consider the alignment of a potential mass transit route to connect to The Parade, with increased activity around transport stop locations.

Facilitate high density mixed-use development as a key component of the city edge.

Strengthen city edge with high quality public realm and built form and increased densities.



Artist's Impression



Dequetteville Terrace today



Artist's impression of one potential outcome for Dequetteville Terrace in the future



Corridor (Mixed Infill), Fullarton Road

Reinforce the popular commerce corridor with mixed-use infill development between Kensington Road and Payneham Road.

Consider the alignment of a potential mass transit route along Flinders Street and The Parade, with increased development activity around public transport stop locations.

Encourage quality built form of commercial and home office shopfronts, with residential accommodation above (4–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Recognise Flinders Street/The Parade as a key intersection with a greater concentration of activity, improved public realm and low to medium rise quality built form.

Improve connection to the city at Flinders Street intersection with quality public realm and articulated built form.



Corridor (Mixed Infill), Kensington Road

Reinforce Kensington Road as a popular commerce corridor with commercial and home office shopfronts and residential accommodation above (3–4 storeys), with sensitive interface with heritage places and Historic Conservation Zones.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Residential Infill, Beulah Road

Facilitate gradual infill of non-character sites with low-rise (2–3 storeys) residential redevelopment that interface sensitively with any surrounding heritage sites through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Beulah Road as an identified primary local network.



Residential Character, Norwood

Facilitate gradual infill of non-character sites with low-rise (2 storeys) residential redevelopment close to the city and The Parade high street.

Promote developments that interface sensitively with any surrounding heritage sites through lot size/height ratios and other design mechanisms.

Preserve established streetscape character through appropriate building design.



Greenway, Norwood

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.

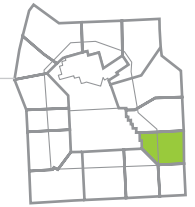


Rundle Street Activity Centre

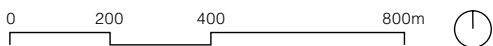
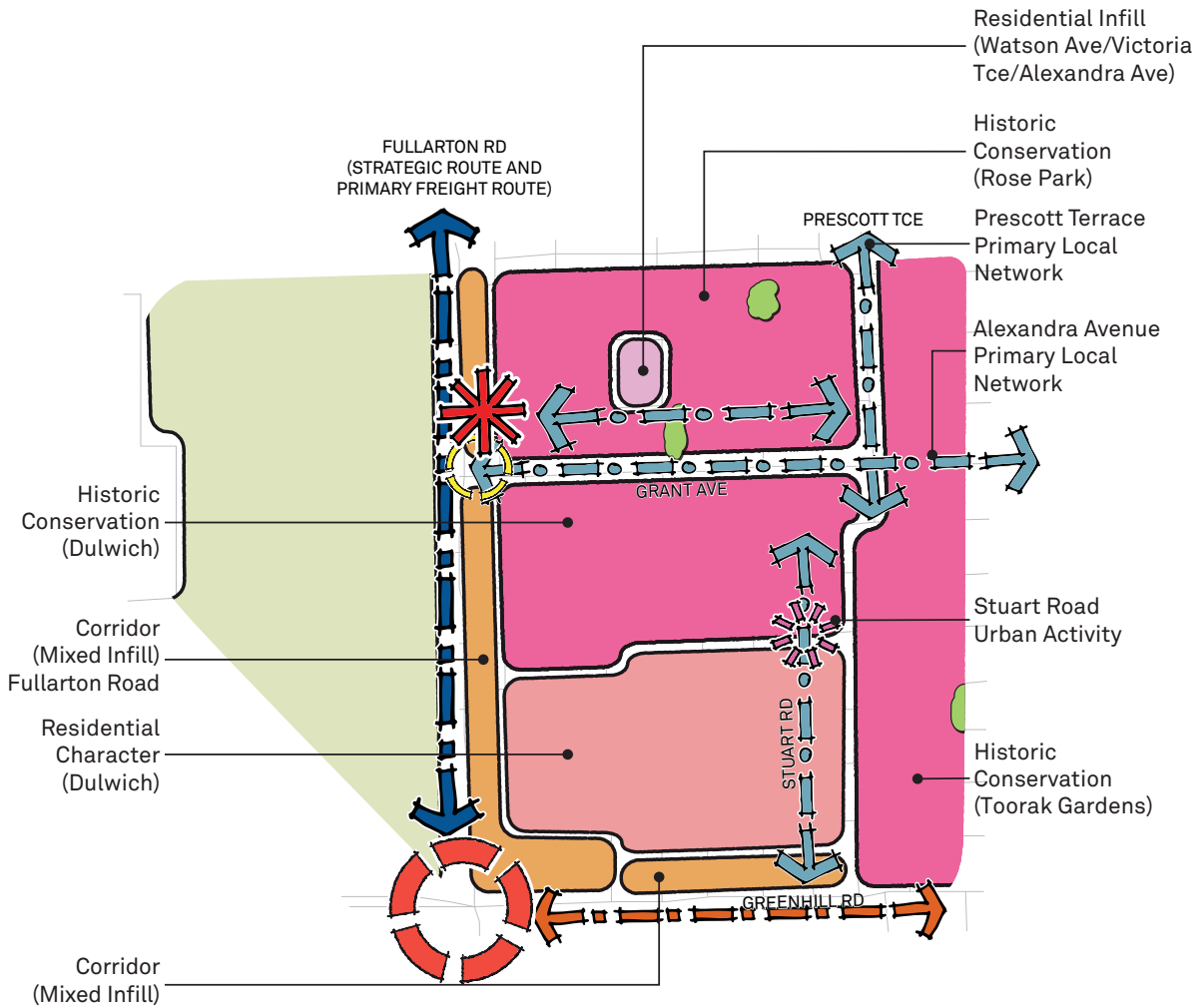
Reinforce the heart of Rundle Street as a local area Activity Centre providing goods and services in high street environment to service the local community.

Strengthen the role of The Parade West as a mixed-use strip with offices and commercial land uses at ground and first floor level with residential apartments above.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 350



Sector Plan 05_Kensington Road – Greenhill Road



Sector Plan 05_Kensington Road – Greenhill Road

The Structure Plan proposes the following actions for the sector area.



Reinforced Centre, Alexandra Avenue

Achieve a neighbourhood square public space adjacent to the Fullarton Road intersection to create a community gathering space, which is supported by adjacent retail, commercial and residential infill.



Gateway, Greenhill Road

Develop the Fullarton Road intersection as a gateway to the city, with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).

Promote strong built form and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Greenhill Road

Strengthen as a commerce corridor by facilitating infill development along its length.

Encourage quality built form of commercial and home office shopfronts with residential accommodation above (3–5 storeys).

Promote strong built form and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Fullarton Road

Facilitate high density mixed-use development along Fullarton Road as a key component of the city edge.

Strengthen the city edge with high quality public realm/public space and built form and increased densities.

Encourage quality built form with activated commercial uses at street level, with office and residential accommodation above (4–7 storeys, and up to 10 storeys) around the gateway area at the Greenhill Road and Fullarton Road intersection.



Residential Character, Toorak Gardens

Facilitate gradual infill of non-character sites with low-rise (2–3 storeys) residential redevelopment.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Alexandra Avenue, Prescott Terrace, Grant Avenue and Stuart Road as an identified primary local network.

Preserve established streetscape character through appropriate building design.



Residential Character, Dulwich

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands.

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Stuart Road as an identified primary local network.

Preserve established streetscape character through appropriate building design.



Residential Infill, Watson Avenue/Victoria Terrace/Alexandra Avenue

Consider medium to high density residential infill (4–6 storeys) with low-rise (2–3 storeys) interface along the perimeters of the site.



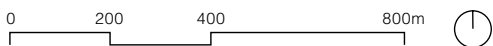
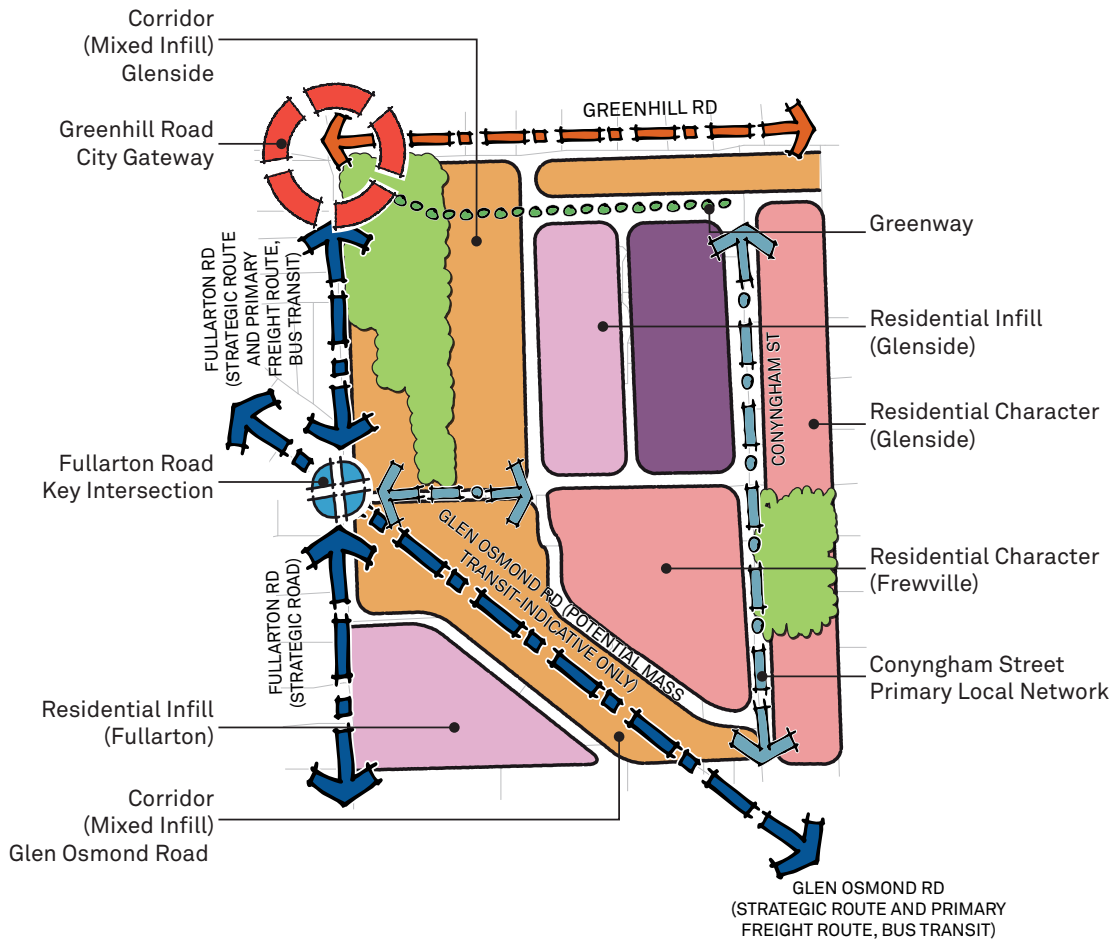
Historic Conservation

