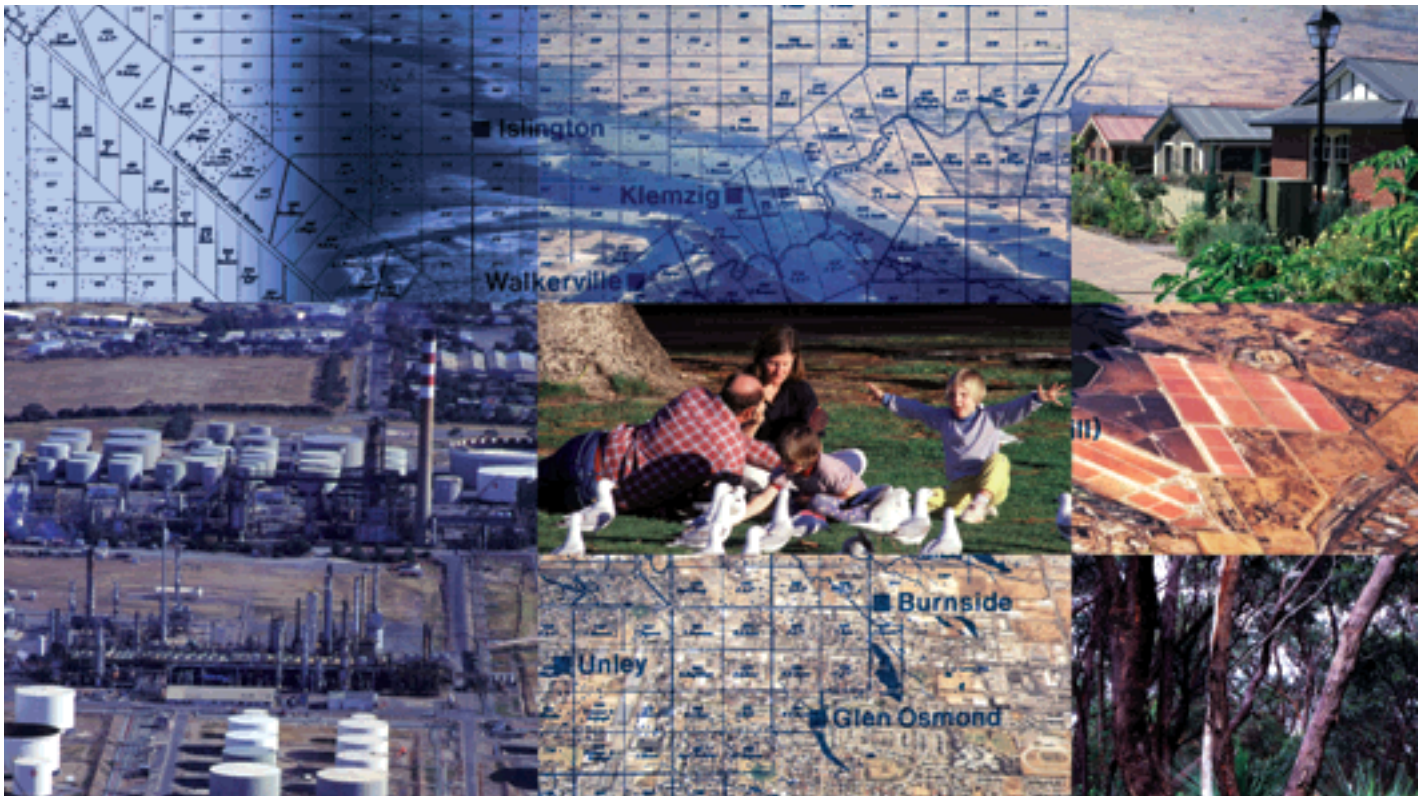

PLANNING STRATEGY

for Metropolitan Adelaide

January 2003



The Premier of
South Australia

PLANNING STRATEGY

for Metropolitan Adelaide

January 2003

Planning SA

Department of Transport and Urban Planning

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METROPOLITAN ADELAIDE

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PREFACE

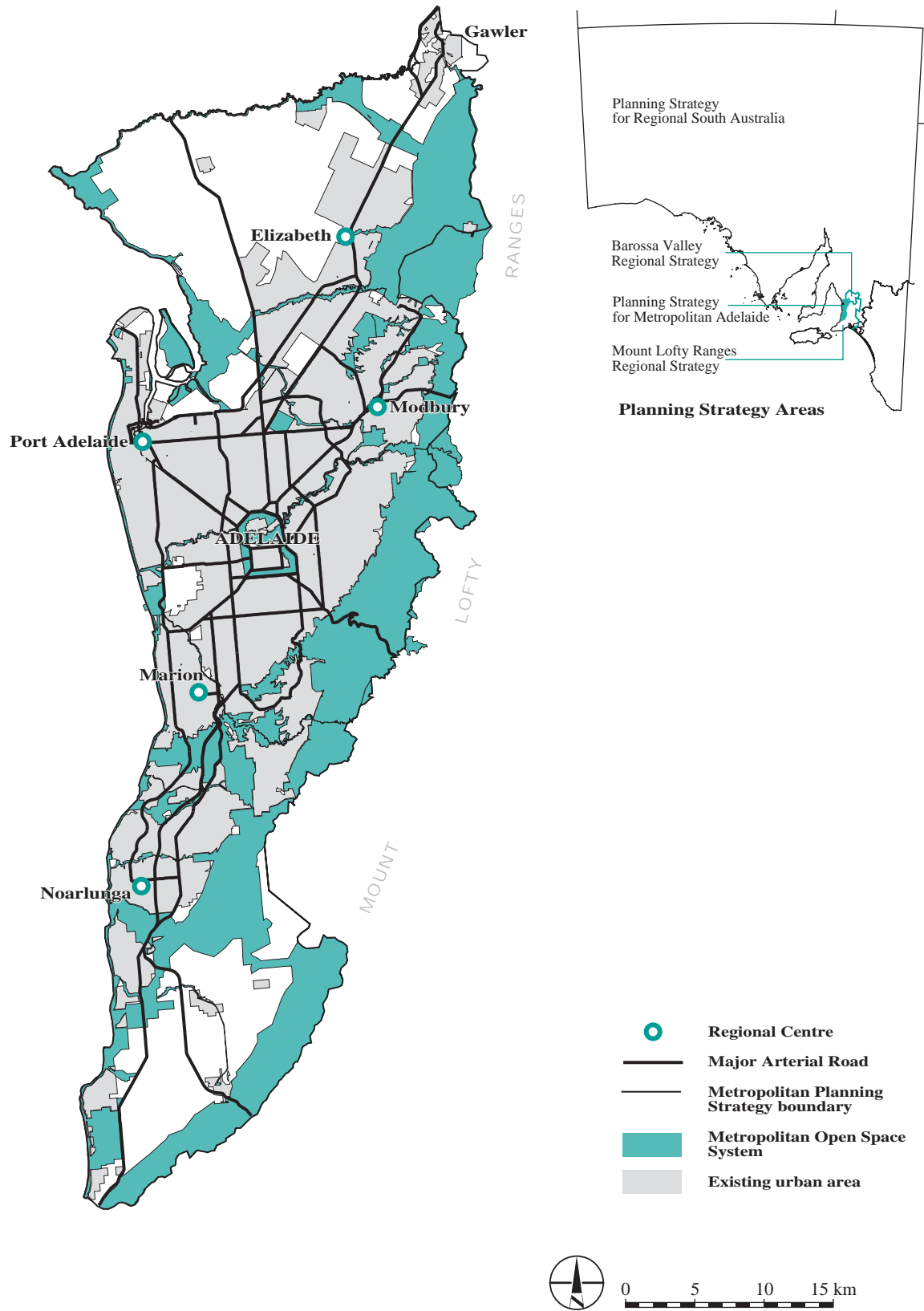


Figure 1 Planning Strategy - Metropolitan Adelaide

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

PREFACE

The Planning Strategy presents State Government policy for development. In particular, it seeks to guide and coordinate State Government activity in construction and the provision of services and infrastructure, which influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

This edition of the strategy has primarily addressed changes in the following areas:

- urban growth boundary – urban containment
- industrial land strategy and use of surplus land at DSTO
- urban regeneration
- centres policy, airport uses (including bulky goods retail)
- integration of transport and land use.

The Strategy is presented in two documents that cover the whole state:

1. Planning Strategy for Metropolitan Adelaide

The Metropolitan Adelaide volume consists of two parts.

- *Planning, Developing and Regenerating Adelaide* sets out the overall intent and major choices on which the Strategy is based.
- *Areas of Adelaide* outlines the different effects the proposals contained in the Strategy will have in the three main sectors of metropolitan Adelaide introduced by a section on urban form.

2. Planning Strategy for Regional South Australia

The Regional volume relates to land not covered by the Metropolitan volume, including those parts of Adelaide covered by the Mount Lofty Ranges Regional Strategy Plan and the Barossa Regional Strategy Plan. This section of the Strategy is based on the economic, social and environmental priorities for regional South Australia.

THE SYSTEM

The strategic planning system is intended to be simple, direct and readily accessible, to encourage development and guide local planning. The Government will apply it to its own development activities, to facilitate and service private development and to regulate through the legislative system under the Development Act 1993.

