

Adelaide: One City, Many Places

A Spatial Vision for the Future of the City – 2014



Acknowledgement to Country

Adelaide City Council acknowledges the traditional Country of the Kaurna People of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna People living today.

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Lord Mayor's Message



Welcome to the City of Adelaide's Spatial Vision for the future of the City.

This Spatial Vision provides a practical spatial plan that sets out the desired future for the various areas that make up our City, including urban areas, the Park Lands and transport corridors. It is a 10 year vision within a 30 year horizon.

As a planning document, this Spatial Vision sits between the long term, high level policies of the State Government's 30 Year Plan for Greater Adelaide, the Adelaide (City) Development Plan, the Adelaide Park Lands Management Strategy and the Park Lands Landscape Master Plan. This Spatial Vision is interconnected with Council's 'Smart Move – The City of Adelaide's Transport and Movement Strategy 2012 – 22', providing a ten year strategy set to make the city's streets safer, more connected and easier for people to use.

No matter how you intend to relate with the City in the future, this Spatial Vision is a 'must' to be referenced to help inform your plans and decisions.

I hope you join with me in being part of making Adelaide one of the great small cities of the world.

Stephen Yarwood

Lord Mayor

Elected Members of Council



Stephen Yarwood
LORD MAYOR

Tel 8203 7252
Fax 8203 7534
Mobile 0400 000 944
Mail GPO Box 2252 Adelaide SA 5001
lordmayor@adelaidecitycouncil.com



Dr Michael Llewellyn-Smith AM
AREA COUNCILLOR

Tel 8203 7188
Fax 8203 7709
Mobile 0409 709 034
Mail GPO Box 2252 Adelaide SA 5001
m.llewellynsmith@adelaidecitycouncil.com



Anne Moran
AREA COUNCILLOR

Tel 8203 7193
Fax 8203 7709
Mobile 0417 801 568
Mail GPO Box 2252 Adelaide SA 5001
a.moran@adelaidecitycouncil.com



Susan Clearihan
NORTH WARD COUNCILLOR

Tel 8203 7189
Fax 8203 7709
Mobile 0400 090 079
Mail GPO Box 2252 Adelaide SA 5001
s.clearihan@adelaidecitycouncil.com



Houssam Abiad
CENTRAL WARD COUNCILLOR

Tel 8203 7191
Fax 8203 7709
Mobile 0400 791 118
Mail GPO Box 2252 Adelaide SA 5001
h.abiad@adelaidecitycouncil.com



Dr Michael Henningsen
SOUTH WARD COUNCILLOR

Tel 8203 7194
Fax 8203 7709
Mobile 0488 040 898
Mail GPO Box 2252 Adelaide SA 5001
m.henningsen@adelaidecitycouncil.com



Natasha Malani
DEPUTY LORD MAYOR
AREA COUNCILLOR

Tel 8203 7192
Fax 8203 7709
Mobile 0429 119 047
Mail GPO Box 2252 Adelaide SA 5001
n.malani@adelaidecitycouncil.com



Mark Hamilton
AREA COUNCILLOR

Tel 8203 7563
Fax 8203 7709
Mail GPO Box 2252 Adelaide SA 5001
d.sacca@adelaidecitycouncil.com



David Plumridge AM
AREA COUNCILLOR

Tel 8203 7965
Fax 8203 7709
Mobile 0417 088 992
Mail GPO Box 2252 Adelaide SA 5001
d.plumridge@adelaidecitycouncil.com



Sandy Wilkinson
NORTH WARD COUNCILLOR

Tel 8203 7964
Fax 8203 7709
Mobile 0488 954 553
Mail GPO Box 2252 Adelaide SA 5001
s.wilkinson@adelaidecitycouncil.com



Megan Hender
CENTRAL WARD COUNCILLOR

Tel 8203 7187
Fax 8203 7709
Mobile 0401 147 176
Mail GPO Box 2252 Adelaide SA 5001
m.hender@adelaidecitycouncil.com



Anthony Williamson
SOUTH WARD COUNCILLOR

Tel 8203 7190
Fax 8203 7709
Mobile 0411 180 780
Mail GPO Box 2252 Adelaide SA 5001
a.williamson@adelaidecitycouncil.com

1: Introduction

1.1 Introduction

Adelaide is a great place to live. On a global scale, Adelaide has been ranked the fifth most liveable City in the world. When planning for the future of a growing city and maintaining its high standard of liveability, there are many factors that must be taken into account. Central is making Adelaide more of a place overall. This means that the City will be one City, but with many places within it. And all these places can only be successful places if planning brings together business, residents and city stakeholders in a conversation. This can be called integrated planning.

On a metropolitan scale, the Adelaide City Council area is the 'pre-eminent' central place. But within this central place, local planning and placemaking needs to be conscious of its context. This plan presents the envisaged land use, built form, and movement outcomes for the City.

1.2 Purpose and Role of this Spatial Vision

The purpose of this Spatial Vision is to express the desired land use, built form, and movement outcomes envisaged for the City over the next 10 to 30 years. This plan also outlines a spatial framework within which placemaking and planning for the City's many places can occur.

This Plan sits between the 30 Year Plan for Greater Adelaide and the Development Plan.

The 30 Year Plan for Greater Adelaide is a long term strategy for the Greater Adelaide area, established as a Planning Strategy under the Development Act 1993. The 30 Year Plan articulates certain outcomes, policies and targets for the City.

30 Year Plan for
Greater Adelaide

Spatial Vision
for the future
of the City

Development
Plan

Firstly, it is intended that this Plan be used as a City-wide context for more detailed and future placemaking and co-creation opportunities in local areas within the City. Whilst this Plan is not local placemaking, within the policy context of the 30 Year Plan for Greater Adelaide seeking for the City to grow, this Plan provides a more detailed spatial vision for the different areas of the City.

Secondly, this Plan is intended to be referenced in further refinements to the Development Plan in the City.

Thirdly, this Plan is also intended to be referenced in regards to planning for infrastructure, both hard and soft. This means, for example, that planning for transport, paving, libraries, schools, energy, and stormwater all reference this Plan.

Lastly, this Plan also comprises a 'structure plan' as envisaged to be prepared in the Governance and Implementation Section of the 30 Year Plan for Greater Adelaide.

1.3 Area of Spatial Vision

This Spatial Vision applies to the area of the City of Adelaide.



The Adelaide (City) Development Plan comprises statutory development policy used by planning authorities to make planning assessment decisions. The Development Act 1993 requires that changes to the Development Plan promote the 30 Year Plan for Greater Adelaide, such that progressively, the Development Plan will be increasingly aligned to the 30 Year Plan for Greater Adelaide.

Regular users of the Development Plan can understand the Development Plan's role in shaping the City. However, this Plan provides in words and maps 'a spatial vision for the future of the City' in order to further enhance Adelaide as one City with many Places.

It is intended that this Plan be used in a variety of ways into the future, all important, and all integrated with each other.



2: Planning Context

2.1 State Planning Context

2.1.1 South Australia Strategic Plan

South Australia's Strategic Plan sets targets for the State. It is the overarching document for other State and Local Government strategic documents and plans. The SASP has seven strategic priorities to help focus efforts and drive the work of government:

- » Creating a vibrant city
- » Safe communities, healthy neighbourhoods
- » An affordable place to live
- » Every chance for every child
- » Grow advanced manufacturing
- » Realising the benefits of the mining boom for all
- » Premium food and wine from our clean environment

The 30 Year Plan for Greater Adelaide is the spatial representation of the South Australia Strategic Plan.

“ This Spatial Vision plays a particular role in contributing to the priority of creating a vibrant city.

2.1.2 30-Year Plan for Greater Adelaide

The 30-Year Plan is a volume of the Planning Strategy for South Australia, an integral part of the State's planning framework.

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.

Key approaches of the 30 Year Plan:

- » Employment and residential growth distribution in the metropolitan area and Greater Adelaide region
- » A progressive shift from the current 50:50 greenfields/infill ratio, to a 30:70 ratio
- » Networks of transit orientated developments (TODs) throughout the metro area (Bowden being the first)
- » Concentration of new housing in existing urban areas and diversification of dwelling types and housing choices

- » Location of new jobs and housing in designated transit corridors and creation of mixed use precincts
- » Electrification of the rail system and rail and o-bahn extensions
- » Governance and Implementation arrangements.
- » Revitalisation of major activity centres, particularly the City of Adelaide

For the City of Adelaide, the 30-Year Plan:

- » Reinforces the economic and cultural primacy of the City
- » Provides a long term and integrated planning framework
- » Provides population/housing targets (27,300 extra residents, 50,000 extra workers)
- » Flags opportunities associated with the Mall, North Terrace, Riverbank and laneways
- » Addresses residential growth including student housing
- » Flags options for a mass transit loop as a catalyst for regeneration
- » Reinforces the need to conserve historic residential precincts
- » Addresses the role of the Park Lands in the context of the metropolitan area and identifies opportunities for mixed-use development along the terraces
- » Seeks to harmonise day-time and night-time amenity and economies
- » Informs spatial planning and planning for increased population and visitation and resultant changes in land use and movement
- » Informs partnerships with other State, local and private bodies and the community in planning for the future of the City

2: Planning Context



The Governance and Implementation section of the 30 Year Plan intends that Structure Plan's be prepared for areas to undergo significant change. This Spatial Vision represents the Structure Plan for the City area.

2.1.3 Inner Metropolitan Rim Planning Context

The Planning Minister released an Inner Metro Rim Structure Plan (September 2012) affecting areas in neighbouring Council areas on the outer edge of the Adelaide Park Lands. Development Plan Amendments were initiated to reflect the land use planning directions of the Structure Plan in the relevant Council area Development Plans.



This Spatial Vision for the City has been prepared with regard to the directions of this Inner Metro Structure Plan.

2.2 City of Adelaide Planning Context

2.2.1 City of Adelaide Strategic Plan

The Strategic Plan 2012 – 2016 was developed through extensive engagement with the community. It outlines a vision and outcomes desired for the City and the strategies, key projects and services Council will deliver between 2012 and 2016.