Reinforce the protection of historic building stock.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 290



Sector Plan 06_Greenhill Road – Fullarton Road



Sector Plan 06_Greenhill Road – Fullarton Road

The Structure Plan proposes the following actions for the sector area.



Residential Infill, Glenside

Facilitate gradual infill of low to medium density residential redevelopment (2–3 storeys) close to the city and open space, providing a layered transition between the city edge and residential character areas.

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along identified primary local networks on Main Avenue, Conyngham Street and other Glenside primary local networks, including connectivity with local open spaces.



Residential Infill, Fullarton

Facilitate gradual infill of low to medium density residential redevelopment (2–3 storeys) close to the city and open space, providing a layered transition between the city edge and residential character areas.

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.



Corridor (Mixed Infill), Glenside

Facilitate residential renewal of existing Glenside Hospital site to create a mixed-use precinct with residential emphasis (3–8 storeys) that provides housing diversity close to Glen Osmond Road, the city and Park Lands.

Ensure strong pedestrian connections to Fullarton Road, Greenhill Road, Glen Osmond Road and the Park Lands.

Establish focal points that connect with the surrounding residential neighbourhoods.

Create street level retail/commercial frontages to the internal streets and open spaces.



Commercial Infill (Glenside)

Facilitate infill redevelopment that strengthens and intensifies commercial activity and provides some residential accommodation above street level.



Corridor (Mixed Infill), Glen Osmond Road

Reinforce as a popular commerce corridor, with commercial and home office shopfronts and residential accommodation above (3–6 storeys).

Encourage expansion of mixed infill into the streets surrounding Glen Osmond Road to include increased office and service provision.

Recognise the Fullarton Road intersection as a key intersection with a greater concentration of activity, improved public realm and quality built form (5–6 storeys).

Promote strong built form setbacks and parking provision at the rear for new infill development.

Consider the alignment of a potential mass transit corridor along Glen Osmond Road with increased development activity around transport stop locations.

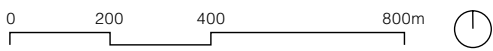
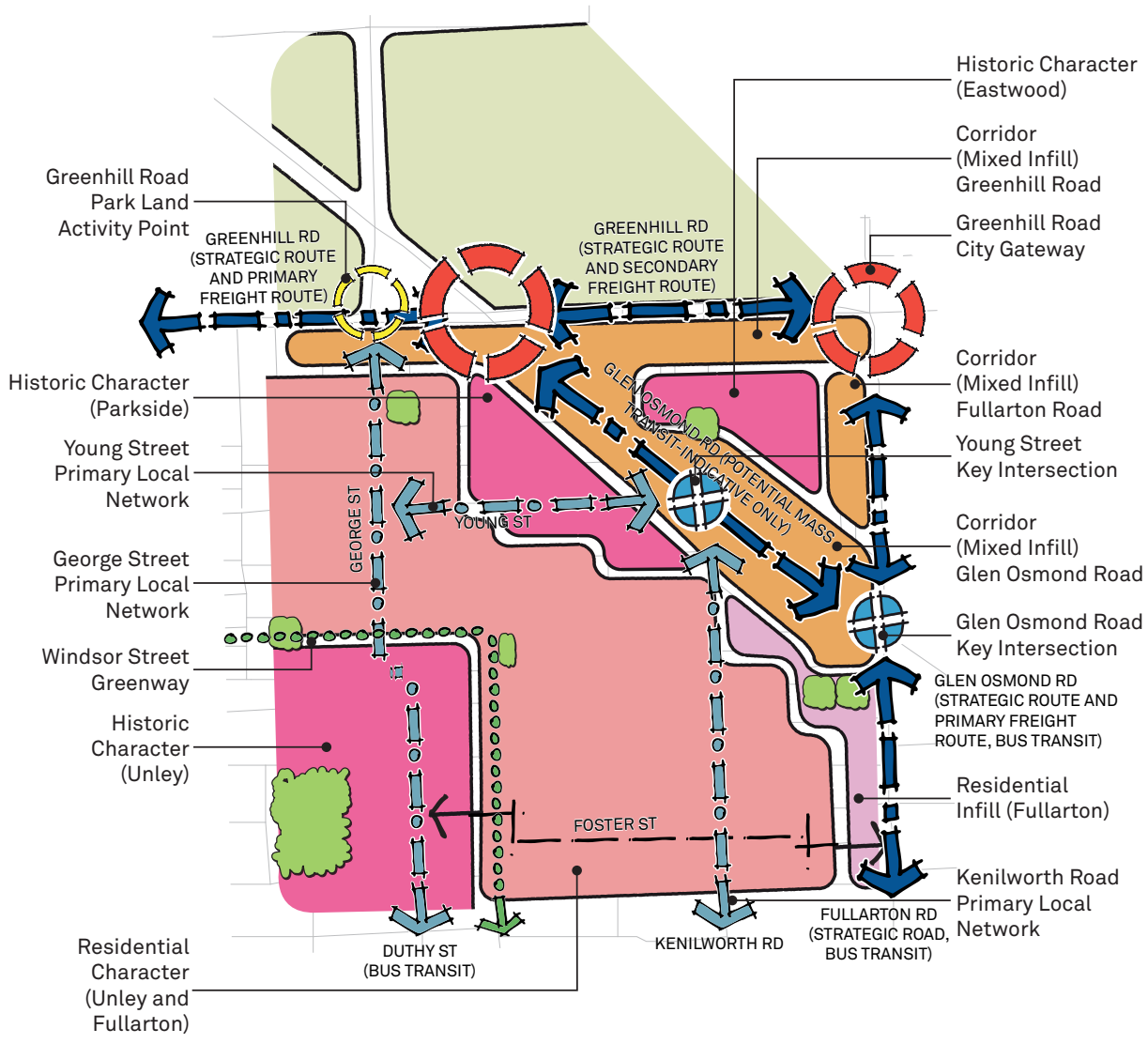
Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 1800



Artist's Impression
- Glen Osmond Road



Sector Plan 07_Fullarton Road – George Street



Sector Plan 07_Fullarton Road – George Street

The Structure Plan proposes the following actions for the sector area.



Gateway, Glen Osmond Road/Greenhill Road

Develop the Greenhill Road intersection as a gateway to the city, with an increased concentration of activity, quality built form and public realm, and greater engagement with the Park Lands.

Promote strong built form and parking provision at the rear for new infill development.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).



Historic Conservation

Reinforce the protection of historic building stock.



Commercial Infill, Glenside

Facilitate infill redevelopment that strengthens and intensifies commercial activity and accommodates some residential accommodation above street level in proximity to major corridors and Glenside.



Greenway, Windsor Street

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.



Corridor (Mixed Infill), Glen Osmond Road

Reinforce as a popular commerce corridor with commercial, retail and home office shopfronts and residential accommodation above (3–5 storeys).

Encourage expansion of mixed infill into the streets surrounding Glen Osmond Road to include increased office and service provision.

Recognise the Young Street and Fullarton Road intersections as key intersections, with a greater concentration of activity, improved public realm and quality built form.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Greenhill Road

Facilitate high density mixed-use development along Fullarton Road as a key component of the city edge.

Strengthen the city edge with high quality public realm and built form and increased densities.

Encourage quality built form with activated commercial uses at street level, with office and office and residential accommodation above (4–7 storeys).

Achieve a sensitive interface where redevelopment is adjacent to established character areas.



Corridor (Mixed Infill), Fullarton Road

Facilitate high density mixed-use development along Fullarton Road to provide housing diversity close to the city and Park Lands.

Strengthen the city edge with high quality public realm and built form and increased densities.

Encourage quality built form with activated commercial uses at street level, with office and office and residential accommodation above (3–6 storeys, and up to 10 storeys) around the gateway area at the Greenhill Road and Fullarton Road intersection.



Residential Character, Unley and Fullarton

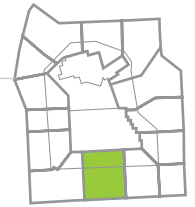
Respond to the established streetscape character as an important part of this area of the Rim.

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands where appropriate.