This Strategy provides a basis for the integration of economic, environmental and social strategies so that planning is directed towards an integrated and shared vision. An integrated development system is a source of potential competitive advantage by providing a context for clear and timely decisions, so the State becomes recognised as a place in which to invest, work and enjoy a high quality of life.

Improvements to the State's planning system are being progressed in the following critical areas:

- increased focus across Government on State strategies and policies
- increased focus by Councils on policies and setting directions
- greater integration of development assessment decision making
- improved rules and processes
- improved information and awareness.

CONTEXT

The context for this Planning Strategy is the need for strong and sustainable economic growth and employment during a time of rapid international and national change.

The achievement of economic, social and environmental goals must rest as much on local vision, determination and attitude as on the Government's own contribution. The Government is determined to tap into this energy to help people achieve their visions. Through this, South Australians will prosper and become more socially equitable, environmentally sustainable and economically viable.

SUSTAINABLE DEVELOPMENT

The essential role of government in metropolitan Adelaide is to integrate economic, social and environmental actions and to reach outcomes that are equally beneficial and reinforcing. It is based on an understanding of the inter-relationships and dependencies between the economic realities and environmental and social imperatives – increasingly referred to as the 'triple bottom line'.

ECONOMIC

South Australia is an open economy and the prosperity of the State depends on the export of goods and services, both interstate and overseas.

Because the economic cycle is driven by international and national events, efforts have concentrated on enhancing South Australia's competitiveness through the private sector, maximising the benefits from economic growth.