The Strategic Plan vision is 'Adelaide: One City, Many Places'. The Strategic Plan articulates a vision for the City of:

'Adelaide is the dynamic heart of the state's pursuits in business and commerce, arts and culture, retail, education and innovation. The people of Adelaide are proud of their cleverly designed City in a park, its cultural boulevards, its gridded streets and heritage buildings sitting easily between the hills and the sea.'

Stunning contemporary architecture is home to a growing number of residents, businesses and creative enterprises. Outstanding design and artwork are a hallmark of its bustling streets and squares enjoyed by many, day and night.

Adelaide is a City of great places for people. Great places for living and community life. Great places for businesses to start up and grow. Great places for knowledge and creativity to flourish. Adelaide: A City of many places that promote interaction. It's our animated City of the south. A City planned by Light that really shines.'

Council's Strategic Plan has six outcomes:

- » City of great places
- » Accessible city
- » Creative city
- » Liveable city
- » Prosperous city
- » Environmentally sustainable city



This Spatial Vision provides a spatial articulation for the future of the City that is consistent with the vision and outcomes of Council's Strategic Plan.

2.2.2 Vibrant City

In November 2011, the Capital City Committee announced an agenda to enliven and attract people to the city, and identified several priorities to revitalize the city centre, capitalizing on activity underway to regenerate the city along North Terrace, the Riverbank, and Rundle Mall.

This vision for a more vibrant Adelaide is about a renaissance of the city centre as a place to live, work, visit and invest. It's about a city humming with activity in its many laneways and beautiful public spaces. It's about innovation, urban renewal, stunning design, a walkable city, a city for all people.

The Capital City Committee's focus and priorities are aligned with the South Australian Government's 'Vibrant City' strategic priority, and the Adelaide City Council's strategic vision for the city set out in the City of Adelaide Strategic Plan 2012-2016.



This Spatial Vision provides a spatial plan for the future of the City that provides an integrated land use, built form and movement plan within which the vibrant city outcomes can be realised.

2.2.3 Adelaide (City) Development Plan

The Adelaide (City) Development Plan contains the statutory policies used by relevant planning authorities to make planning assessment decisions. The Development Act 1993 requires amendments to the Development Plan to promote the 30 Year Plan for Greater Adelaide (being the relevant Planning Strategy).

The Development Act 1993 provides for either the Minister for Planning or Council to amend the Development Plan.

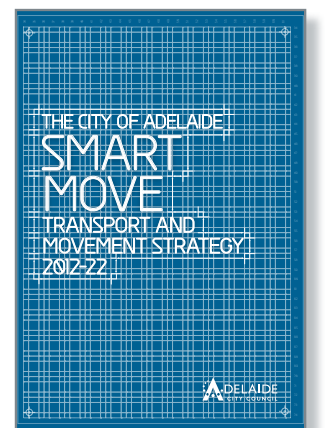
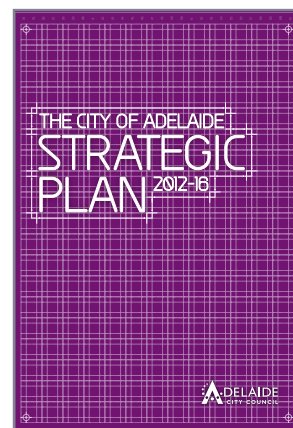
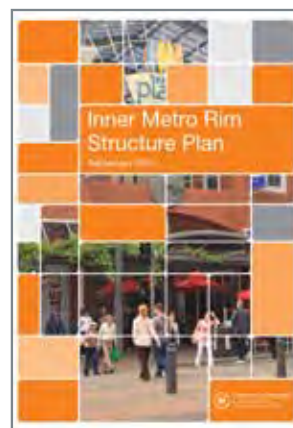
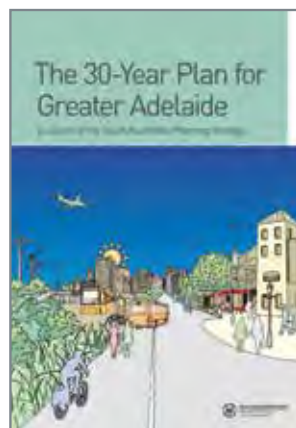
In March 2012, Council and the Minister for Planning entered into a Heads of Agreement regarding planning reform in the City. The Heads of Agreement covered two Development Plan Amendments, planning assessment, pre-lodgement and design review.



This Spatial Vision reflects the Council wide vision and desired character statements/zones introduced in 2012 by the Ministerial lead Capital City Development Plan Amendment. This Spatial Vision also reflects the desired character statements/zones proposed in the 2013 Council lead Residential and Main Street Amendment.

2.2.4 Smart Move Strategy

The Smart Move Strategy, The City of Adelaide's Transport and Movement Strategy 2012-22 (Smart Move Strategy) outlines Council's desired transport and movement outcomes for the City, and the strategies to achieve these over the next ten years.



2: Planning Context

The Smart Move Strategy aims to make the City more accessible by accommodating greater travel choices to meet the needs of all users. The Strategy's key priority is to create a people-friendly City by improving conditions for pedestrians, cyclists and those using public transport. It strives to achieve the right balance for accommodating these priority users, while also addressing the needs for parking, loading and car accessibility.

The directions also respond to planned major projects and the envisaged increase in population. The Smart Move Strategy has eight outcomes:

- 1. Easy walking: This outcome will create a City where:**
- » walking is easy, comfortable and safe
 - » pedestrians have priority
 - » pedestrian conditions are suitable for people of all levels of mobility
 - » the pedestrian network is well connected.



- 2. Safe cycling: This outcome will create a City where:**
- » people of all levels of cycling ability feel that they can cycle safely
 - » cycling is the most convenient form of transport for local trips
 - » cycling to and from the suburbs is safe and convenient.
- 3. Quality public transport: This outcome will create a City where:**
- » bus, tram, train and taxi services are well-integrated and readily accessible
 - » public transport provides a convenient way to travel to and around the City, day and night
 - » public transport is easy to use, affordable, reliable and responsive to customer needs.

- 4. Green travel: This outcome will create a City where:**
- » there is a high proportion of low emission vehicles
 - » residents and businesses have access to a vehicle without needing to own one
 - » public transport, cycling and walking form more than half of all journeys to work.
- 5. Efficient services: This outcome will create a City where:**
- » freight deliveries are efficient and not disruptive to other street users
 - » waste management practices are efficient and support the State Government's zero waste objectives and targets.

- 6. Smart parking: This outcome will create a City where:**
- » the cost of parking and the balance of demand and supply of parking discourages excessive car use when there is convenient access by walking, cycling and public transport
 - » car parking is not a dominant feature.
- 7. Calm traffic: This outcome will create a City where:**
- » the well-connected street grid facilitates two-way movement by all modes
 - » low traffic speeds make it safe and pleasant and discourage through traffic
 - » the growth in walking, cycling and public transport trips keeps congestion in check.
- 8. Great streets: This outcome will create a City where:**
- » everyone can participate equally in City life
 - » streets invite people to stay and enjoy their surroundings
 - » there is a distinct sense of place through high-quality streets and public spaces
 - » environmental qualities are embraced through street design.

More information regarding link and place and the various modes is provided in 5.3.

This Spatial Vision and the Smart Move Strategy are integrated. This reflects that integration of planning for transport and planning for development is one of the key integrations necessary to realise both Plans.

2.2.5 Significant City Projects

The City is changing, with a range of public and privately led developments underway that will significantly transform key areas of Adelaide within the coming years.

The River Torrens Riverbank Precinct is undergoing substantial change with the construction of new high-quality buildings that will house state of the art medical, research and expanded convention facilities. The international draw of the Convention Centre will see significant visitor benefits for the City.

The iconic Adelaide Oval is being redeveloped to attract larger football and cricket crowds. The venue's ability to generate excitement will have a catalysing effect on Hindley Street, Rundle Mall, Rundle Street, North Terrace and other surrounding streets, in the daytime and the evening. Redeveloping side streets and laneways, interconnecting adjoining destinations, and improving public transport will become even more important.

The redevelopment of public spaces such as Victoria Square and Victoria Park will add to the legacy of well-designed open spaces and will offer new recreation and leisure opportunities.

The upgrade of Rundle Mall will reinforce the unique retail, tourist and leisure offer of the largest and most diverse shopping area in Adelaide.

This Spatial Vision provides a reference point for consideration regarding future significant projects.



2.3 Placemaking

Placemaking is both an overarching idea and a hands on tool for improving a neighbourhood, city or region. It's a process and a philosophy, a multi-faceted approach to the planning, design and management of public spaces. Put simply it involves looking at, listening to and asking questions of the people who live, work and play in a place to discover their needs and aspirations. The information is then used to create a common vision for the place.