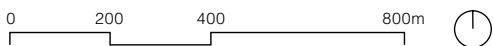
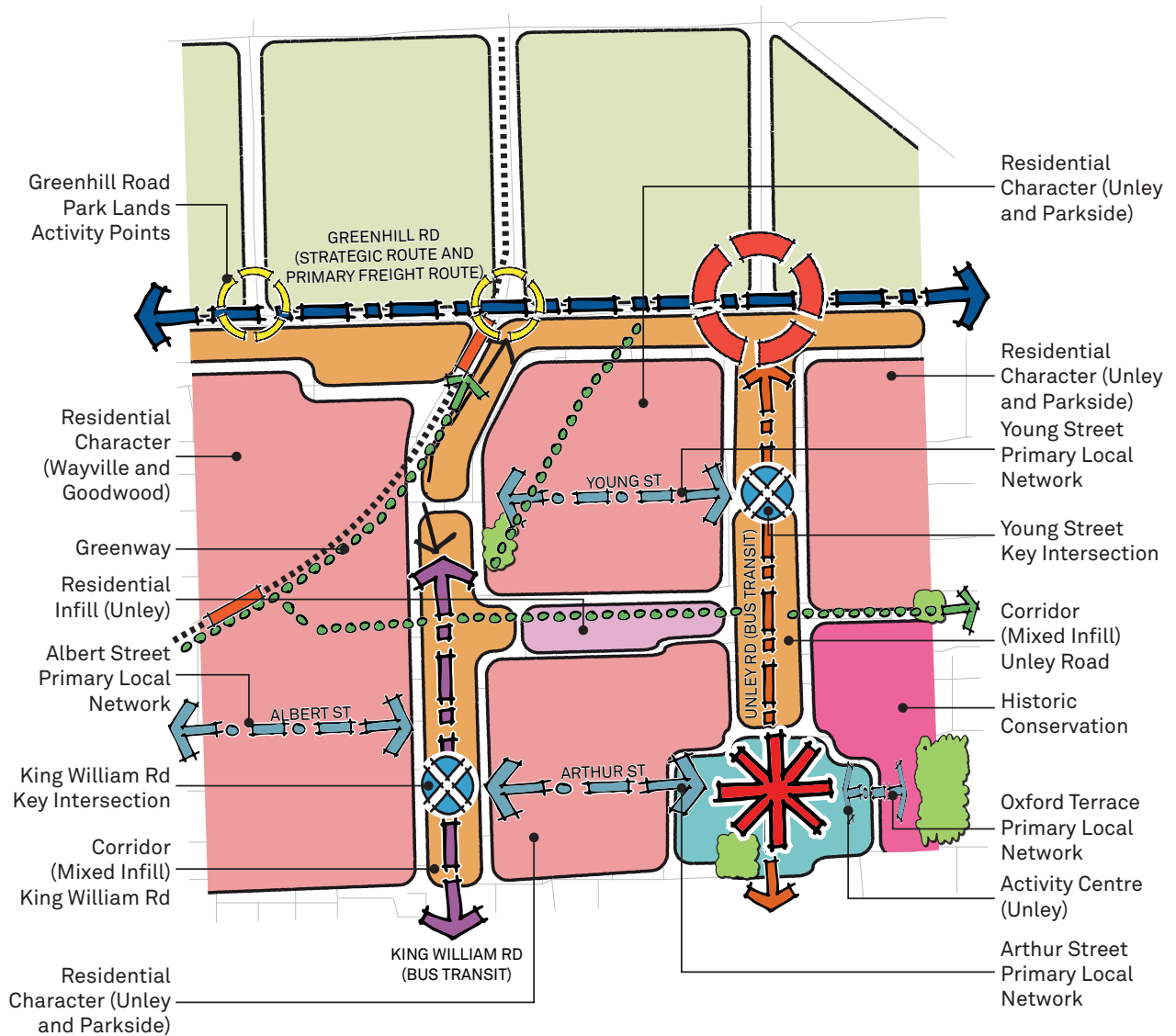
Encourage developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Preserve established streetscape character through appropriate building design.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 660



Sector Plan 08_George Street – Hardy Street



Sector Plan 08_George Street – Hardy Street

The Structure Plan proposes the following actions for the sector area.



Activity Centre, Unley Road



Create a quality pedestrian-focused streetscape around the recognised community 'heart' (shopping centre/town hall/civic offices and adjacent open space).

Concentrate new development to provide increased activity and commercial and residential density.

Promote medium to high density mixed-use development (up to 8 storeys) in appropriate locations in the Activity Centre.



Gateway, Unley Road

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential above (7–8 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Consider built form transition between Greenhill Road and Unley Road.



Residential Character, Unley and Parkside

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands where appropriate.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Young Street and Arthur Street primary local networks and Charles Walk greenway, including connectivity with local open spaces.

Preserve established streetscape character through appropriate building design.



Historic Conservation

Reinforce the protection of historic building stock.



Greenway

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.



Artist's Impression





Corridor (Mixed Infill), Greenhill Road

Facilitate high density mixed-use development along Greenhill Road as a key component of the city edge.

Strengthen the city edge with high quality public realm and built form and increased densities.

Encourage quality built form, with activated commercial uses at street level and office and residential accommodation above (4–7 storeys).

Achieve a sensitive interface where redevelopment is adjacent to established character areas.

Emphasise park land activity points along the city edge at Sir Lewis Cohen Avenue and Peacock Drive intersections, with quality public realm, articulation of built form and provision of open space links.



Corridor (Mixed Infill), Unley Road

Reinforce Unley Road as a traditional high street through encouraging a quality public realm/streetscape, activated built form, and maintaining vehicle movement (including providing for high capacity on-road transit services).

Encourage mixed-use infill development along the high street with retail, commercial and home office shopfronts and residential accommodation above (3–5 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Strengthen the streetscape and built form to mark the Young Street intersection.

Identify connections with Young Street, Arthur Street and Oxford Street primary local networks and the Charles Walk greenway.



Corridor (Mixed Infill), King William Road

Create a pedestrian high street between Young Street and Mitchell Street, through a quality public realm with emphasis on creating a low speed environment and connection with adjacent tram stop.

Encourage mixed-use infill development along the high street with retail, commercial and home office shopfronts and residential accommodation above (3 storeys).

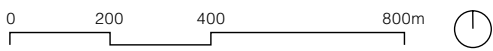
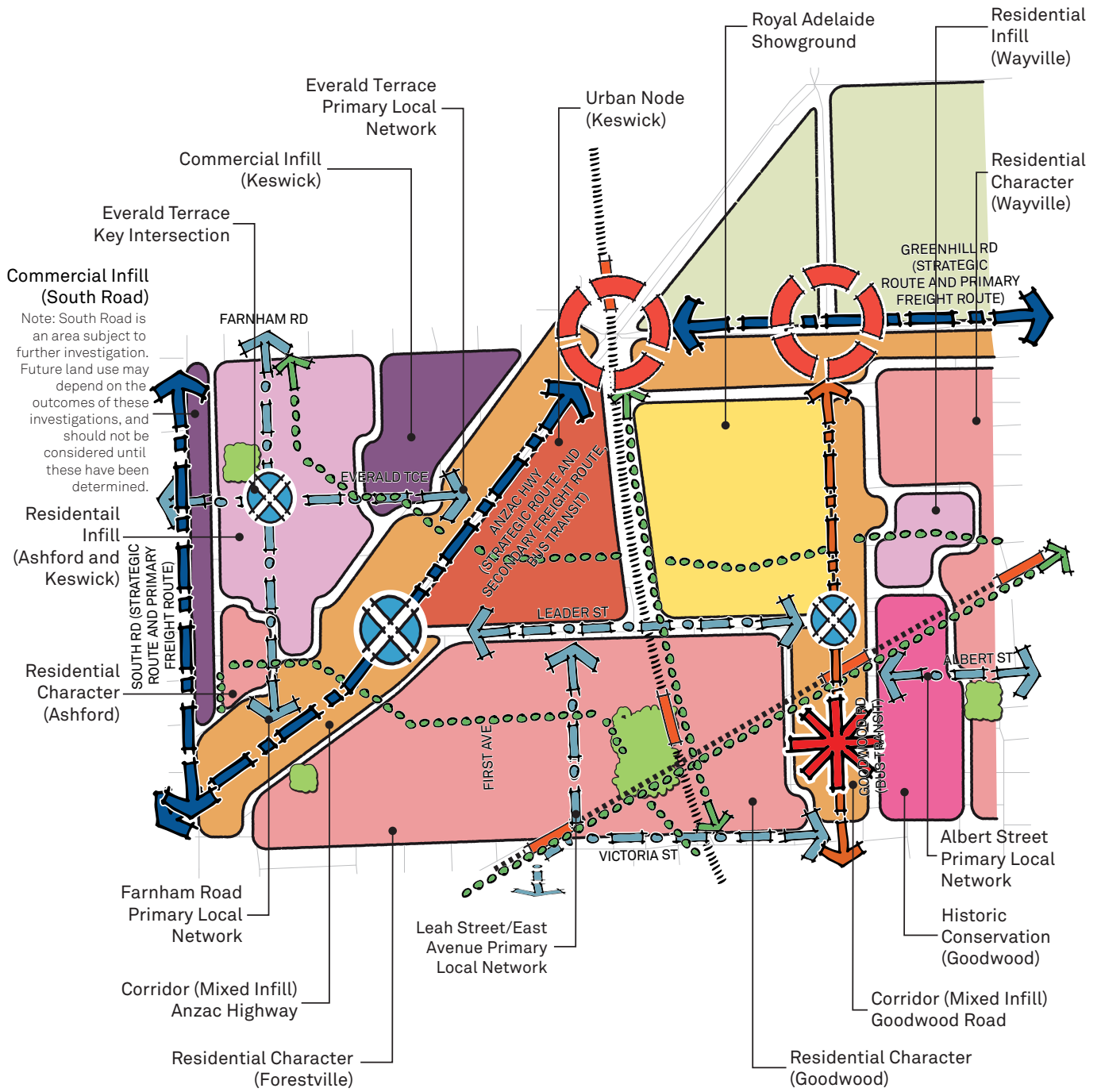
Strengthen the streetscape and built form to mark the Arthur Street intersection and identify Young Street, Arthur Street and Albert Street as primary local networks.