The Government's primary economic development goal is to achieve high and rising living standards for South Australians by creating an environment in which sufficient, sustainable well paid jobs are available to an increasingly skilled workforce. The strategy for achieving this goal revolves around the ability to get the policy settings right so South Australians can become more prosperous through a greater share of national and international economic growth. The Government priorities will focus on:

- enhancing the skills of the workforce
- promoting innovation, technology, research and development
- ensuring reliable and competitive infrastructure that meets the needs of economic growth
- developing a strong nationally and international competitive economy for business
- providing sound financial management
- ensuring that each region has the ability to reach its full economic potential
- delivering quality services
- ensuring that development is sustainable and preserves the environment
- providing strong leadership and direction.

ENVIRONMENTAL

The need for ecologically sustainable use and development of natural resources is a recognised global, national and local priority. The diversity and uniqueness of Australia's natural environment, much of which is fragile, necessitates a strong commitment to the protection of the natural environment and the sustainable use of natural resources.

Some of these issues are of global scale, such as the protection of the atmosphere, the seas and biological diversity. Others are more limited in their extent or have ramifications that vary from place to place.

The need to use the land wisely, whether for urban or rural purposes, is imperative for South Australia, while the quality and use of water are enduring issues in our very dry environment. Expansion of the urban area, the quality of open space, energy use, waste and greenhouse gas emissions are all of increasing concern and a precautionary approach must be used to avoid threats of serious or irreversible environmental damage.

SOCIAL

The accessibility of resources to all South Australians is essential to an acceptable quality of life.

The strength of our communities is a fundamental pre-condition for strong economic growth and social inclusion initiatives will work hand-in-hand with the economic and environmental strategies to restore the strength of our community, rebuild our economy and regain our sense of security and opportunity.

South Australia has an enviable record of affordable land, housing, educational and health service provision that can only be sustained with sound planning. However, there is a question, of equity in the use of resources and access to life's opportunities. Adelaide is one of the more equitable of Australian capital cities and there are many reasons for this. Much of the credit rests with a broad ongoing consensus among people on the need for fairness in access to shelter, work, recreation, education and other aspects of life.

Successive State Governments have supported the work of the South Australian Housing Trust, and a key focus for the Government will be to provide opportunities for access to safe, secure, appropriate affordable housing for all South Australians.

Both economic and environmental matters ultimately affect the related issues of personal safety, security and quality of life of individuals and the community.

CONCLUSION

South Australia faces particular challenges in:

- economic growth and change
- sustainable use of natural resources and the preservation of the natural environment
- management of urban issues to maintain and improve people's quality of life.

This Strategy addresses each of these issues as far as they relate to the physical development of Adelaide.

It does so in a manner that recognises that the style of planning and delivery of services to the community must continue to change and evolve. It has to be strategic - to concentrate on critical elements and directions. It has to be participatory - because people wish to have a say. It has to be innovative and involve best practice - to create a competitive business environment and most importantly a place in which to live equitably.

As one of the key tools for guiding physical development, the integrated development system must be more certain and timely in its application to development. It must integrate economic, social and environmental policy. It must be responsive to advances in that policy to remain relevant as a key contributor to South Australia's prosperity and quality of life.

PLANNING, DEVELOPING AND REGENERATING ADELAIDE

The first part of this Strategy is divided into five sections, prefaced by a statement of values.

The sections following the values statement are:

- ECONOMIC ACTIVITY
- LIVING
- NATURAL RESOURCES
- ACCESS
- ARTS, HERITAGE AND DESIGN

Economic Activity

- Ensure infrastructure, access & land is provided to industry.
- Realise opportunities from the Adelaide/Darwin rail link & Port River Expressway.
- Encourage investment in a north west industry 'Arc of Opportunity'.
- Protect existing industry from incompatible development.
- Cluster interdependent specialised economic activities.
- Support the Adelaide City Centre & major centres including Noarlunga and Elizabeth.
- Protect areas of strategic significance for primary industry.

Arts, Heritage and Design

- Acknowledge, protect & enhance the public realm.
- Conserve heritage.
- Improve urban design.
- Implement an Urban Design Charter for Government.

Access

- Link access & employment.
- Reduce travel through urban form.
- Reduce travel demand.
- Apply intelligent transport systems.
- Improve public transport travel, corridors & services.
- Promote alternative modes of travel to cars.
- Improve freight movement in the metropolitan area.

Living

- Reduce demand for new housing areas & provide housing choice in established suburbs.
- Contain development within an Urban Growth Boundary.
- Reduce the area of future urban use.
- Link urban regeneration opportunities to community needs and investment.
- Encourage infill development sensitive to neighbourhood character and local heritage.
- Ensure living areas have access to work, services and facilities.

Natural Resources

- Conserve biodiversity.
- Protect land from contamination.
- Restore water quality in catchments.
- Encourage the re-use of stormwater.
- Reduce greenhouse emissions.
- Upgrade standards and systems for waste disposal and reduction.
- Protect and manage the coast.
- Protect the Hills Face Zone.
- Promote cleaner production and regulate industrial emissions.
- Define environment performance measures in Development Plans.