“ This Spatial Vision's input into future placemaking (to be fostered through co-creation) is to provide a City wide spatial planning context that will be relevant in different ways, depending on the location and scale of 'place' ”

“ This Spatial Vision is consistent with the significant projects that are underway in 2013. ”

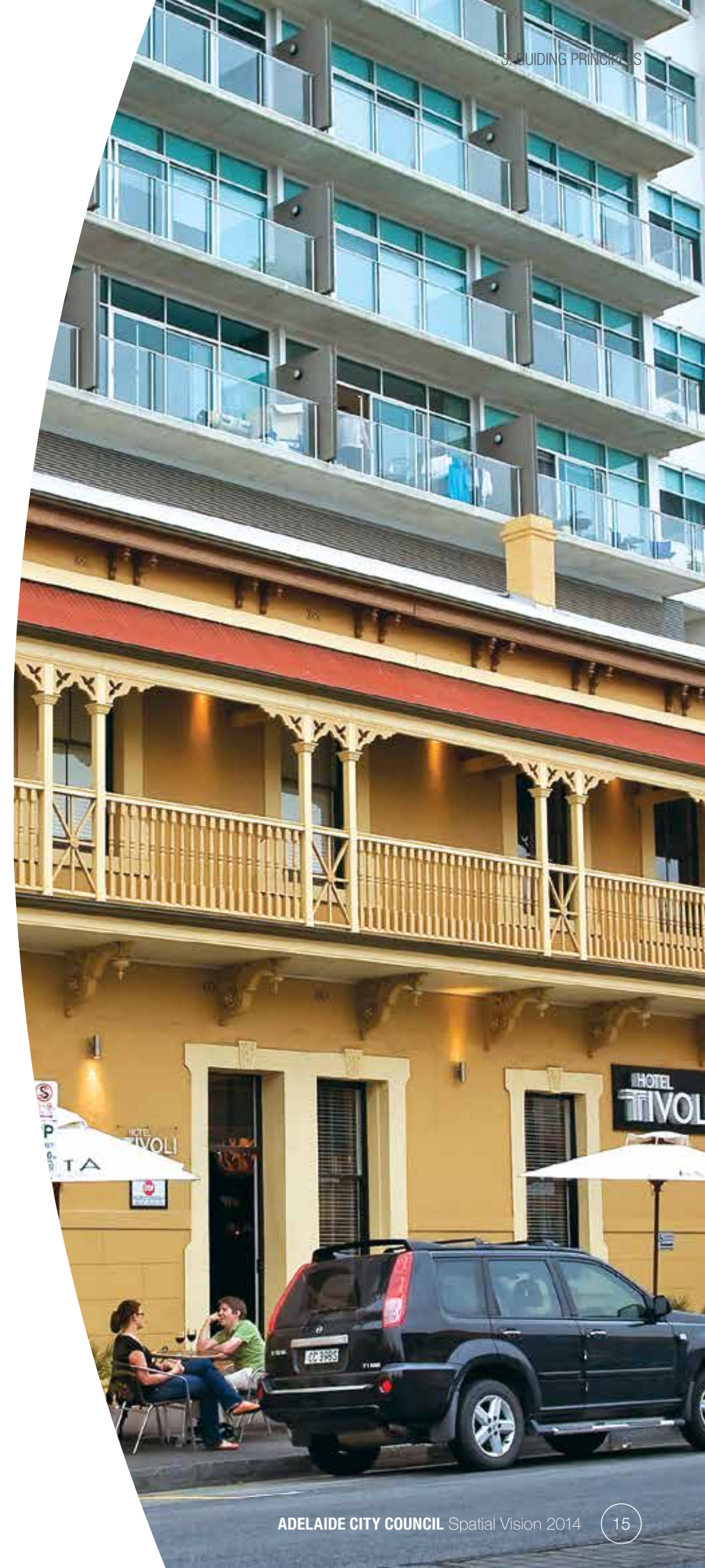


3: Guiding Principles

This Spatial Vision has been prepared taking into account a range of existing strategy and policy documents, in particular the 30 Year Plan for Greater Adelaide, the Development Plan and the Park Lands Landscape Master Plan.

For the City of Adelaide area, the following principles have guided the preparation of this Spatial Vision:

1. **Enabling the City** vision to be realised. In particular regarding:
 - » the pre-eminent role of the Adelaide City centre in terms of economic growth, culture and city living
 - » fostering a vibrant City with a variety of places welcoming a diversity of people
 - » achieving an overall coherent City form that is compact and walkable, with an intense CBD, visually defined streets and squares, and a defined edge to the Terraces
2. **Accessible and well-connected places**
3. **A range of employment and business activities**
4. **Accessible, integrated and adaptable social infrastructure**
5. **Fostering environmental sustainability**
6. **Regard for Light's Plan** and the defined structure this provides to the Adelaide Park Lands and City Layout
7. **Integration** of forward planning, in particular movement and land use



4: Spatial Vision for the Future of the City

The Spatial Vision is presented in a:

- » Vision (see 4.1)
- » Plan (see 4.2)
- » Words (see 4.3)

This Spatial Vision is a level of policy that sits in-between the 30 Year Plan for Greater Adelaide and the Development Plan.

This means that this Spatial Vision:

- » Provides more detail than the 30 Year Plan for Greater Adelaide, and as a consequence, can be used to refine the 30 Year Plan
- » Is a summary of the 2013 Development Plan, and provides a framework for future Development Plan Amendments

The Development Plan 'Vision' and Desired Character Statements capture the main goals of each spatial area of the City. As such, including the Development 'Vision' in the Spatial Vision provides a direct line of sight from the Spatial Vision to the Development Plan.

The Plan is drawn from the 2013 Development Plan zones. This includes summarising up the zone areas introduced by the Capital City Development Plan Amendment in 2012 and the areas flagged in the Residential and Main Street DPA in 2013.

4.1 Vision

The 2013 Development Plan has a 'Vision' comprising a Council wide vision and a vision for different spatial areas of the City. This 'Vision' section repeats the Development Plan Council wide 'Vision'.

30 Year Plan for Greater Adelaide

In particular the City of Adelaide City Centre Policies and Adelaide City Directions

Spatial Vision for the future of the City (Structure Plan)

Development Plan

In particular the 2013 Development Plan 'Vision' and summarising the Desired Character Statement of each Zone

2013 Development Plan Council Wide Vision

'Adelaide is one of the great small cities of the world. It is the economic and cultural powerhouse of the State where a large percentage of the population choose to live, work, invest and spend time.

The City is bustling and energetic and its cultural diversity welcomes people from all backgrounds and stages of life. Adelaide is world-renowned for its festivals, cultural life and sporting events.

Enhanced infrastructure and continuing housing developments reinforce the City's enviable reputation as an accessible, healthy, affordable and vibrant place. Trams loop the central business district and provide a link to the adjoining inner-city suburbs. The pedestrian-friendly streets can be walked along safely any time, day and night.

The internationally renowned Park Lands are cherished for their support of an extraordinary range of recreational pursuits, environmental value, cultural heritage and social connections.

The City's Squares, terraces and laneways are alive with people of all ages. Public art and live music enliven the streets, side by side with an exciting array of outdoor dining venues and small bars.

The City offers an advanced and diversified economy, stimulating job options, educational opportunities and career pathways that enhance and underpin our distinctive lifestyle.

Adelaide is where creativity and imagination are nurtured and where a sense of belonging is an inherent part of its identity. It provides home-grown opportunities for talented young

people. Leading edge businesses and entrepreneurs are drawn to, and sustained by, our thriving 24-hour economy.

The City is the heart of the State's civic, cultural and commercial life. It is a place where the best of South Australia is showcased to the rest of the nation and the world.

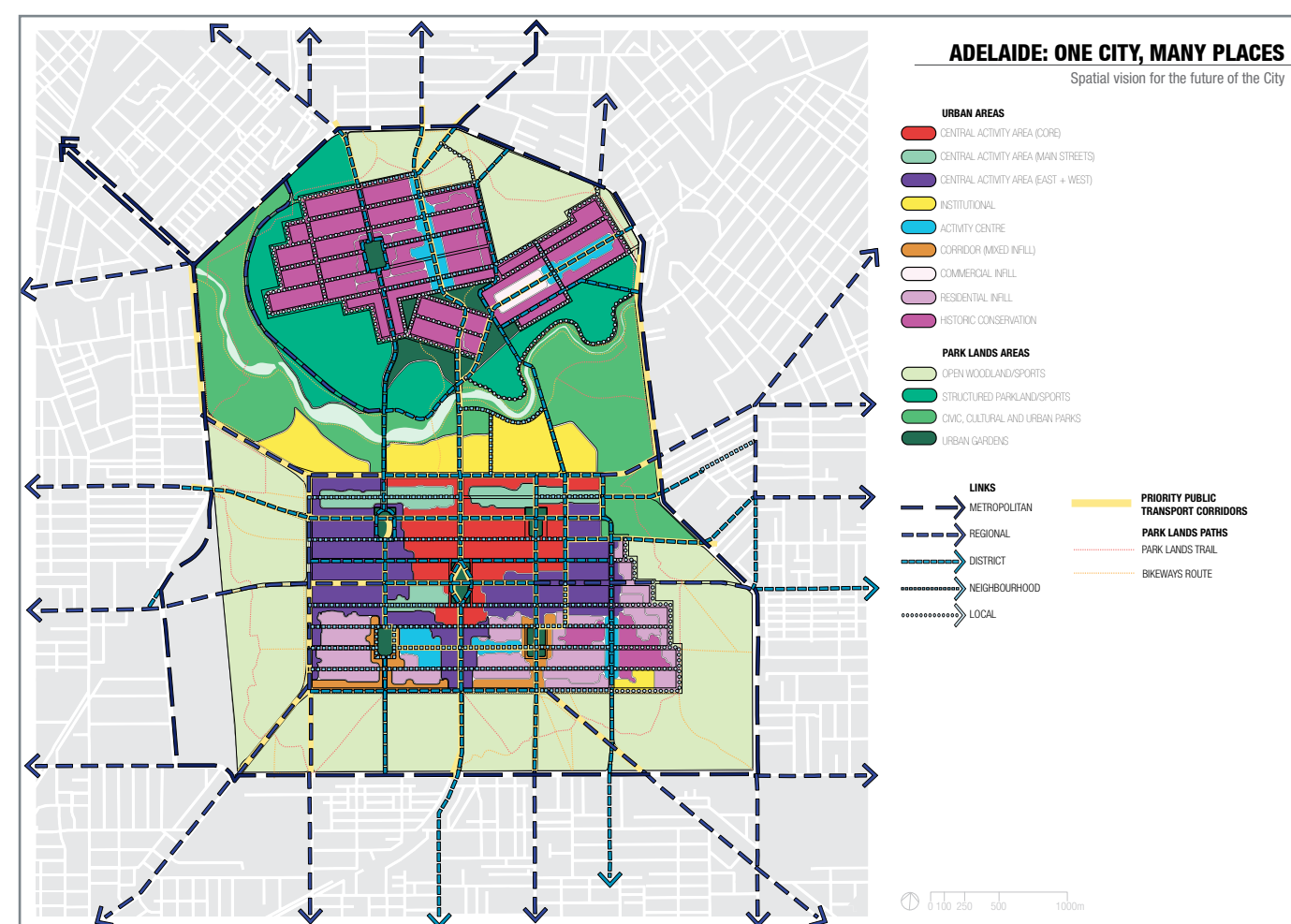
Adelaide's identity is shaped by its unique grid pattern and hierarchy of streets. Its rectangular geometry contrasts with the natural setting provided by the Park Lands and views to the Adelaide Hills. The pattern of Squares, with Victoria Square at the centre, further reinforces the City's geometry and provides relief from the built environment.