Promote reduced building setbacks and parking provision at the rear for new infill development.

**Provisional Sector Plan dwelling
yield to 2038 (subject to more site
specific analysis): 910**



Sector Plan 09_Hardy Street – John Street



Sector Plan 09_Hardy Street – John Street

The Structure Plan proposes the following actions for the sector area.



Reinforced Centre, Goodwood Road

Reinforce Goodwood Road as a traditional high street around the Centre, through encouraging a quality public realm streetscape, activated built form, and through maintaining vehicle movement (including providing for high capacity on-road transit services).

Create a quality pedestrian-focused streetscape centre around the existing local services, showgrounds and adjacent community facilities.

Distinguish the centre along the length of the Goodwood Road commerce corridor.

Integrate the local tram stop as part of a quality public realm.



Residential Infill, Wayville

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands where appropriate.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Albert Street primary local network.

Reinforce neighbourhood focal points, including greater development intensity along the tram corridor and around local tram stops.

Preserve established streetscape character through appropriate building design.



Greenway, Brownhill Creek and Tramway

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.



Historic Conservation

Reinforce the protection of historic building stock.



Corridor (Mixed Infill), Goodwood Road.

Reinforce as a popular commerce corridor with commercial and home office shopfronts and residential accommodation above (4–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill) Anzac Highway

Reinforce as a popular commerce corridor with commercial and home office shopfronts and residential accommodation above (4–8 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Gateway, Goodwood Road

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Gateway, Anzac Highway

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Corridor (Mixed Infill), Greenhill Road

Facilitate high density mixed-use development along Greenhill Road as a key component of the city edge.

Strengthen the city edge with high quality public realm and built form, and increased densities.

Encourage quality built form with activated commercial uses at street level, with office and residential accommodation above (4–8 storeys, and up to 10 storeys west of Goodwood Road).

Achieve a sensitive interface where redevelopment is adjacent to established character areas.



Commercial Infill, Keswick

Facilitate gradual infill of low to medium density commercial redevelopment in proximity to Richmond Road and the city.

Achieve appropriate developments that interface sensitively with surrounding residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Leah Street primary local network and the extension of the Brownhill Creek and Tramway greenways, including connectivity with local open spaces and local train and tram stops.



Residential Infill, Ashford

Facilitate gradual infill of low to medium density residential redevelopment in proximity to the city and open space, providing a layered transition between the commerce corridor and surrounding residential areas and greater housing diversity.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Farnham Road and Everard Avenue as identified primary local networks and the Brownhill Creek greenway.



Urban Node, Keswick

Facilitate the redevelopment of the Keswick Army Barracks site to a high density mixed-use precinct with a strong residential focus (3–14 storeys).

Connect to a potential major station immediately south of Greenhill Road that would connect the Adelaide Showgrounds and the Army Barracks development site with the Anzac Highway, Richmond Road and Keswick sectors.

Encourage quality built form and public realm that addresses Anzac Highway with activated street level services.



Residential Character, Forestville

Preserve established streetscape character through appropriate building design.

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen the local streetscape character of Leah Street as an identified primary local network and the extension of the Brownhill Creek and Tramway greenways, including connectivity with local open spaces and local train and tram stops.



Residential Character, Goodwood

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

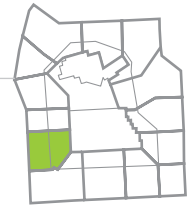
Strengthen neighbourhood accessibility with improved streetscape along Albert Street primary local network.

Preserve established streetscape character through appropriate building design.

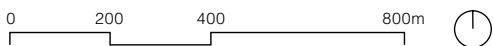
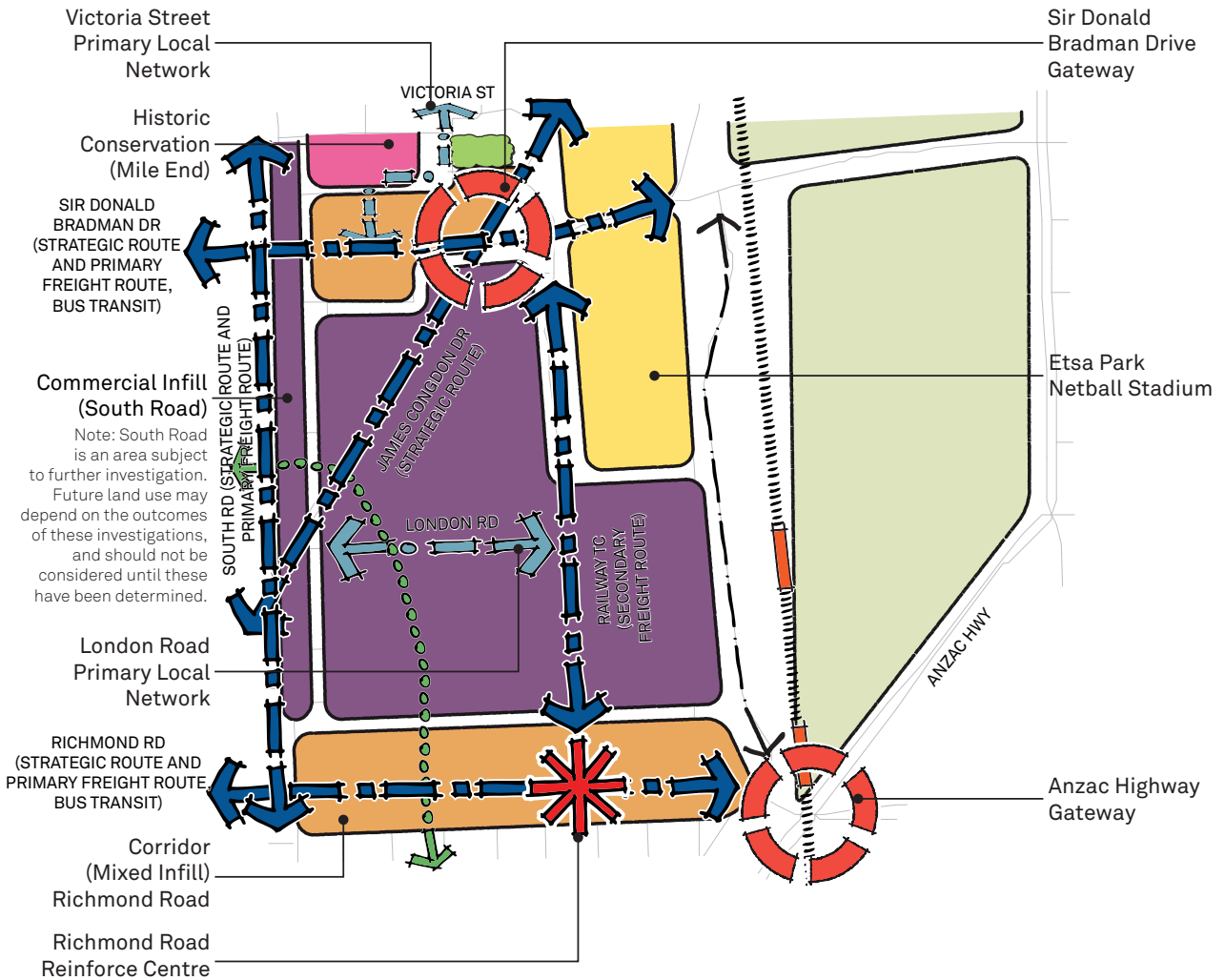
Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 2610



Artist's Impression



Sector Plan 10_ John Street – King Street



Sector Plan 10_John Street – King Street

The Structure Plan proposes the following actions for the sector area.



Gateway, Sir Donald Bradman Drive

Reinforce the James Congdon Drive intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (5–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.



Commerce Corridor, James Congdon Drive

Reinforce the commerce corridor by facilitating infill development of commercial and office shopfronts, with office and some residential accommodation above (3–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Encourage expansion of commercial infill into the surrounding streets, including maximising the South Road frontage to include greater office and service provision.



Commercial Infill, Mile End South

Facilitate gradual infill of low to medium density commercial and office redevelopment close to the city and recognised freight routes and rail terminal.

Recognise the need for focal points within the development of the area, and the interface with the adjacent rail and recreation land uses.

Strengthen neighbourhood accessibility with improved streetscape along Railway Terrace and London Road primary local networks and the Keswick Creek greenway.



Corridor (Mixed Infill), Richmond Road

Facilitate the development of a commerce corridor with commercial and home office shopfronts and residential accommodation above (3–8 storeys).

Establish a recognised centre to service the commercial neighbourhoods north and south of Richmond Road.

Strengthen the existing streetscape to mark the centre with improved public realm and greater connectivity to surrounding streets at Railway Terrace.

Promote reduced building setbacks and parking provision at the rear for new infill development.



Commerce Corridor, Sir Donald Bradman Drive

Reinforce the commerce corridor by facilitating infill development of commercial and office shopfronts with office and some residential accommodation above (3–6 storeys).

Encourage expansion of mixed infill into the surrounding streets, including maximising the South Road frontage to include greater office and service provision.