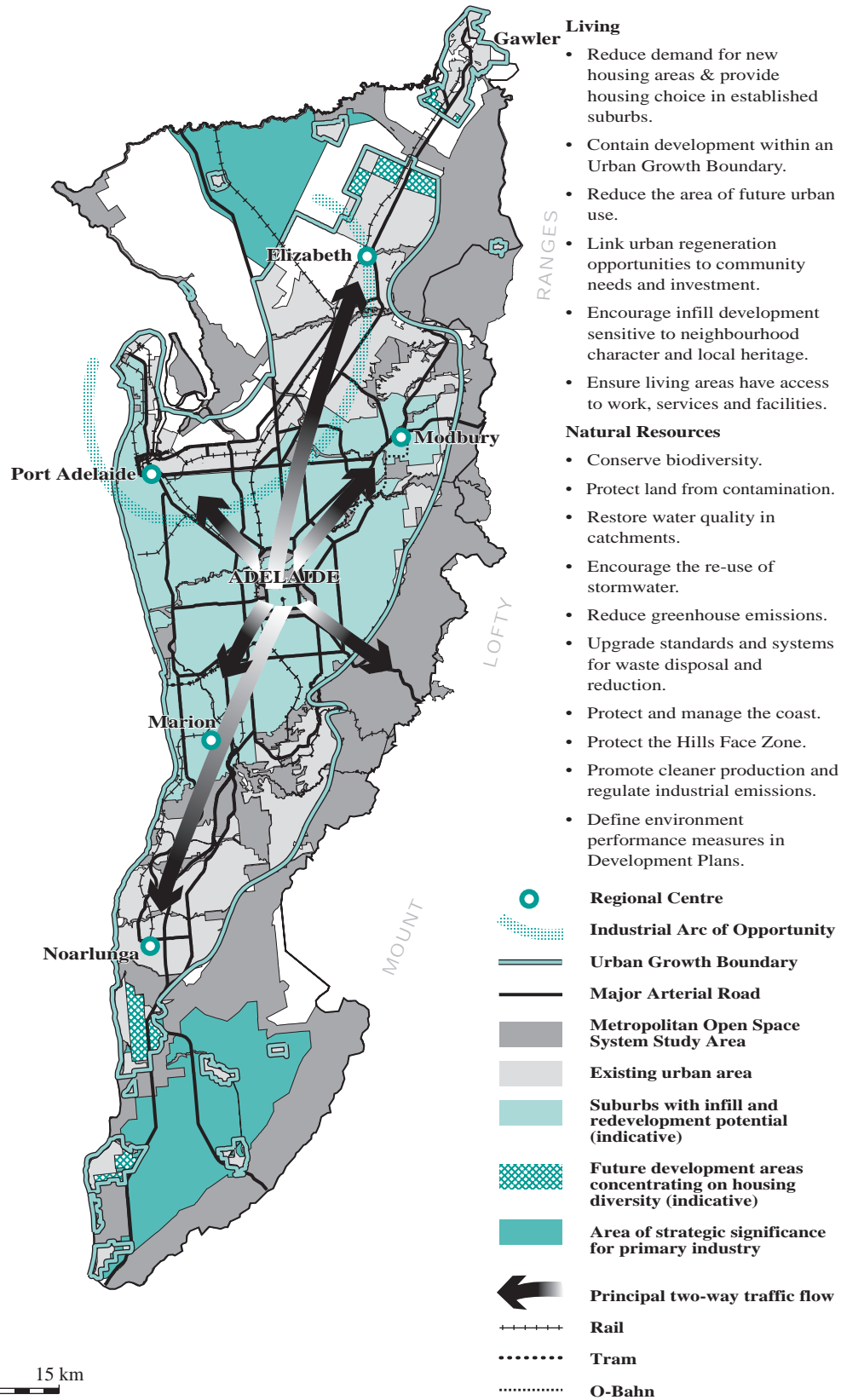


Figure 2 Summary of Planning Strategy Priorities

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

1 VALUES

Values, the often unstated beliefs that underpin decisions and action, vary across the community.

The purpose of this Strategy is to provide a framework to reconcile differences in values and to propose specific goals, priorities and strategies that seek to support a strong future for the State and all South Australians.

Respect for individual worth, tolerance of differences between people and collective responsibility for common goals are basic values.

People want to look after themselves and exercise the greatest possible control over the direction of their lives. Primarily, society, through government, should aim to meet people's needs, not dictate them. Differences in people's abilities and available choices, however, can lead to undesirable inequities and it is the role of government to ensure that inequalities are addressed.

A respect for enterprise, reward for effort and reasonable profit for reasonable risk taking are the foundations of healthy economic and community activity.

People need and want to work, mostly through paid employment. Beyond the basic needs, individual and social goals are met through wealth derived from the use of labour, capital and resources to produce a wide variety of goods and services to satisfy people's wants.

People care for the environment, and recognise the consequences of previous environmental neglect and lack of respect for natural resources. All creatures, including people, need clean air, water and soil. Acceptance of the inter-dependence of all living forms, the conservation of natural resources and the need to minimise environmental changes are fundamental considerations in planning for current and future generations.

People want to live in a culturally rich, lively, diverse and tolerant community. The infusion of different cultures through migration and media is a notable feature of post war Adelaide. The design of the metropolitan area and its regeneration is, in itself, an expression of culture. It provides identity, a sense of heritage and makes implicit statements about the future. Changes in the physical environment need to reflect public values and aspirations. Change, freedom to grow and the need to see things happening are part of those values in a vibrant society.

These values are not always compatible. On particular issues, they make contradictory and competing demands for resources. Judgements have to be made and a balance struck on major factors expected to influence the future. Each judgement involves tracing a preferred course, based upon values and obtaining the best available information. This Strategy provides a framework for those judgements.