This legacy of Colonel Light's visionary layout of Adelaide and its Park Lands was recognised through its National Heritage listing in 2008. It is a legacy upon which the expanding needs of Greater Adelaide continue to grow in ways that promote liveability, competitiveness and sustainability.'



4: Spatial Vision for the Future of the City

4.2 Spatial Vision – Plan



4.3 Spatial Vision – Words for Areas and Links

This Spatial Vision 'Word's section provides a high level word picture of the envisaged future for the spatial areas and the links as indicated on the Plan (see 4.2). The titles for the different urban areas are based on the DPTI terminology used for structure plans.

4.3.1 Urban and Park Lands Areas

The words for the Urban Areas are a summary of the 2013 Development Plan 'vision' for different spatial areas of the City as well as each Zone's Desired Character statements. The words for the Park Land areas are drawn from the Park Lands Landscape Master Plan (see 5.4).

Central Activity Area (Core)

The Core area is the pre-eminent economic, governance and cultural hub for South Australia, supported by educational, hospitality and entertainment activities and residential, student and tourist accommodation.

Concentrations of the tallest high rise buildings exhibiting stylish and evocative architecture characterize the area. There are high levels of pedestrian activity. Heritage buildings linking to the past are adapted for modern use.

Central Activity Area (Main Streets)

The Main Streets are important shopping, hospitality and gathering places during the day and evening that form a vital part of the City's identity. Hindley Street east is the City's late night place. The Main Streets provide a comfortable pedestrian environment with intimately scaled built form – including heritage buildings - and a rich visual texture. Many people live above shops in contemporary, medium rise buildings.

Central Activity Area (East + West)

This area comprises a complementary mix of commercial, residential, student and tourist accommodation, education, and related retail and hospitality activities. High rise buildings exhibiting stylish and evocative architecture are characteristic. There are areas of pedestrian activity. Heritage buildings linking to the past are adapted for modern use. The introduction of a tram loop encompassing Morphett and Frome Streets is a focus of activity, whilst Main Streets have established on Waymouth Street west and Pire Street east, serving the large numbers of nearby residents and workers.

Institutional/Community Area

This area comprises State significant cultural, artistic, tourism, leisure, health, educational and governance activities. Landmark contemporary buildings are juxtaposed with iconic heritage buildings, set within quality, people oriented public spaces. The area is well connected to the Central Activity Area and the Park Lands, and has a high level sense of destination.

Activity Centre

The Main Streets are important shopping, hospitality and gathering places during the day and evening that form a vital part of the City's identity and the main focus for nearby residential areas. The Main Streets provide a comfortable pedestrian environment with intimately scaled built form – including heritage buildings – and a rich visual texture, providing an overall main street feel. Many people live above shops in contemporary, medium rise buildings.

Corridor (Mixed Infill)

This area comprises medium to high rise residential development supported

by a mix of retail, hospitality and commercial activities. Activity adds vibrancy and safety in the evening, particularly adjacent the Park Lands and Squares. Quality buildings provide a defined edge to the Park Lands and Squares, with the highest buildings fronting South Terrace. Heritage buildings linking to the past are adapted for modern use.

Commercial Infill

This area comprises commercial, medical and residential activities in contemporary, medium rise buildings and heritage buildings within landscaped grounds.

Residential Infill

This area comprises the City's main low rise residential living area. The area is characterized by a diversity of housing type, style and scale – including heritage dwellings - together with related non-residential activities. The mix of dwellings on the Terraces is characterized also by medium rise housing. Intact pockets of historic character housing have been taken into account in the design of new, contemporary housing. Opportunities for comprehensive redevelopment on larger, particularly non-residential sites have been realized in some locations.

Historic Conservation

This area comprises the City's main intact historic low rise residential living areas. The area is characterized by a predominance of 1-2 storey heritage and historic character dwellings, together with sensitively designed contemporary development and related non-residential activities. Opportunities for comprehensive redevelopment on larger, particularly non-residential sites have been realized in some locations.

4: Spatial Vision for the Future of the City

Open Woodland / Sports

These areas are characterised by a broad open landscape with long vistas. This is the defining landscape of the Park Lands; home to a vast urban woodland of native trees, this area is a reminder of the Adelaide landscape prior to 1836. It is also a place for people to recreate in both sporting and informal activities and to enjoy the manicured gardens and avenues nestled within.

Structured Park Land / Sports

These areas are a transition landscape between the River Torrens and North Adelaide, and offer long vistas across the open playing fields and fairways. The mix of native and exotic trees and mown green turf provide a formal structure to the landscape.

Civic, Cultural and Urban Parks

This area, building on the Torrens River and the array of cultural and tourist activities along the northern edge of the city, is the major destination within Adelaide for local residents and visitors alike. Urban gardens and plazas, waterside parks and intensively used recreation hubs and event spaces create a unique sequence of parks which are a defining feature of the city and its lifestyle.

Urban Gardens

The squares and the formal gardens in these areas are unique landscape spaces within the city. They provide open space and contact with nature in the densest developed locations. They are critical components in the Park Lands network, bringing greenery, colour, texture and a setting for outdoor activities and relaxation in the daily experiences of residents, workers and visitors.

4.3.2 Links

This Spatial Vision 'Word's section provides an indication of the envisaged future for the links as indicated on the Plan (see 4.2).

The City in 2013 is the central movement hub of metropolitan Adelaide, and this is envisaged to continue. The major City roads will continue to be important movement corridors, and also various levels of place.

The Spatial Vision 'Links' will play a variety of roles, the detail of which is flagged in the Smart Move Strategy (also see 6.3.1). Each streets role is intended to be adjusted overtime arising from placemaking/co-creation, including with the Department of Planning, Transport and Infrastructure. This Spatial Vision does not seek to replicate or modify the movement outcomes flagged in Smart Move. To provide an indication of each links role, the Smart Move Strategy's envisaged annual daily traffic is referenced, being:

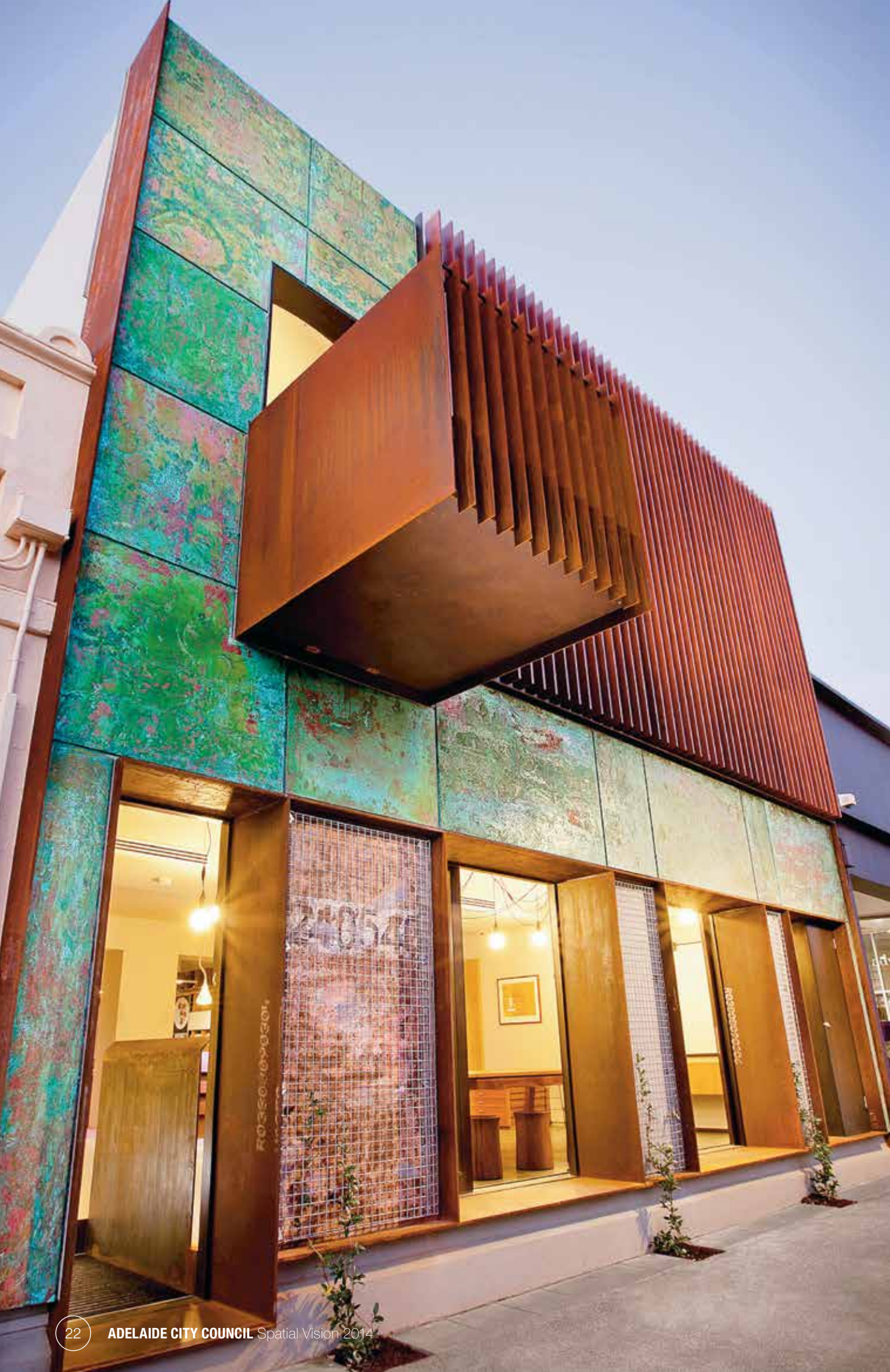
LINK	ANNUAL DAILY TRAFFIC
Metropolitan	Above 35,000
Regional: City Access	20,000 to 35,000
District: City Boulevards and City Streets	8,000 to 20,000
Neighbourhood	3,000 to 8,000
Local	Below 3,000

In addition, the Plan indicates the following movement links:

- » Priority Public Transport Corridors indicating the links envisaged for a significant bus or tram role.
- » Park Lands Paths indicating the primary pedestrian and bicycle paths in the Park Lands
- » Bikeway Routes indicating the priority low-stress and safe bicycle routes in the City and Park Lands.