Greenway, Keswick Creek

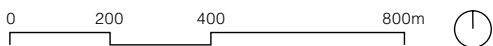
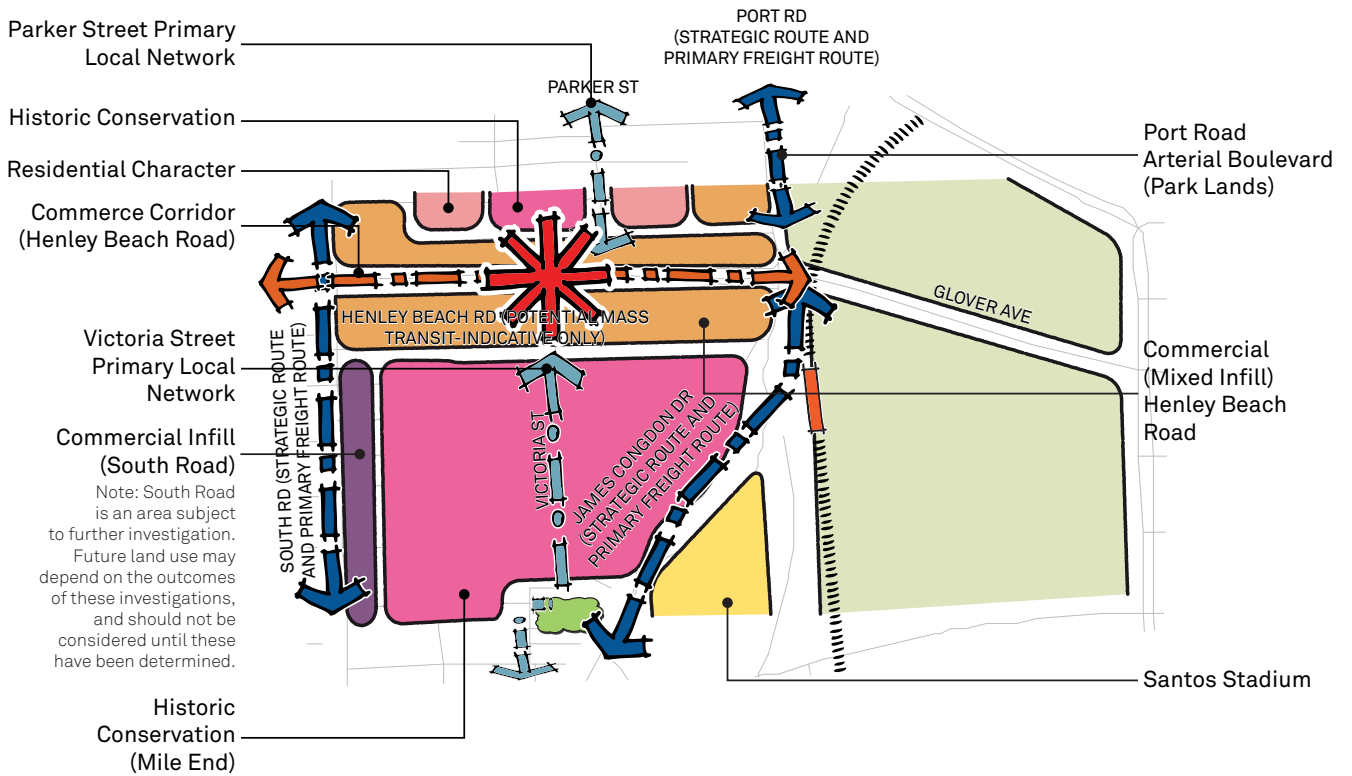
Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 1800



Sector Plan 11_King Street – Rose Street



Sector Plan 11_King Street – Rose Street

The Structure Plan proposes the following actions for the sector area.



Reinforced Centre, Henley Beach Road

Establish a recognised centre to service the commercial neighbourhoods north and south of Henley Beach Road.

Create a quality pedestrian-focused centre at the Victoria Street intersection, with development to support the centre with increased activity and commercial and residential density (5–6 storeys).

Strengthen the existing streetscape to mark the intersections with greater connectivity to surrounding streets.



Commercial Infill, South Road

Facilitate gradual infill of low to medium density commercial redevelopment close to the city and the recognised South Road freight route.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Promote reduced building setbacks and parking provision at the rear for new infill development.

Recognise the strategic importance of South Road and protect its 'non-stop' function.



Corridor (Mixed Infill), Henley Beach Road

Reinforce as a popular commerce corridor by facilitating mixed-use infill development of commercial and home office shopfronts and residential accommodation above (3–6 storeys).

Consider the role for the corridor as a mass transit corridor in the development of the centre and greater densities around local transport stops.

Promote reduced building setbacks and parking provision at the rear for new infill development.



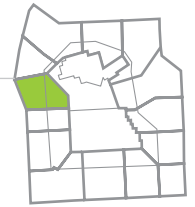
Historic Conservation

Reinforce the protection of historic building stock.

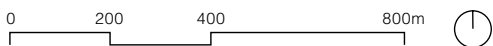
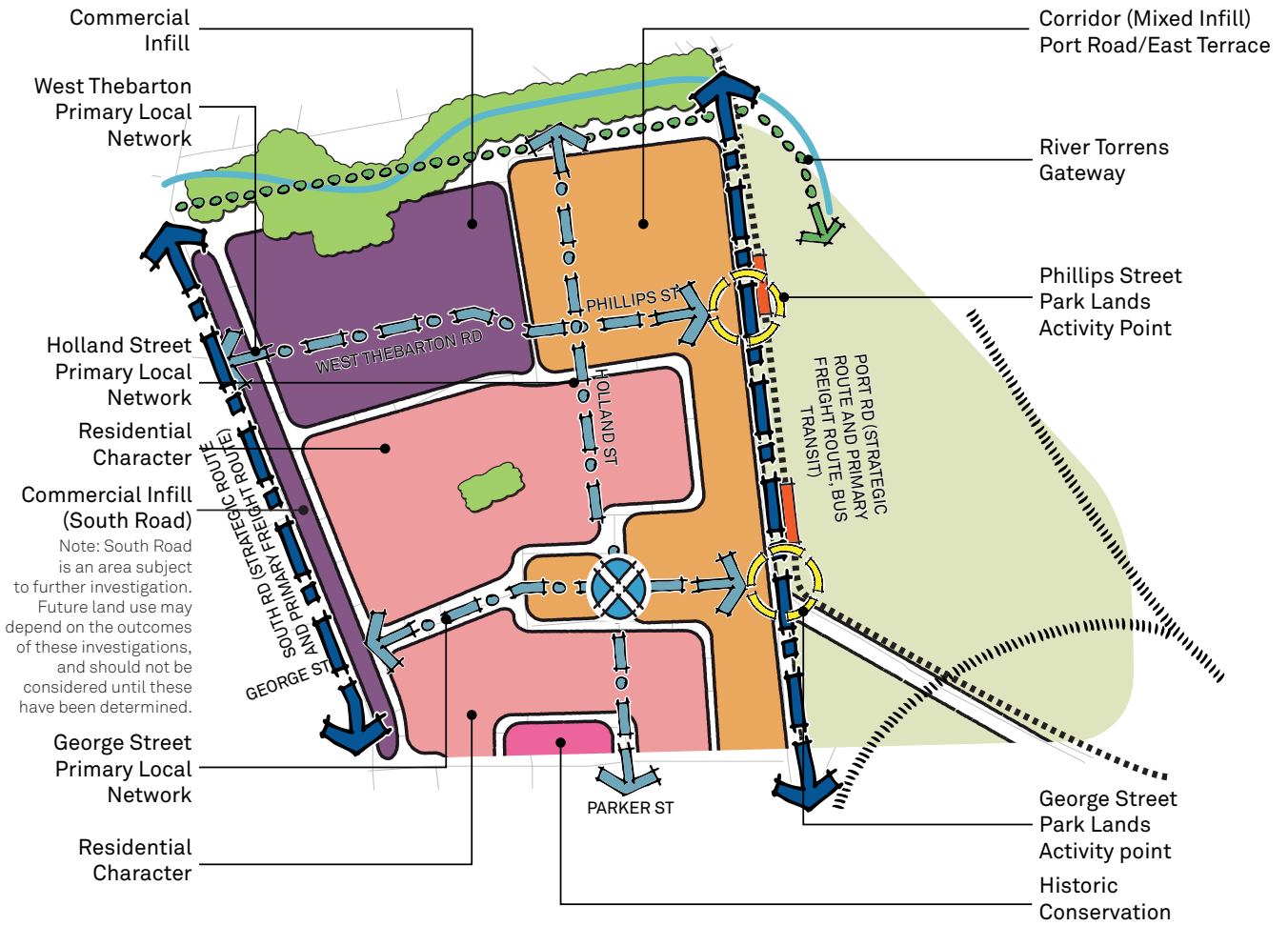
Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 180



Artist's Impression



Sector Plan 12_Rose Street – River Torrens (West)



Sector Plan 12_Rose Street – River Torrens (West)

The Structure Plan proposes the following actions for the sector area.



Key Intersection, George Street

Create a quality pedestrian-focused streetscape around the established centre at Parker and Holland Streets intersection with a recognised concentration of services and facilities to benefit the surrounding neighbourhoods.

Encourage quality built form comprising retail, commercial and home office shopfronts and residential accommodation above (4–6 storeys).

Establish a recognised concentration of services and facilities to benefit the surrounding neighbourhoods.

Promote reduced building setbacks and parking provision at the rear for new infill development.

Strengthen the local streetscape character of George Street, an identified primary local network.



Corridor (Mixed Infill), Port Road/East Terrace

Strengthen the city edge with high quality public realm and built form, and increased densities.