Economic and political conditions in the world are changing rapidly and dramatically and South Australia needs to be positioned to manage these uncertainties and take full advantage of the opportunities they can bring. If South Australia is to be strong and vital, it must include the talents, skills and dedication of all its people.

ECONOMIC ACTIVITY

Ensure infrastructure, access and land is provided to support industry and employment.

Plan and protect transport corridors and make good use of transport infrastructure.

Realise opportunities from the Adelaide to Darwin rail link and Port River Expressway.

Protect existing industry from incompatible encroaching development.

Cluster interdependent specialised economic activities.

Encourage investment within a north west industry 'Arc of Opportunity'.

Undertake urban regeneration projects linked to economic and local employment initiatives.

Upgrade Adelaide Airport terminal facilities.

Focus regional retailing, services and employment in the south on Noarlunga Regional Centre.

Protect agricultural land at McLaren Vale and in the Willunga Basin.

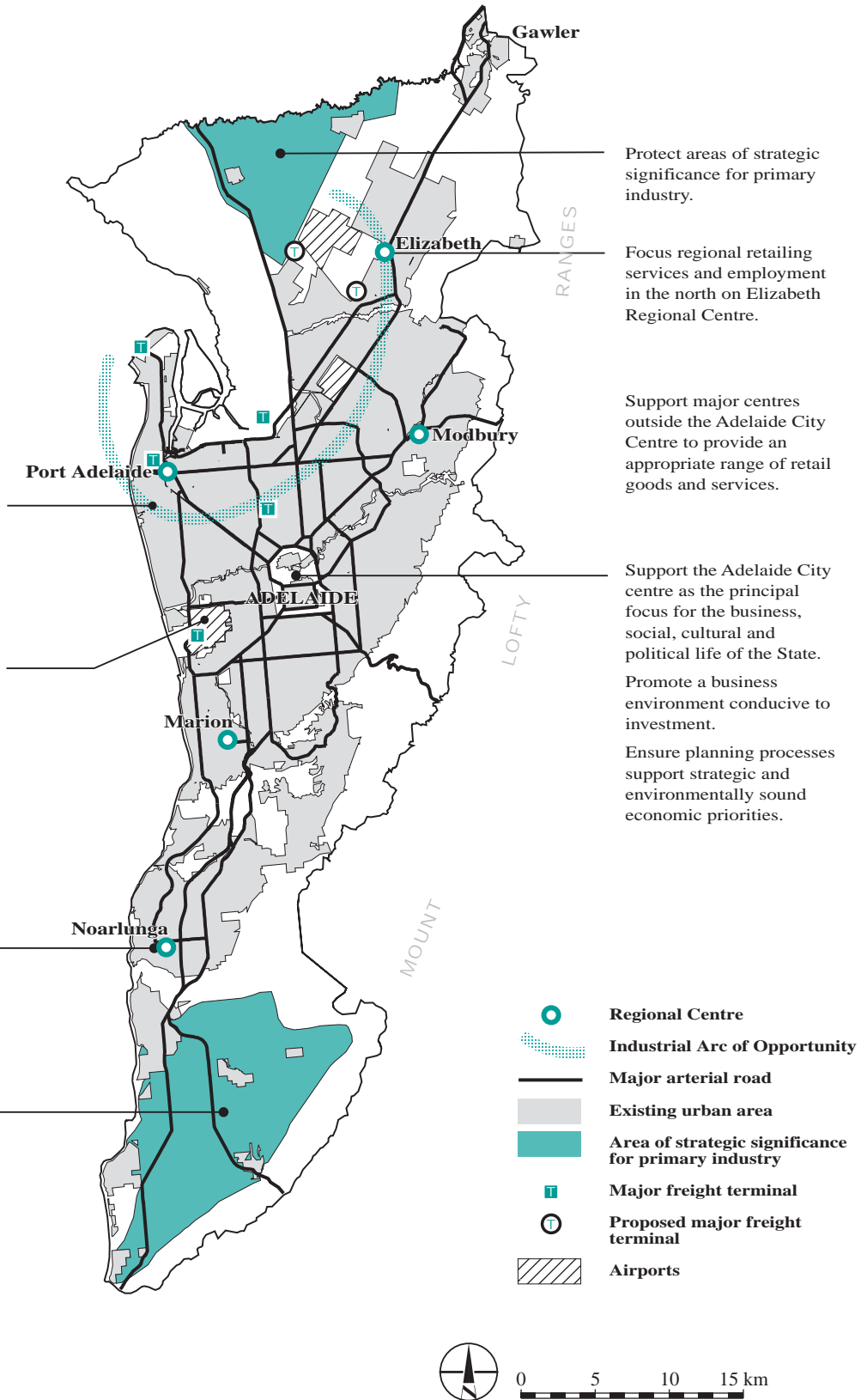


Figure 3 Economic Activity

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2 ECONOMIC ACTIVITY

2.1 GOALS

- Increased investment and improved government service and efficiency.
- Sustainable urban development supporting a positive, competitive business and employment climate with improved employment opportunities for youth.
- Globally competitive, export orientated economy.
- Adelaide's competitive advantages built on and promoted.
- A timely and certain planning and business regulatory system.
- Sufficient land available for economic activity, supported by the required infrastructure.
- Economic Development based on the sustainable management of natural resources.
- Containment of development within an urban growth boundary.