As flagged in the Smart Move Strategy, planning at a local level will give consideration to all movement modes.





5: Supporting Information for the Spatial Vision

The purpose of this section is to explain how this Spatial Vision relates to other planning and infrastructure considerations that shape the future of the City.

5.1 Population Growth – Resident / Worker

Background

This section provides an overview of envisaged population growth in the City. It indicates that how and where the City is anticipated to grow varies, and is not a case of one size fits all.

This information is based on investigations completed to date. There are many assumptions and variables which could impact on what is anticipated, including macro-economic conditions and market conditions (supply/demand). With a steady State economy and ongoing market demand for City business and living, this Plan, and its expression in the statutory Development Plan, provides a clear policy framework for envisaged population growth in the City.

City Wide Potential Yield

In 2013, the City has around 21,000 residents, and 118,000 workers. The 30 Year Plan for Greater Adelaide (2010) envisages an additional 28,000 residents and 50,000 workers in the City by 2040. By that time, the total population would be around 50,000 residents and 170,000 workers (refer table)

The Minister’s 2012 Capital City Development Plan Amendment investigated potential yield the City may be able to accommodate over a 30 year timeframe, noting that there is no perfect approach to yield analysis.

The yield investigations were based on the heights shown in the image. These investigations mean that the October 2012 Development Plan provides potential yield well above (almost double) that needed to meet the 30 Year Plan targets.

	30 Year Plan Targets (additional population)	Potential Yield under October 2012 Development Plan	Planned Total Population for 2040 (being 2012 population plus targets)
Additional Residents	27,300	60,140	47,300
Additional Workers	50,000	80,230	170,000
Additional Dwellings	15,040	33,411	



5: Supporting Information for the Spatial Vision

Progress toward the 30 Year Plan targets for the City out to 2040 will need monitoring and ongoing initiatives to bring about realization of this growth.

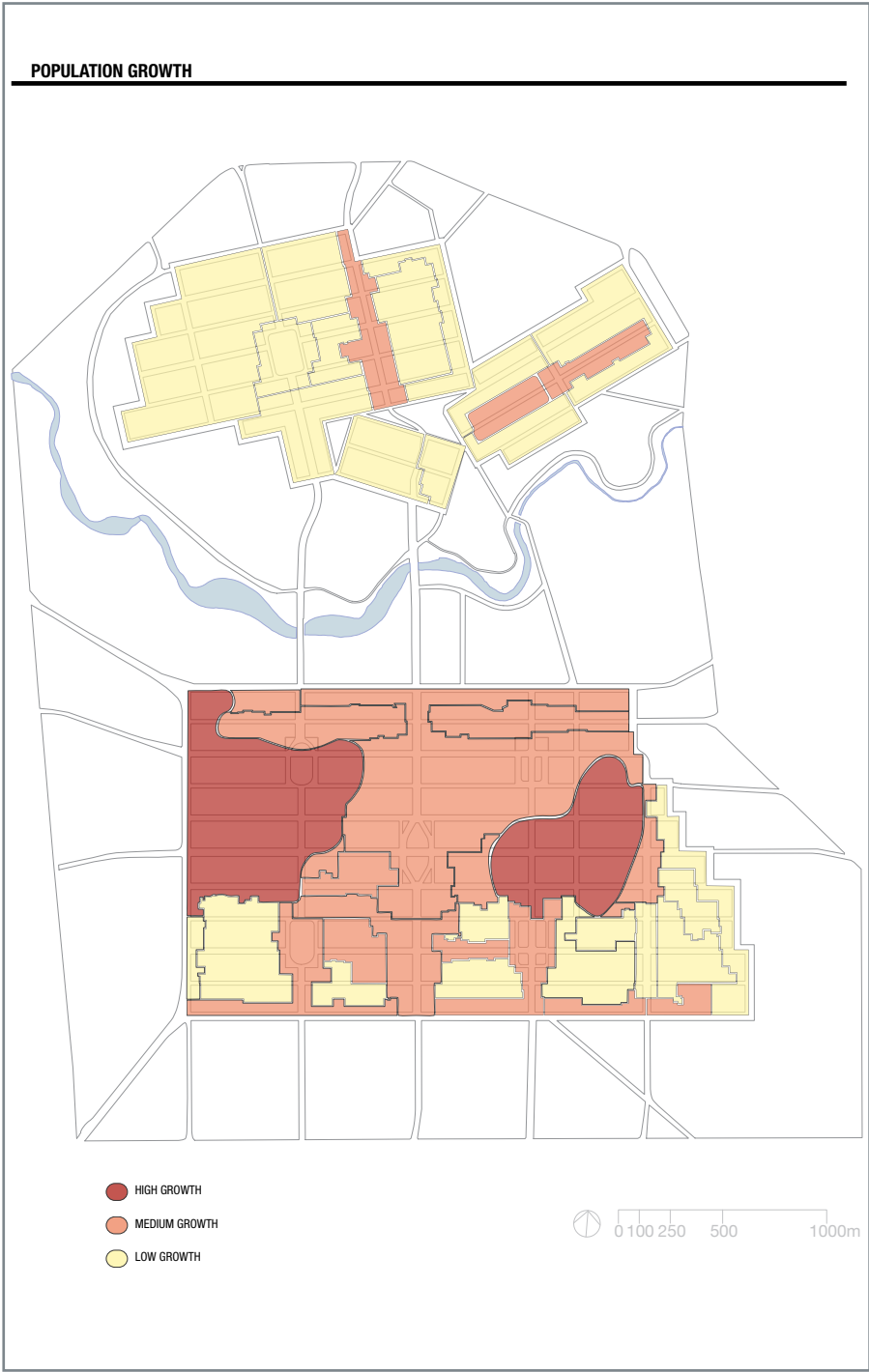
The image to the right provides a conceptual illustration of how envisaged population growth over the next 30 years is anticipated to vary in different areas of the City. This image has been based on the 2012 investigations for the Capital City DPA.

‘High growth’ areas are where the greatest amount of growth in density of population, activity and urban form is envisaged when compared to the City in 2013. ‘Medium growth’ is where reasonable amounts of growth are envisaged to occur. ‘Low growth’ areas are where there will be small levels of growth, mostly but not exclusively 1-2 storey dwellings.

Areas indicated for high growth are characterized in 2013 by existing building stock generally being well below allowable heights, and with some prospects for redevelopment due to factors such as age.

Low growth areas are characterized by building stock generally similar to what is envisaged into the future. These areas will still undergo change, but this is much less than the medium and high growth areas.

Medium growth areas will change and grow, including with some of the tallest buildings, however, the overall rate of envisaged change is less than the high growth areas. The image does not illustrate where the tallest buildings will be, rather, the areas of the City where the greatest amount of change through growth is expected to occur.



This table describes for different areas of the City, how the envisaged growth is anticipated to vary in terms of workers and residents, and also in terms of the envisaged building height. The growth is in comparison to the City in 2013.

Area	Worker Growth	Resident Growth	Building Height
Central Activity Area (Core)	High	Medium	Airport heights (approximately 20 – 30 storey)
Central Activity Area (Main Streets)	Medium	Medium	6 storey
Central Activity Area (East + West)	Medium - High	High – Very High	12 – 15 storey
Institutional/Community Area	Low	-	Variable
Activity Centre	Low - Medium	Medium	4 storey + catalyst sites
Corridor (Mixed Infill)	Low	Medium	8 – 10 storey + catalyst sites
Commercial Infill	Low	Low	4 storey + catalyst sites
Residential Infill	Low	Low	2 – 4 storey
Historic Conservation	Low	Low	2 – 3 storey

“ This Spatial Vision enables the 30 Year Plan growth targets to be met. The statutory planning system establishes policy, notably the Development Plan, which articulates in detail the envisaged future in terms of land use mix and built form (including height) for all areas of the City.