Facilitate high density mixed-use development as key components of the city edge, with activated commercial uses at street level, and office and residential accommodation above (6–10 storeys).

Achieve a sensitive interface where redevelopment is adjacent to established character areas.

Improve connection to the city at the intersections of Port Road with George Street and Phillips Street, using quality public realm and articulated built form to identify them as Park Land activity points.



Commercial Infill, Bioscience Technology Precinct

Facilitate compatible infill redevelopment that strengthens and extends the Bioscience Precinct.

Facilitate gradual infill of low to medium density commercial redevelopment close to the city and accessible to recognised freight routes (4–8 storeys).

Achieve appropriate developments that interface with surrounding residential and commercial areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Parker Street, Holland Street and George Street primary local networks and the River Torrens greenway.



Residential Character, Thebarton

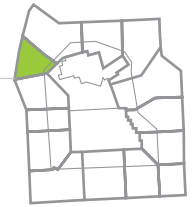
Facilitate gradual infill of low to medium density residential redevelopment close to Henley Beach Road, South Road, the River Torrens and the city, and greater diversity of housing (2–3 storeys).

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

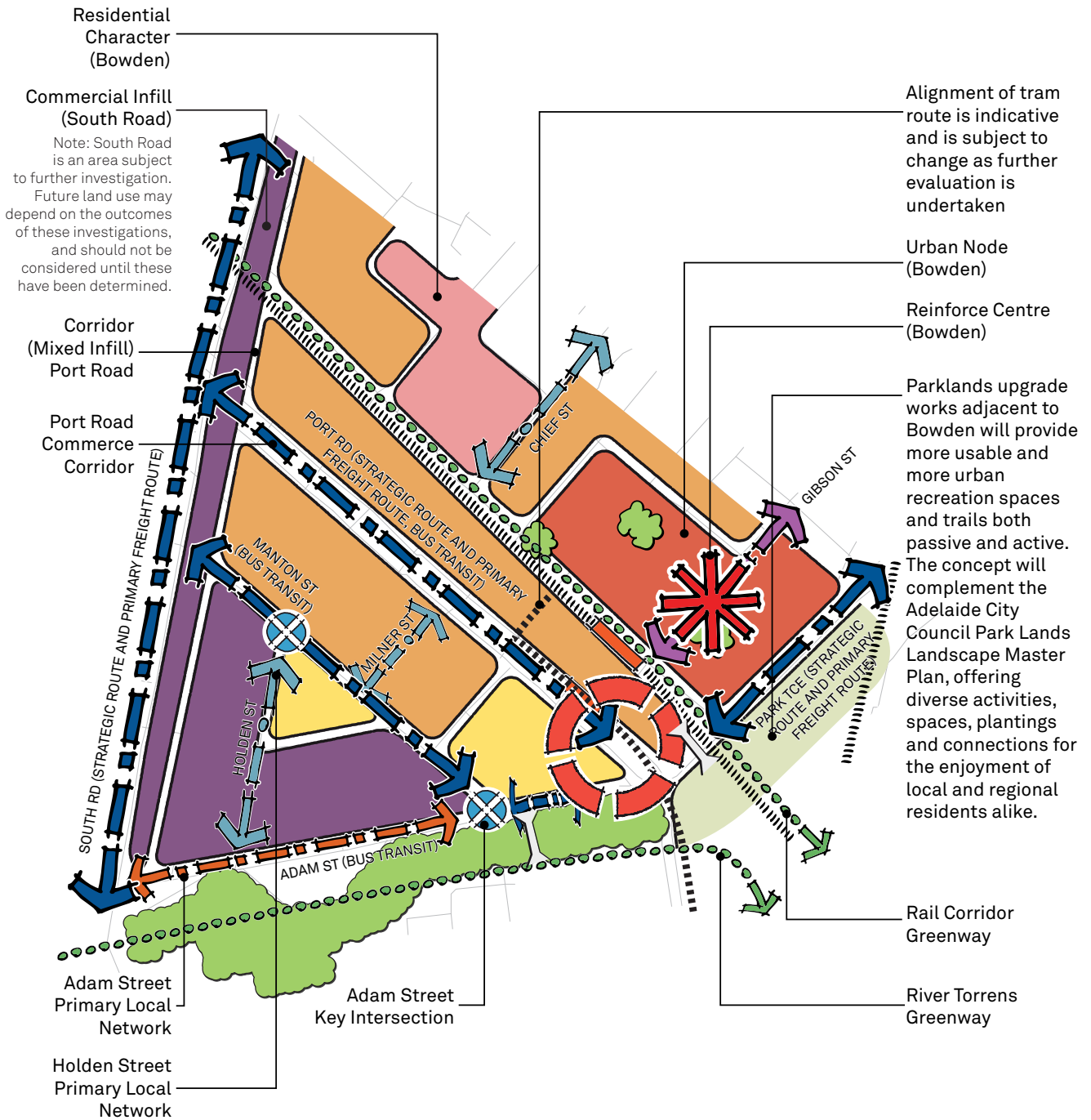
Strengthen neighbourhood accessibility with improved streetscape along George Street and Phillips Street primary local networks.

Preserve established streetscape character through appropriate building design.

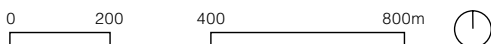
Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 1130



Sector Plan 13_River Torrens (West) – Sixth Street



Recognise the strategic importance of South Road



Sector Plan 13_River Torrens (West) – Sixth Street

The Structure Plan proposes the following actions for the sector area.



Gateway, Port Road

Develop the intersection with Park Terrace as a gateway to the city, with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and office use at the street level with office and residential accommodation above (6–14 storeys).



Bowden Village Centre

Create a high street along Gibson Street.

Continue a quality pedestrian environment south of Port Road through to Hindmarsh Stadium.

Facilitate mixed-use infill of retail and commercial activities at the ground floor along the length of the high street and encourage residential shop-top housing above (3–8 storeys).

Have regard for the Bowden Urban Village Master Plan in developing the high street.



Urban Node, Bowden

Develop the Bowden Urban Village project to be a high density mixed-use precinct with a strong residential focus (3–14 storeys).

Develop the Bowden Urban Village project to deliver high quality public realm, including a local retail centre focused around a square with strong connections to the Entertainment Centre and its tram station, and the Bowden train station.

Strengthen the city edge with high quality public realm, outstanding built form and increased densities.

Have regard for the Bowden Village Master Plan.



Artist's Impression



Port Road today



Artist impression of one potential outcome for Port Road in the future



Corridor (Mixed Infill), Port Road

Facilitate mixed-use redevelopment as a key component of Bowden TOD, supporting its role as a commerce corridor.

Encourage quality built form of commercial and home office shopfronts with residential accommodation above (4–6 storeys).

Achieve a sensitive interface where redevelopment is adjacent to established character precincts.

Promote reduced building setbacks and parking provision at the rear for new infill development.

Incorporate a high standard of public realm and design.



Corridor (Mixed Infill), South Road

Reinforce South Road as a recognised freight route by expanding mixed-use infill into the streets surrounding South Road, including maximising frontages to South Road and increased provision of office and service facilities (3–5 storeys).

Protect the strategic function of South Road as a 'non-stop' corridor.



Commercial Infill (Hindmarsh)

Facilitate the redevelopment of properties fronting Manton Street and Adam Street.

Encourage quality built form of commercial and home office shopfronts with residential accommodation above (3–5 storeys).

Recognise Manton Street/ Holden Street as a key intersection with a greater concentration of activity, encouraging quality built form (4–5 storeys) and greater connectivity to surrounding streets.




River Torrens Linear Park

Create improved links with the surrounding street network through to Port Road.

Reinforce the river corridor as an important greenway providing efficient pedestrian and cyclist movement, improved recreation and increased biodiversity.

Expand the river corridor to return commercial land to community open space use along River Street.

Achieve quality public frontage to the river corridor including new 'focal points' aligned with the surrounding street network and connection with Holland Street/Albert Street primary local networks.

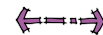


Residential Character, Bowden

Maintain the identified character precinct as an important contributor to the character of the area.

Protect the feel and character of the area with sympathetic new development.

Consider areas of higher density residential living including appropriate mixed-use development.