2.2 PRIORITIES

- Ensure infrastructure, access and land is provided to support industry and employment.
- Plan and protect transport corridors and make good use of transport infrastructure.
- Realise opportunities from the Adelaide to Darwin rail link and Port River Expressway.
- Encourage investment within a north-west industrial 'Arc of Opportunity'.
- Protect existing industry from incompatible encroaching development.
- Promote a business environment conducive to investment from both domestic and foreign sources.
- Ensure planning processes support strategic and environmentally sound economic priorities.
- Undertake urban regeneration projects linked to economic and local employment initiatives.
- Cluster interdependent specialised economic activities.
- Support the Adelaide City Centre as the principal focus for the business, social, cultural and political life of the State.
- Support major centres outside the Adelaide City Centre to provide an appropriate range of retail goods and services, with Noarlunga and Elizabeth as the focus of regional retailing, services and employment.
- Protect areas of strategic significance for primary industry.
- Promote investment in skills development, technology, innovation, research and development to drive the economy.
- Establish an Economic Development Board as a guiding body for State economic development

ECONOMIC ACTIVITY

Source : ABS Journey To Work Data 1996, Compiled by Information & Data Analysis Branch, Planning SA 1996.

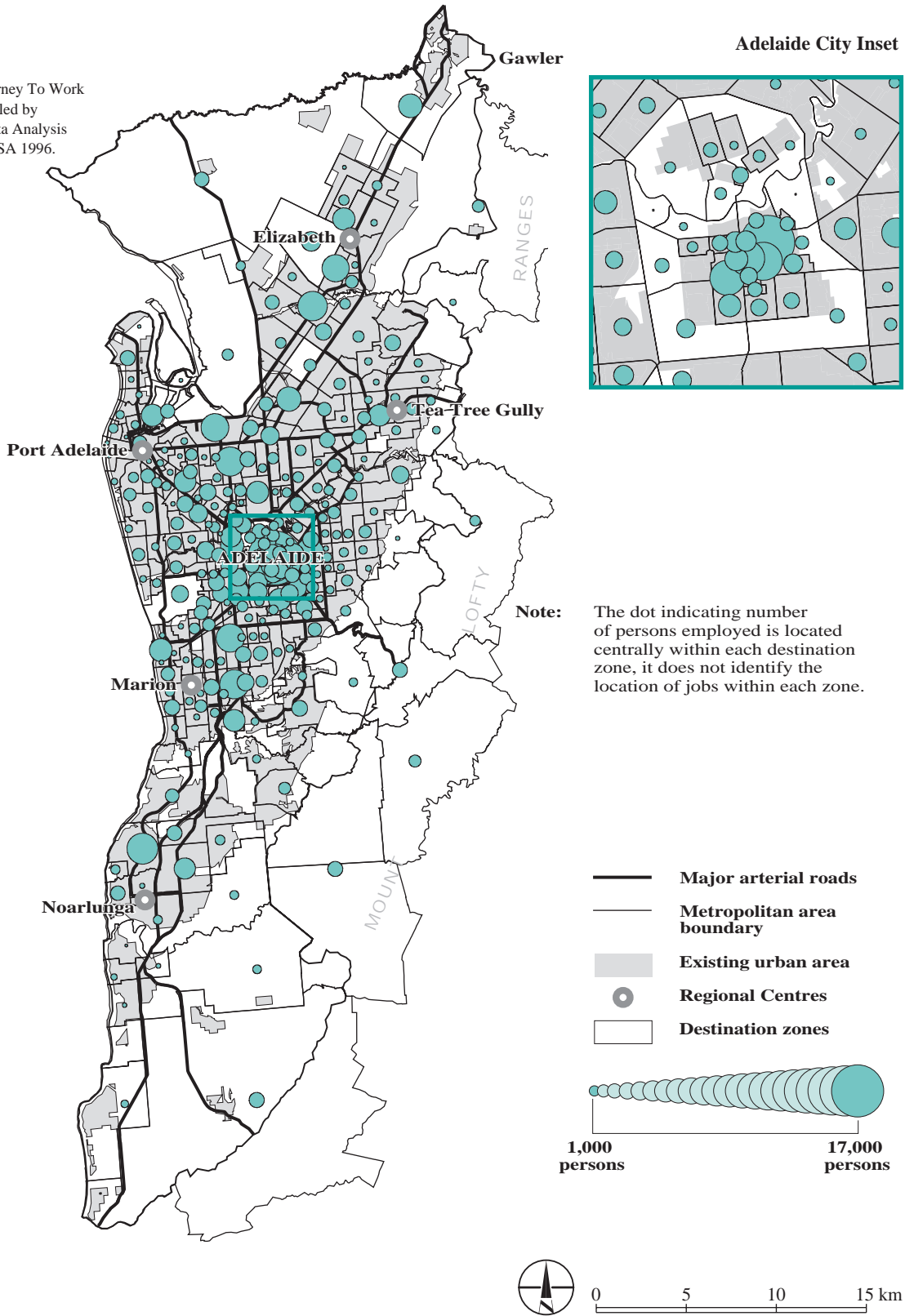


Figure 4 Job Location in Adelaide

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2.3 ECONOMIC DIRECTIONS

South Australia has emerged from difficult economic circumstances to record consistent performance in per capita gross state product and business investment.