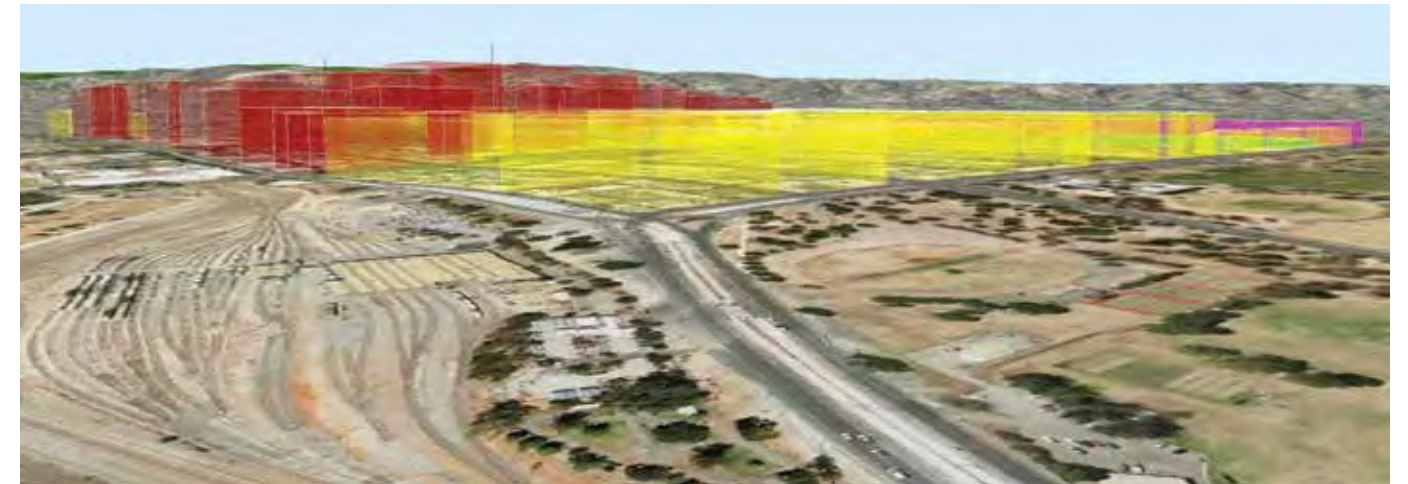
5: Supporting Information for the Spatial Vision

5.2 City Form and Building Heights

Background

This section provides an overview of the envisaged City form and building heights for the City. City form refers to the overall visual form of the City when viewed from a distance. City form is comprised of the outcome of this Spatial Plan and is based on the envisaged building heights in the Development Plan.

The following images from Council's 3D City Model illustrate in an indicative manner the envisaged City Form from different perspectives.



View of the City looking to the Adelaide Hills

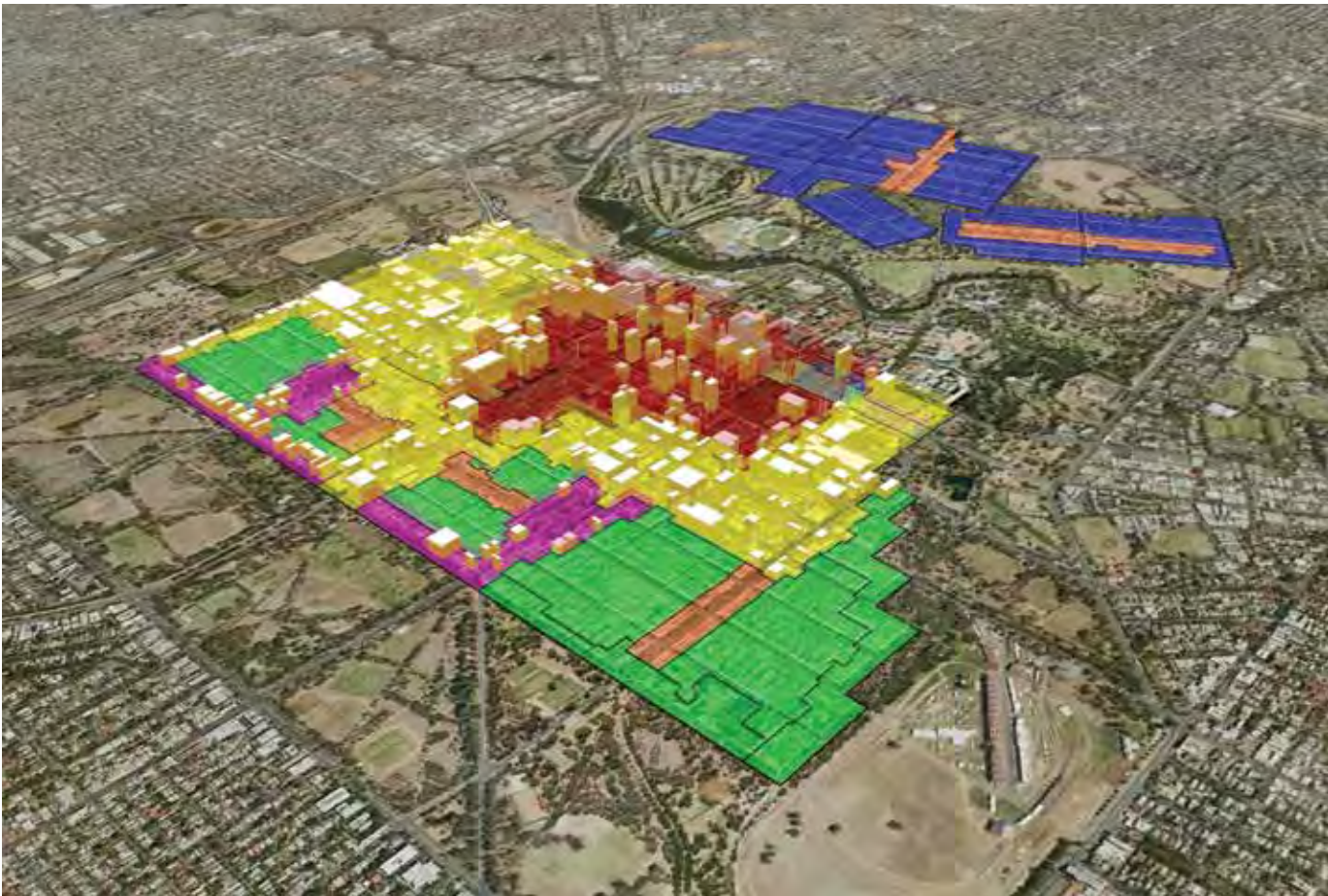


View of the City looking to the Adelaide Hills



View of the City looking north

5: Supporting Information for the Spatial Vision



View of the City from the south east

The following explains what the images are based on:

- » The box shapes indicated with white edges are the envisaged building heights from the 2013 Development Plan. Taken together, these represent the envisaged City Form.
- » Yellow mass buildings provide an indication of envisaged buildings that might be built. These are not actual proposals or neither represent potential development sites. Individual building proposals are determined based on the statutory planning assessment processes.

- » Capital City Zone:
 - » Red - Central Business Policy Area
 - » Light Blue – Main Street Policy Area
 - » Yellow – no Policy Area
- » Institutional Zones – Aqua
- » Main Street Zones – brown
- » City Frame Zone – Purple
- » Residential Zones – Green
- » North Adelaide Historic (Conservation) Zone – dark blue

5.3 Transport and Movement

5.3.1 Link and Place: Current and Future

This Spatial Vision is integrated with

the Smart Move Strategy. The Smart Move Strategy uses the 'Link and Place' methodology to integrate planning for movement with planning for land uses and place.

In order to provide some explanation of Link and Place, the following is an extract from the Smart Move Strategy:

'In the Link and Place classification, all streets are both movement conduits (Links) and destinations in their own right (Places). Achieving the right balance between Link and Place is an essential first step for designing streets.'

TABLE 1: Determining Link and Place Hierarchy Level

Link and Place	Determining Link hierarchy level			Determining Place hierarchy level			
Status label ⁽¹⁾	Status level	Movement characteristics	Average daily traffic ⁽²⁾	Status level	Level/intensity of on-street staying activities	Average distance travelled ⁽³⁾⁽⁶⁾	Typical number of people "staying" ⁽⁴⁾ in the place within a 100m visual range ⁽⁵⁾⁽⁶⁾
Metropolitan	I	Carries traffic of metropolitan-wide origin	Above 35,000	A	Very high and/or of state/ metropolitan significance (due to cultural or tourist value)	Above 15km	Above 100
Regional	II	Carries traffic of regional-wide origin	20,000 to 35,000	B	High, with City-wide interest and large numbers of on-street staying users within a large precinct	7km to 15km	50 to 100
District	III	Carries traffic of district-wide origin	8,000 to 20,000	C	Moderate, with visible on-street staying activities like public seating, outdoor dining, or concentration of public transport stops	3km to 7km	20 to 50
Neighbourhood	IV	Carries traffic of neighbourhood-wide origin	3,000 to 8,000	D	Low, with few attractors like corner shops or businesses that generate low levels of activity	1km to 3km	5 to 20
Local	V	Carries local traffic from immediate streets	Below 3,000	E	Used by local residents and workers only	Up to 1km	0 to 5

Notes:

- » 1. Nominal labels given to status levels reflect the likely catchment from which Link or Place users are arriving.
- » 2. The average number of vehicles in both directions recorded on a typical day from 7am to 7pm.
- » 3. Average distance of journeys undertaken to reach destination.
- » 4. Staying activities associated with the enjoyment of Place, such as sitting, playing sport, recreation uses, outdoor dining, lying down, etc.
- » 5. Visual range: A 100m length of a street or a 50m radius for the Park Lands and open spaces. 'Typical number of people' here refers to everyday number of people staying in peak periods and for public spaces excludes one-off special events.
- » 6. If different status level is implied through tests (3) and (5), the lower of the two is taken.

Some City streets are busy movement links (e.g. West Terrace and Morphett Street), some are bustling places (e.g. Rundle Mall), while others cater for high levels of both movement and on-street activity (e.g. North Terrace).

The Link and Place approach incorporates a conventional road hierarchy, where 'primary distributor roads' are at the top of the traffic movement (Links) hierarchy and 'local access streets' at the bottom, reflecting the intensity of traffic movement.

A second (Place) dimension is added to the hierarchy that also captures the intensity of place-related activities. The Place dimension of the street classification system reflects the intensity of people on the streets who are engaged in staying activities, e.g. sitting on public or café seats, waiting for public transport, window shopping.

Streets that are buzzing with people and activity (e.g. Rundle Mall, Gouger Street and Hutt Street) have a higher Place status and require a higher level of on-street provision to support these staying activities (e.g. public seating, café seating, recreational opportunities, street art, signs, trees and landscaping, canopies and awnings, frequent street crossings, and slower traffic speeds).

Link and Place scenarios that will shape the street layout have been developed for the City in 30 years' time, such as the numbers of lanes given to traffic, the width of footpaths, on-street car parking provision and design of public spaces. The difference between the existing and future designation of streets as Links and Places shows what key shifts need to occur in relation to achieving strategies outlined in this document through changes in street operation and design.'