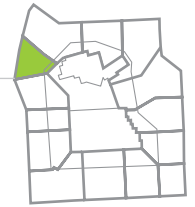


High Street, Gibson Street

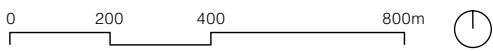
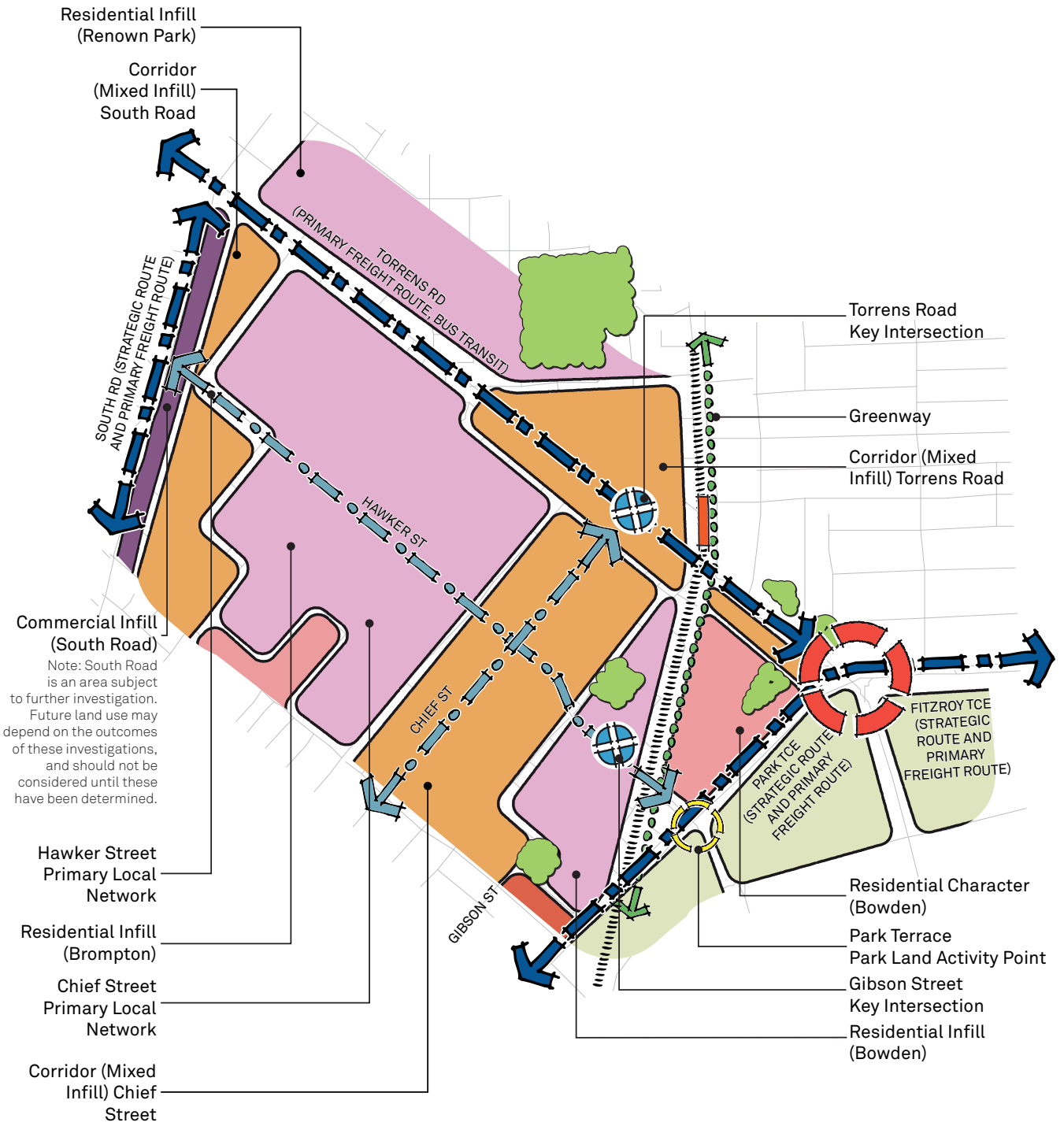
Enhance Gibson Street as the TOD high street through streetscape enhancements and marker elements at the Port Road and Hawker Street intersections.

Facilitate mixed-use infill of retail and commercial activities at the ground floor along the length of the high street and encourage residential shop-top housing above (2–5 storeys).

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 2400 for Bowden Urban Village; 700 for rest of sector



Sector Plan 14_ Second Street – Bishop Street



Sector Plan 14_ Second Street – Bishop Street

The Structure Plan proposes the following actions for the sector area.



Gateway Torrens Road

Develop the Park Terrace intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and office use at the street level with office and residential above (4-6 storeys).



Residential Character, Bowden

Respond to the established streetscape character as an important part of this area of the Rim.

Recognise existing built form as an important contributor to the character of the Bowden area (1–3 storeys).

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.



Corridor (Mixed Infill), Chief Street

Facilitate mixed-use redevelopment complementary to Bowden Centre.

Encourage active street frontages.

Achieve sensitive interface where redevelopment is adjacent to character areas.

Develop Chief Street in harmony with the Bowden Urban Village Master Plan.

Strengthen the local streetscape character of Chief Street as an identified primary local network.



Corridor (Mixed Infill), Torrens Road

Reinforce Torrens Road as a popular commerce corridor with commercial and home office at the street level, with 3–5 storeys along Torrens Road, transitioning to 1–2 storeys.

Expand infill north of Torrens Road to include greater residential density and quality public realm connecting with local train stations, open space and other community facilities.

Facilitate greater diversity of housing and accommodation types by infill.

Increase infill development and streetscape character at Chief Street intersection.



Residential Infill, Renown Park

Facilitate gradual infill of low to medium density residential redevelopment close to Torrens Road, South Road and Chief Street (1–2 storeys).

Achieve appropriate developments that interface with surrounding areas through lot size/height ratios and other design mechanisms.

Consider higher densities along the existing rail corridor and consolidation around existing open spaces.

Facilitate the development of greater diversity of housing and accommodation types by infill.



Residential Infill, Brompton

Facilitate gradual infill of low to medium density residential redevelopment close to Torrens Road, South Road and Chief Street (1–2 storeys).

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Hawker Street primary local network, as well as connection to the Rail Corridor greenway.



Residential Infill, Bowden

Facilitate gradual infill of low density residential redevelopment close to Torrens Road, Park Terrace, Chief Street and the city (1–2 storeys).

Achieve appropriate developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Hawker Street primary local network, as well as connection to the rail corridor greenway.

Provisional Sector Plan dwelling yield to 2038 (subject to more site specific analysis): 1390







3.2 South Australian Planning Policy Library link to Structure Plan definitions

As part of the implementation of *The 30-Year Plan for Greater Adelaide*, a review of South Australia's Planning Policy Library (SAPPL) has been commenced. As part of this process, a

number of new zones for Development Plans have been created to ensure a suitable policy framework is available to implement the new urban form envisaged by The Plan.

To assist in this implementation, table 3.1 below identifies the planning policy module(s) that would typically apply to areas defined by the Structure Plan.

The application of the SAPPL modules would be the subject of a Development Plan Amendment process, which would be informed by detailed investigations to inform the spatial extent of a modules application, as well as appropriate built form parameters (as informed by the Structure Plan) in a local context.

SECTOR PLAN DEFINITION		CHARACTERISTICS*	RECOMMENDED SAPPL MODULE	COMMENT
		<small>* These characteristics should all be read to have the word generally in front of them</small>		
	RESIDENTIAL INFILL Facilitate residential development to provide increased housing diversity and intensity.	3-4 storey Medium density in the range 35-70 du/ha Some iconic sites to have greater height and density Some sites may have lower heights and density May incorporate appropriate mixed use	Suburban Neighbourhood Zone Residential Zone	Note that general policy modules are required to support zone modules
	RESIDENTIAL CHARACTER Increase residential diversity through selected infill on appropriate sites	Areas where the amenity and character of the area is protected May also include areas of higher density and new sympathetic development including appropriate mixed use	Develop new residential character module for use in zone	Note that general policy modules are required to support zone modules
	RESIDENTIAL HISTORIC CONSERVATION		Residential Zone – Historic Conservation Area	Note that general policy modules are required to support zone modules
	RESIDENTIAL	Up to 2 storey Lower density residential development of less than 35 du/ha Fringe residential	Suburban Neighbourhood Zone Residential Zone	Note that general policy modules are required to support zone modules
	URBAN NODES Areas of mixed-use renewal with high quality public realm and integrated with public transport	Higher density mixed use Residential density 70+ du/ha Built form 6-10 storeys Iconic sites may have built form of 10+ storeys	Urban Core Zone Suburban Activity Node Zone Affordable Housing Overlay Noise and Air Emissions Overlay Strategic Transport Routes Overlay (where relevant)	Note that general policy modules are required to support zone modules Urban Core Zone to apply to higher order Urban Node areas (for example, Bowden Village) Suburban Activity Node Zone may apply to lower order nodes focussed on public transport stops.
	ACTIVITY CENTRE	Different types of nodes may have a different focus There could be retail nodes and commercial nodes	Activity Centre Module Affordable Housing Overlay Noise and Air Emissions Overlay Strategic Transport Routes Overlay (where relevant)	Note that general policy modules are required to support zone modules Applies to higher order activity Centres - ie District Centre or Regional Centre Apply overlays to areas where mixed-use developments are envisaged







SECTOR PLAN DEFINITION		CHARACTERISTICS*	RECOMMENDED SAPPL MODULE	COMMENT
	CORRIDOR (MIXED INFILL) Areas of active street frontage with compatible mixed use	Mixed-use developments primarily with residential focus Some areas could have a retail or commercial foci Built form up to 6 storey Residential density of 70+ du/ha	Urban Corridor Zone Affordable Housing Overlay Noise and Air Emissions Overlay	Note that general policy modules are required to support zone modules High Street Policy Area to apply in corridor areas identified as high streets Boulevard Policy Areas to apply in parts where large buildings are set back from the main road with space for landscaping (for example, Greenhill Road) Business Policy Area to apply in areas where commercial activity is a focus (for example, parts of Kent Town) Transit Living Policy Area to apply in areas where residential activity is a focus (for example, Marion Road)
	COMMERCIAL/OFFICE		Urban Employment Zone Commercial Zone	Note that general policy modules are required to support zone modules
	COMMERCIAL INFILL Strengthen and intensity commercial development	Mixed-use development with a commercial focus Compatible medium density residential development	Urban Corridor Zone Business or Boulevard Policy Area	Note that general policy modules are required to support zone modules Generally the Business Policy Area would apply, although there may be instances where the Boulevard Policy area is preferred
	INDUSTRY/EMPLOYMENT	Focus of land use industrial May include supportive commercial activities	Urban Employment Zone	
	OPEN SPACE		Open Space Zone	
	CONSERVATION		Conservation Zone	
	STRATEGIC ROUTE AND/OR PRIMARY/SECONDARY FREIGHT ROUTE		Strategic Transport Routes Overlay	
	ARTERIAL ROAD		Develop new Arterial Road Transport overlay	
	INSTITUTION/COMMUNITY FACILITIES		Community Zone or existing zone	
	INFRASTRUCTURE/UTILITIES		Industry Zone, Infrastructure Policy Area	Depending on the impact of the infrastructure it may need to be incorporated into an Industry Zone, however, some infrastructure will exist in the predominant zoning of the area

Table 3.1 Sector Plan Definition Link to SAPPL Modules

Building Heights

The maximum height of buildings outlined in the Structure Plan is subject to an incentive policy (contained in the South Australian Planning Policy Library) and consequently the final

allowable building height may vary on a case by case basis and will be decided by the appropriate approval authority (Council Development Assessment panel or the Development Assessment Commission) when a development

application is considered in light of the Development Plan. Currently this provision could apply to the areas identified as Corridor (mixed infill), Commercial Infill, Urban Node and Activity Centre.