To enable South Australia to compete better in the global economy, the economic directions of the Government will:

- enhance workforce skills
- revitalise existing industries
- ensure reliable and competitive infrastructure meeting the needs of economic growth
- develop a strong competitive economy nationally and internationally
- provide sound financial management
- ensure that each region has the ability to reach its full economic potential
- deliver quality services
- ensure that development is sustainable and preserves the environment
- provide strong leadership and direction.

The keys to new opportunities are in:

- existing resources and activities
- the attraction of major investment
- realistic and comprehensive policies for the sustainable growth of key industries
- the attraction of new business to established business and industrial areas of the northern and southern regions.

Strong public sector strategic planning, leadership and support will be necessary to realise this structural change.

ECONOMIC ACTIVITY

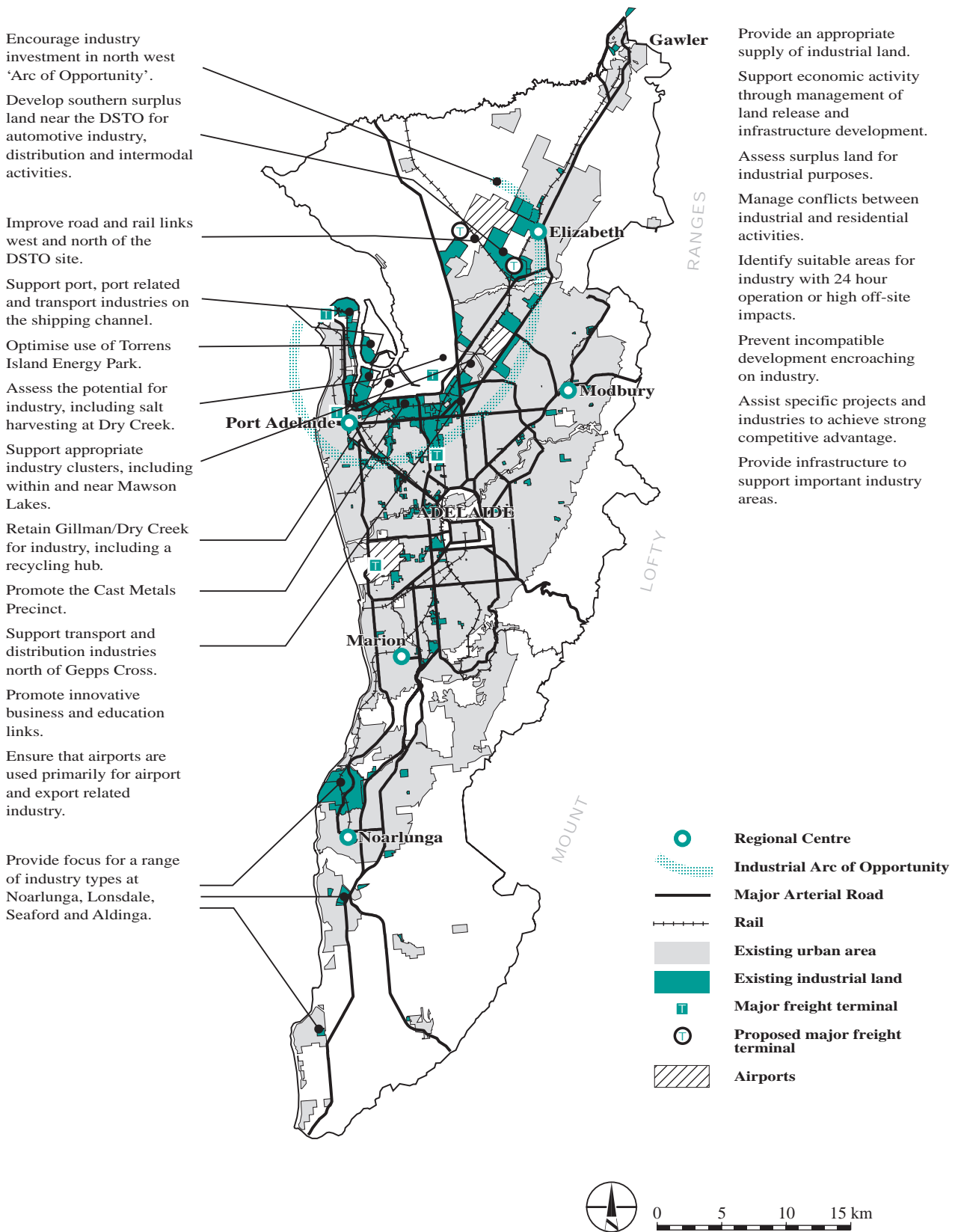


Figure 5 Industry

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2.4 ECONOMIC CONTEXT

Much of South Australia's strength is in its ability to combine competitive costs, skills, land and infrastructure with an enviable quality of life. South Australia can confidently position itself as an attractive place in which to visit, live, learn, work and do business.

Private and public investments are critical to prosperity. Government actions have an influence in encouraging a shift in resources to more productive sectors of the economy, retaining valued business enterprises and jobs, and attracting new investment. Government can also influence the distribution of jobs within Adelaide. The State Government can also play a role in supporting new and growing sectors of the economy and in directing government assets, investment and influence towards maximising benefits for the local economy and the creation of jobs.

Part of South Australia's competitive advantage is an industrial 'Arc of Opportunity' stretching from the industrial north west and the Port of Adelaide through to the Elizabeth Regional Centre. This area presents significant investment opportunities for firms undertaking manufacturing, defence, information technology and high technology production. The arc includes major sea, rail, road, air and water infrastructure, and is the location of many of this State's significant industries. It also includes a skilled work force, small business support skills and links with educational resources such as the University of South Australia's learning centres, TAFE, enterprise High Schools and Group Training schemes.