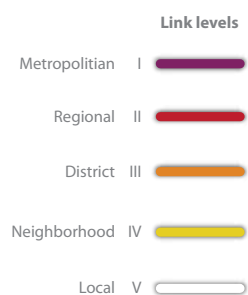
5: Supporting Information for the Spatial Vision

Links

The Smart Move Strategy envisages future 'Links' (see Map 2 below). These five links are from metropolitan to local level. This Spatial Vision uses the same five categories of 'Link' and applies them to the same roads consistent with Smart Move. This brings together the Smart Move Strategy with this Spatial Vision.



MAP 1: Current Links

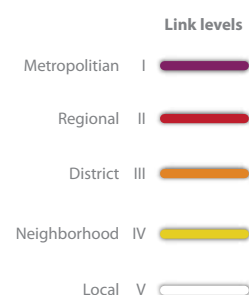


NOTES:

This map reflects current vehicle movement patterns in the City, based on recorded average daily traffic flows. See table 1 for explanation of hierarchy levels and corresponding traffic volume figures.



MAP 2: Future Links



NOTES:

This map shows the designated Link classification for the City in 30 years time.

Places

The Smart Move Strategy envisages future 'Places', both daytime and evening (see Maps 3 - 6 below). Places are from metropolitan to local.



MAP 3: Current daytime Places



NOTES:

This map shows current daytime levels of on-street activities. See table 1 for explanation of hierarchy levels and corresponding intensity of activities.

Places cont.

Consistent with the 30 Year Plan for Greater Adelaide, as the maps indicate, the Smart Move Strategy envisages an increase in the number and range of places in the City, and that existing places will also increase. The City overall is envisaged to become more active.



MAP 4: Future daytime Places



NOTES:

This map shows the designated Place classification for the City in 30 years time. Public spaces with significant Place levels of A and B imply a high level priority for addressing any street quality issues and priority level of provision for activities that support and encourage staying in these locations.



MAP 5: Current evening Places

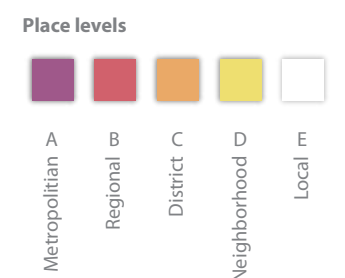


NOTES:

This map shows current levels of evening on-street activities. See table 1 for explanation of hierarchy levels and corresponding intensity of activities.



MAP 6: Future evening Places



NOTES:

This map shows the designated evening Place classification for the City in 30 years time.

“ This Spatial Vision envisages a land use and built form future that integrates with future places.”

5: Supporting Information for the Spatial Vision

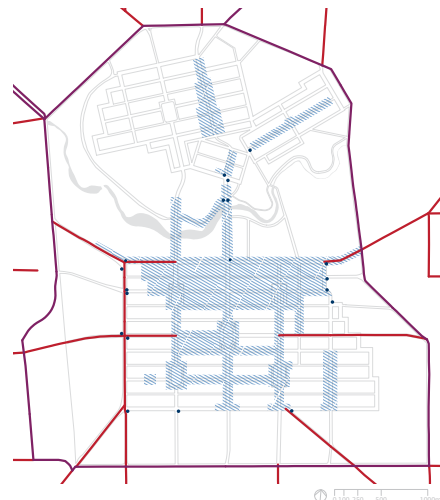
5.3.2 Networks and Priority Areas

The Smart Move Strategy illustrates future Significant City Places and their connection with key traffic and access routes (see Map 9). The Smart Move Strategy identifies Significant City Places as being Place levels A and B based on 30-year future Link and Place designations.

This Spatial Vision is consistent with these significant City Places and key traffic and access routes.

The Smart Move Strategy also illustrates laneways and minor streets that are considered a priority, in particular for north south movement (see Map 10). These are small streets and laneways where pedestrian and bicycle priority measures will be reinforced, providing a low-stress alternative to the main City street grid.

“ This Spatial Vision is consistent with these envisaged priority laneways and minor streets.



MAP 9: Future designation for key traffic and access routes (Link levels I and II) and Significant City Places (Place levels A and B) based on 30-year future Link and Place designations

- Link level I
- Link level II
- ▨ Significant City Places (Place levels A and B)
- Existing slip lanes



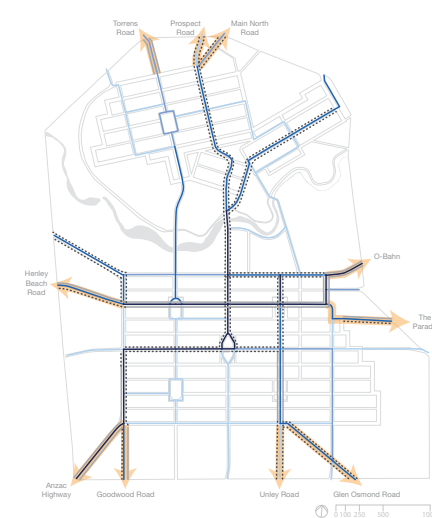
MAP 10: Proposed north-south pedestrian 'active' cross-city links and laneways serving key destinations

- North-south 'active' cross-city links
- ... Proposed laneway and side street upgrades
- Priority north-south 'active' cross-city links for upgrade (forming part of The City of Adelaide's Bikeways network)

Noting that buses are anticipated to continue to be the predominant public transport mode for Greater Adelaide into the future, the Smart Move Strategy presents future bus hierarchy on City streets (see Map 15).

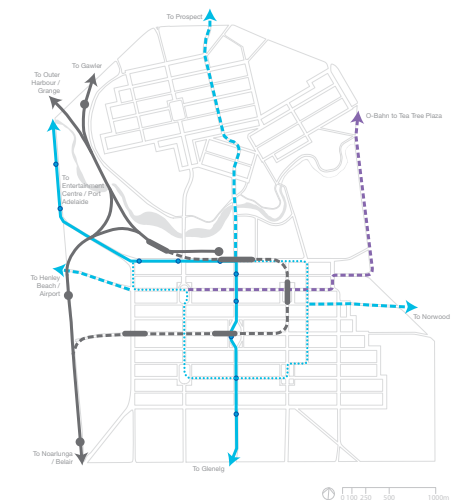
The Smart Move Strategy also highlights the existing and proposed tram and rail network (see Map 14).

“ This Spatial Vision maps priority public transport corridors, which also include future bus, tram and train links. This integrates the Spatial Vision with the Smart Move Strategy.



MAP 15: Bus hierarchy on City streets based on the Link and Place approach (refer also to map 8)

- Existing streets with bus priority measures
 - ... Proposed streets for bus priority measures
 - Key inner suburb bus corridors
- Bus hierarchy
- I — Metropolitan (1001 - 2500 buses per day)
 - II — Regional (501 - 1000 buses per day)
 - III — District (301 - 500 buses per day)
 - IV — Neighbourhood (31 - 300 buses per day)



MAP 14: Existing and proposed tram and rail network

- Existing train link
- - - Proposed underground train link
- Existing train station
- - - Proposed underground train station
- Existing tram line and stops
- ... Preferred City tram loop option
- - - Proposed mass transit routes (30 Year)
- - - Proposed O-Bahn City access upgrade

5: Supporting Information for the Spatial Vision

5.4 Park Lands and Biodiversity

The Adelaide Park Lands Management Strategy was prepared by the Adelaide Park Lands Authority, a statutory body established by the *Adelaide Park Lands Act 2005*. The Strategy is an aspirational document to be used by Council and the State Government to guide decisions relating to the Park Lands, as the City's defining feature and most treasured asset.

The Strategy aims to:

- » Increase the community's use of the Park Lands, both formal and informal.
- » Protect their integrity and National Heritage Values.
- » Ensure they are widely accessible to the public.
- » Safeguard and celebrate their natural, cultural and recreational values.
- » Improve the quality of their landscape and facilities.
- » Manage them in an environmental and financially sustainable manner.
- » Improve the community's awareness of their natural and cultural heritage through interpretation.

In doing so, the Management Strategy takes account of a range of trends and changes affecting the Park Lands, such as climate change; the growing City-based population; increasing housing densities; the rising demand for event spaces; and the increasing public recognition of their uniqueness and need for protection. The Management Strategy will continue to protect the role of the Park Lands in encircling Adelaide and reinforcing the City's local and international reputation as a 'City in the Park'.

The Adelaide Park Lands Landscape Master Plan complements the

Adelaide Park Lands Management Strategy in providing direction for the preservation and future development of the Park Lands. The Master Plan focuses on the special qualities of the landscape throughout the Park Lands. It acknowledges the eclectic nature of the Park Lands landscape, while at the same time recognising the broader characteristics which link those larger areas which have been defined as landscape zones. The definition of these zones is based on landscape character, human activities and urban context.

This Spatial Plan has referenced the directions of the Landscape Master Plan to inform the envisaged future of the Park Lands in terms of words and the plan.

The Park Lands also contain the City's remnant vegetation, which is identified and sought to be protected by both the Adelaide Park Lands Management Strategy and the Landscape Master Plan.

“ This Spatial Vision is consistent with the Adelaide Park Lands Management Strategy and Landscape Master Plan.



5.5 Sustainability

Council's Environmental Sustainability Strategy 2009-2012 articulates that:

'The South Australian Government is planning an urban form for Greater Adelaide that is more compact and focuses on new housing and jobs in existing areas on transport corridors, and recognises the importance of the City of Adelaide in implementing this new form (The 30-Year Plan for Greater Adelaide, 2010). Increasing the number of people living in the City will have benefits for all of metropolitan Adelaide by relieving pressure on the urban fringe, increasing the number of people living in vibrant mixed use settings close to facilities, and increasing the use of sustainable commuting options including cycling and walking. The Capital City is the State's premier transit oriented development. Sustainability actions that target density in the City, especially affordable housing, green housing and green transport, will support the sustainable growth of not only the City of Adelaide, but metropolitan Adelaide at large.'