Artist's Impression

04 infrastructure



4.1 Infrastructure

Government agencies responsible for infrastructure have provided input into the development of the sector plans and design principles, where necessary, and have endorsed the Structure Plan. The Government Planning and Coordinating Committee (GPCC), which comprises CEOs from key government agencies and infrastructure providers, has also endorsed the structure plan.

Existing infrastructure is largely in place and is sufficient to accommodate growth in the short term. Any necessary upgrades can be accommodated through existing agency forward planning processes. Future upgrades may be necessary and will be informed by this structure plan and wider infrastructure planning by agencies.

4.2 Water and Wastewater

The study area contains water and wastewater services sufficient for existing development. SA Water will incorporate the Inner Metro Rim growth targets into its long-term planning, and will provide information on major infrastructure requirements (for example, treatment and trunk mains), and associated costs, to meet the provisional targets proposed. Where new development is higher density and/or multi-storey, wastewater network and treatment upgrades are likely to be needed, and water network and treatment upgrades may also be needed.

In locations with highly saline groundwater and high water table levels, the sewer infrastructure is likely to require some unconventional collection systems to limit inflow/infiltration and impact of salinity on reuse. This will increase the cost of such infrastructure. Installations are assessed on a case by case basis, but gravity systems are preferred wherever possible.

Infrastructure standards for industrial/commercial developments are different from those for residential areas. In locations where residential areas are rezoned, it may be necessary to upgrade infrastructure to comply with standards for industrial/commercial areas (i.e. minimum 150 mm pipe diameter for water supply and 225 mm for wastewater).

4.3 Electricity Network

Electricity infrastructure will need to be augmented to support the Inner Metro Rim growth target of 25,000 additional dwellings. The timing of augmentation would depend on customer load growth and the location of this growth.

4.4 Public transport

Public transport has a major role to play in making Adelaide a liveable and sustainable city; it supports healthy outcomes and helps reduce urban congestion, particularly at peak commuter times. With increasing road congestion, it is necessary to improve public transport in order to meet travel demands and make more efficient use of existing road, train and tram capacity.

Measures will continue to preserve and protect the longer-term potential of public transport corridors for possible use in the future, so as to not to reduce options for future public transport. An example is where planning will continue to identify and protect the route for a future extension of the Seaford train corridor to Aldinga.

The State Government will continue to review and modify existing public transport services to cater for demand, as well as changes in community travel patterns. For example, the increase in capacity and frequency of passenger train services will be supported by more buses connecting to train services and to cross-suburban centres throughout the day.

Public transport priority on roads will vary, depending on the level of service and patronage, and impacts on land use. Investigations into the benefits, costs, economic viability and funding options for these corridors and others will be progressed.

The future directions for public transport are:

- Complete the transformation of Adelaide's public transport system into a faster, more frequent and more efficient network.
- Continue to develop existing and potential mass transit corridors, as identified in *The 30-Year Plan for Greater Adelaide*.
- Expand public transport services into new growth areas consistent with *The 30-Year Plan for Greater Adelaide*.
- Continue to improve public transport services to cater for demand and changes in community travel patterns.
- Facilitate the implementation of 'real time' travel information.
- Deliver a more accessible public transport system, which complies with legislative requirements.

The 30-Year Plan for Greater Adelaide provides for the development of a more compact city, with a greater focus on concentrating development growth:

- in both new and existing suburbs around Adelaide's transit corridors, and,
- at mixed-use, higher density developments to supply more housing in locations that are within walking distance of frequent public transport services.

As part of the revitalisation of the public transport network, future planning of bus, train and tram services will be more closely aligned to provide greater integration and connectivity between these services. There will be increased bus feeder services into major train stations to provide more efficient, faster transport options for passengers.

To be successful in the long term, Adelaide's public transport system must form the backbone of urban structure and development, and provide high quality services over many years. This framework is necessary to achieve the high quality and increased market share for public transport required by the objectives and targets in *South Australia's Strategic Plan* and *The 30-Year Plan for Greater Adelaide*.

Public transport can act as a catalyst for more intensive and diverse land uses. Increased residential densities around transport nodes provide more people with the opportunity to walk or cycle to public transport or to access employment, including within the core of the development itself. By concentrating urban development along major transit corridors, a number of people who would otherwise rely on the car for travel will have travel choice through improved access to public transport services.

Integration of public transport with infrastructure and land use planning is essential. Further investigations are needed to underpin strategic decisions for transport services that support land use on transit corridors.

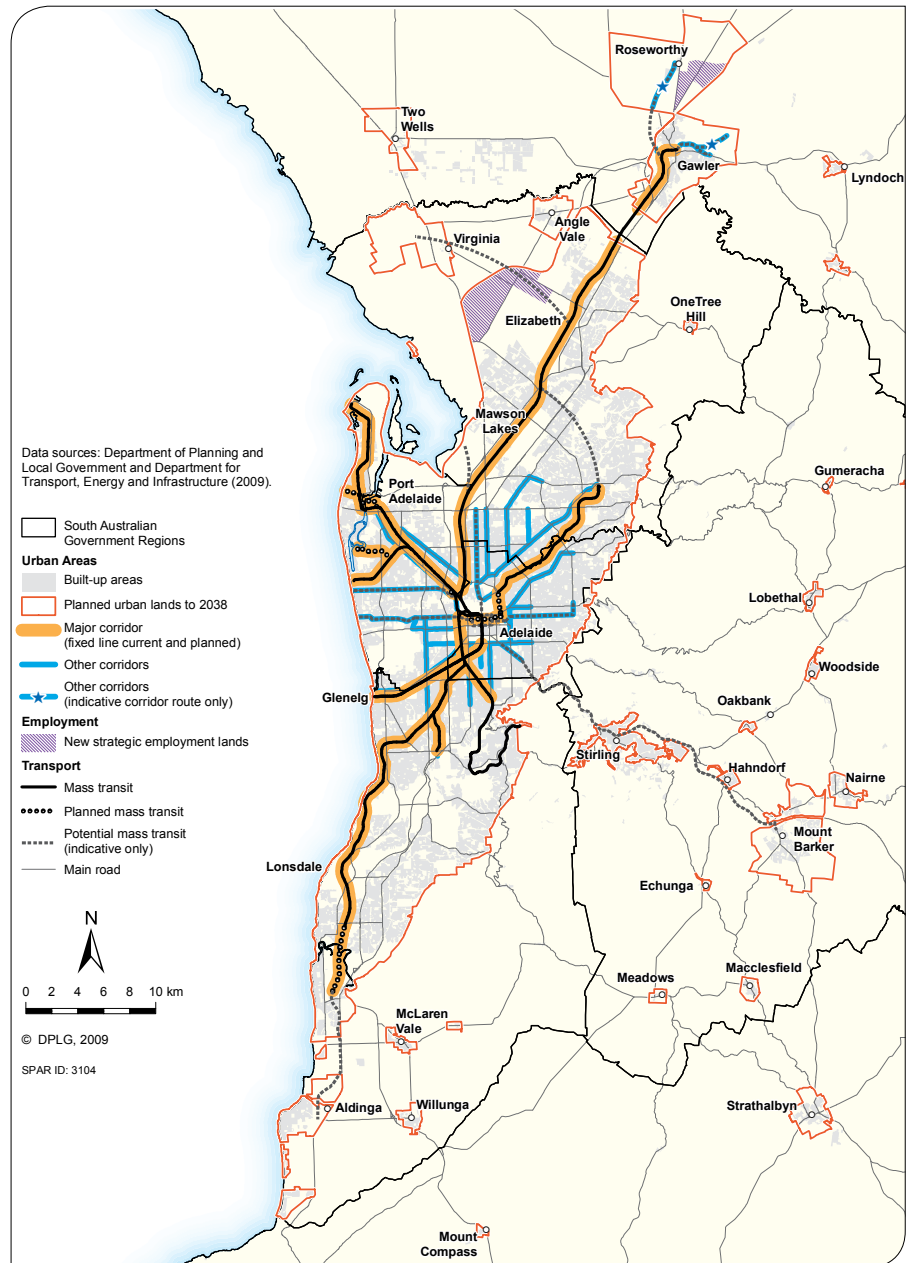
Map D4 of *The 30-Year Plan for Greater Adelaide* shows the transit corridors in metropolitan Adelaide identified for urban development.

As with other Australian capital cities, Adelaide's public transport system has to service a very significant peak period in the morning and afternoon. Transport planning will need to continue to strive to find ways to manage the demands of peak period travel.

Anticipated changes to the public transport system within the Inner Metro Rim area are:

- change in the number of buses operating on the corridor
- change in priority for bus movement, for example the introduction of bus lanes
- optimisation of stop locations
- improvements to stop facilities.

The planning for these matters is ongoing.



Map D4: Transit corridors for development