The Environmental Sustainability Strategy 2009-2012 seeks outcomes of climate responsiveness, being wise with water, ecological sustainability and zero waste.

“ This Spatial Vision is consistent with Council's Environmental Sustainability Strategy and provides a framework for planning to improve the City's sustainability.

5.6 Social Infrastructure

The City has an existing range of social infrastructure for existing residents, workers and visitors.

Social infrastructure is integral to the creation of sustainable communities as it contributes much of the glue that holds communities together, providing services and facilities that meet the needs of residents, promote social interaction, foster a sense of place, and enhance the overall quality of life within a community.

'Planning for Social Infrastructure and Community Services for Urban Growth Areas' (Elton 2011) defines social infrastructure as: 'Social infrastructure includes a wide range of services and facilities that meet community needs for education, health, social support, recreation, cultural expression, social interaction and community development. Social infrastructure (including schools, community centres, libraries, community health centres and recreation facilities) is an essential feature of holistically planned communities and contributes to overall community wellbeing.'

This definition describes three broad, interrelated categories:

- » Community facilities – the 'hard infrastructure' component that includes a variety of buildings and associated grounds used for community purposes
- » Community development – the processes that assists community members to identify and address their needs
- » Human services – the formal services that provide support, advice, education and information to a wide range of groups within a community.

5: Supporting information for the Spatial Vision

This definition of social infrastructure also recognises that while a strong physical foundation is critical, a physical plan alone is not enough to promote positive community benefits. While design can provide a physical foundation for addressing social issues, it cannot, in itself, enhance social resources and build a sense of community.

Leading practice recognises the need to stimulate and support 'community building' in existing neighbourhoods, by providing resources for human services, programs, and community development workers, in addition to providing facilities and public spaces for social interaction and community activities.

The Heart Foundation, 'Increasing Density in Australia: Maximising the health benefits and minimising harm' outlines a rationale to foster a medium density environment to encourage a diversity of housing options and a diversity of residents in the City, particularly families with children and ageing residents. It also encourages consideration of the relationship between density and the provision of suitable open space, whether that is private or public.

The 30 Year Plan for Greater Adelaide has a Policy of 'Social inclusion and fairness - To promote an inclusive, fair and equitable city where people have access to the services and jobs that they need, wherever they live'.

“ In order to realise this Spatial Vision, adequate social infrastructure and processes of community engagement that foster a sense of community are essential.

“ This Spatial Vision also provides an input into detailed planning for social infrastructure as well as processes of community engagement.



“ The role of social infrastructure in placemaking and in fostering co-creation is important.

5.7 Infrastructure (Essential Services)

Essential services are provided to the City in terms of water, wastewater, electricity, gas, waste, and information and communication technologies. Some of these services are Council or State responsibilities, whilst others are responsibilities of other providers, some private.

This Spatial Vision provides a detailed plan of envisaged land use mix, built form and movement for the City into the future. This Spatial Vision is a more detailed expression for the City of the 30 Year Plan for Greater Adelaide, and consistent with the 30 Year Plan's growth targets.

“ This Spatial Vision is intended to be referenced by service providers in terms of planning for the future of their services.



6: Delivering the Vision – Implementing the Spatial Vision

6.1 Topic Areas for Investigation and Progression

Both Council and the State Government have a wide range of economic, social, environmental and cultural strategies that can reference this Spatial Vision. For these various strategies, this Spatial Vision provides a more detailed plan setting out how and where the City is envisaged to grow and develop into the future.

In the context of ongoing planning for the City, the purpose of this section is to flag topic areas that need particular investigation and progression in order to bring about the desired Vision.

6.1.1 Co-creation

The Adelaide City Council cannot bring into fruition by itself a future vibrant City that is recognised as one of the great small cities of the world.

The various State Government and Council arrangements, and interrelationships with City stakeholders and community, as well as the Commonwealth Government, need to continue in order to bring about the common strategic outcomes.

At a local level, future initiatives need to occur in a co-creation approach with stakeholders and the community.

Next Step: Reference this Spatial Vision as an input into future placemaking and co-creation opportunities.

6.1.2 East and West of the CBD

East and west of the CBD are areas of buildings that are under-developed, and provide much of the opportunity for population growth. How, where,

and what future is created needs further consideration, including what locations are the heart and future main streets. This Spatial Vision articulates envisaged built form, and movement patterns at a high level.

These areas are at risk of adhoc development leading to an amorphous urban area, which may be a suitable outcome, but given aspirations for quality places and limited land in the City, this should be avoided. Investigations within a collaborative approach are needed in order to determine the aspirational desired future east and west of the CBD

Next Step: Give consideration to scoping investigations into the preferred futures east and west of the CBD.

6.1.3 Public Realm enhancements

The Council and various entities are responsible for the public realm, the City's streets and footpath areas.

Annually, capital works are undertaken. Many major capital works are already guided by placemaking and with community input, such as the Rundle Street upgrade and the Victoria Park upgrade. Minor works are incremental.

The challenge and opportunity is to consider how these works contribute to place, and to the Spatial Vision. The Council has numerous policies affecting the public realm, be it paving or regarding historic elements. How these foster place will need ongoing consideration.

Next Step: Reference this Spatial Vision as an input into policy and major public realm enhancements.

6.1.4 Infrastructure

A City that is liveable, competitive and sustainable into the future needs to plan and deliver infrastructure. Central to achieving this Spatial Vision, Council and the State Government need to co-ordinate planning for infrastructure, electricity and transport, as well as community facilities, such as education, health, library and community centres.

Next Step: Reference this Spatial Vision as an input into planning for hard and soft infrastructure.

6.1.5 Design Input

New buildings in the City require planning consent, either from Council's Development Assessment Panel (DAP) or the Capital City Development Assessment Committee CCDAC (subcommittee of Development Assessment Commission). Both the DAP and the CCDAC are obliged to assess proposals in relation to the Development Plan.

The establishment of the pre-lodgement design review process during 2012 led to the establishment of the Capital City Design Review Panel. The Panel provides advice to the Government Architect in relation to the Government Architect's statutory referral role for buildings. The Capital City Design Review Panel is able to have regard to a range of guideline documents to assist it in forming its advice. It is suggested this Spatial Vision form a reference document for the Panel.

Next Step: Seek Ministerial approval for the Spatial Vision to be a reference document by the Capital City Design Review Panel.

Note: This was agreed by the Minister in October 2013.

6: Delivering the Vision – Implementing the Spatial Vision

6.2 Roles and Measuring Progress

Community, stakeholders, and the three spheres of government need to work together to realise the Spatial Vision. This section provides suggested roles and matters to consider in terms of measuring progress in terms of realising the Spatial Vision. There may be other or different roles.

6.2.1 Measuring Progress

The City changes over time. How the City changes in regards to meeting this Spatial Vision should be tracked and reported on. Reporting could cover a range of aspects but should cover population growth, patterns of development, as well as infrastructure. Reporting should be regular, such as annually.

Existing reporting arrangements can be used, such as Council reporting on the Strategic Plan and Annual Business Plan, State Government reporting on the 30 Year Plan for Greater Adelaide, and reporting arrangements to the Capital City Committee.

Next Step: Report on progress in meeting this Spatial Vision.

6.2.2 30 Year Plan for Greater Adelaide

The 30 Year Plan for Greater Adelaide is a volume of the South Australian Planning Strategy and was adopted in 2010. The 30 Year Plan is reviewed every 5 years. It is appropriate to seek that the 30 Year Plan be updated to reflect this Spatial Vision.

This Spatial Vision reflects the various amendments to the Development Plan that have been prepared with regard to the 30 Year Plan. Consequently, this Spatial Vision is a more detailed expression of the 30 Year Plan.

It would be appropriate to seek that the 30 Year Plan be refined in terms of words and plans to reflect this more detailed work.

Next Step: At the next appropriate opportunity, consider refining the 30 Year Plan for Greater Adelaide, a Volume of the South Australian Planning Strategy, with regards to this Spatial Vision.

6.2.3 Statutory Planning System

Under the Development Act 1993, the Development Plan is required to promote the 30 Year Plan for Greater Adelaide. The 30 Year Plan for Greater Adelaide also informs other urban development activities.

The Planning Reform announced in 2013 is due to report in late 2014, and this may result in a different statutory planning system, and also related legislation. The Terms of Reference for the Planning Reform provide for 'regard' to be had for a vibrant inner City for Adelaide.

It would be appropriate that this Spatial Vision is used for reference as part of considering issues and options regarding the nature of Planning Reform for the Adelaide City Council area.

For the statutory planning system, the following issues will need monitoring in relation to achievement of this Spatial Vision:

- » 1. **Market demand**, including workforce, residential and retail growth, necessary to bring about the envisaged population growth, vibrancy and City form outcomes. For example, 2012 investigations flag that retail space in Hutt Street will probably be at capacity around 2020/2025
- » 2. **Responsible co-existence** between different desired uses. This has to do with avoiding land use conflict. Typically, but not exclusively, associated with liquor licensed premises and housing.

- » 3. **High quality, innovatively designed buildings** that contribute to growth, street character and overall City form.
- » 4. **Street amenity and character**, including the role and function of a street, existing character along streets, scale elements, angle of the sun, the width of the street, human scale and the sense of enclosure by buildings. Street also includes the City squares.
- » 5. **Heritage adaptation**, thereby enabling economic use of important historic fabric
- » 6. **Interface** arrangements between areas or sites envisaged for medium to high rise and areas envisaged for low rise housing. Context and amenity are important factors.
- » 7. **Mix of movement modes**, both private and public.
- » 8. Extent of **public notification** of development applications.
- » 9. **Sustainability** outcomes, including monitoring risk of urban heat island.

Next Step: Take into account this Spatial Vision in regards to issues and options regarding the nature of the Planning Reform for the Adelaide City Council area, noting that there are a variety of statutory and non-statutory mechanisms to address issues.







25 Pirie Street Adelaide
South Australia 5000
www.adelaidecitycouncil.com