Completion of the Adelaide to Darwin rail link is important to the future of this State because it will encourage export growth, investment and employment within South Australia during its construction and operational phases. Ensuring efficient rail movement will support the realisation of opportunities presented by the rail link.

The Adelaide City Centre remains the principal focus for the business, social and political life of metropolitan Adelaide and the State. The State Government is working with the Adelaide City Council to revitalise the Adelaide City Centre. Various major projects will increase the attractiveness of the city centre for people working, visiting, studying and living in Adelaide.

Existing employment generating activity needs to be supported and the progressive increase of service employment focused on metropolitan regional centres. Manufacturing, services and high technology industries as well as primary industries, particularly viticulture and horticulture, need to be encouraged to expand and export.

Improvements to the planning system have provided more certainty in identifying preferred development and decision making. These improvements aid investment attraction and protect existing investment. One way to achieve flexibility, while maintaining adequate certainty for investment decisions, is to base decisions on agreed performance standards. Performance standards should be objective, measurable, and based mainly on the effect of a proposal on the site and nearby areas and on other planning objectives for specified areas. They can be derived from access, design, service provision and car parking and environmental criteria. They should apply to the needs of the important industry sectors in specific areas.

ECONOMIC ACTIVITY

Limit office and retail development outside of centres.

Better define the roles of centres and promote a broader range of functions and services.

Increase access by improved parking, public, private and community transport.

Strengthen the Port Adelaide Centre's regional administrative role and develop its unique living and tourism area.

Integrate community facilities with retail and other activities in centres.

Identify opportunities for medium density housing in and around Regional and District Centres.

Airport commercial activity should not adversely affect designated centres.

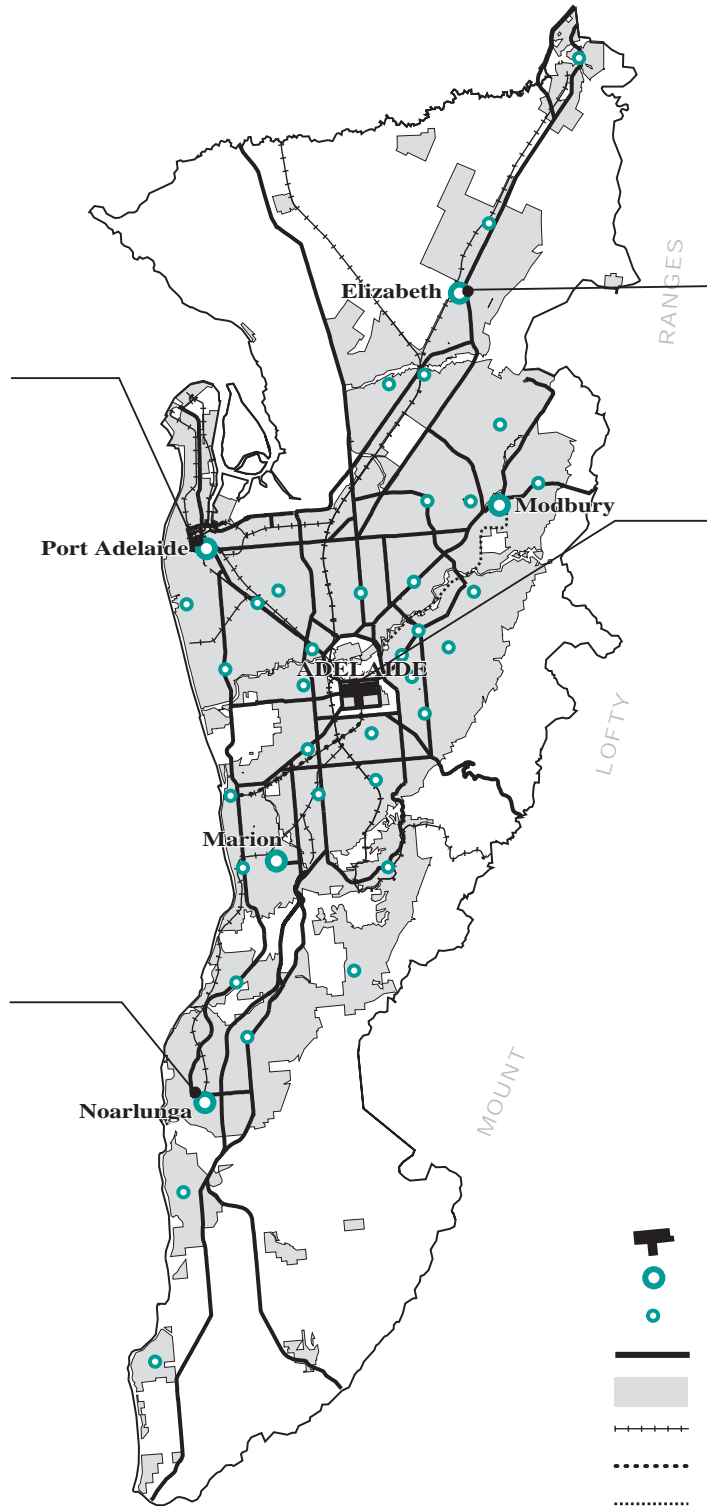
Improve existing strip centres.

Increase attraction of centres, particularly to women, older people and those with disabilities by improving safety and accessibility.

Focus development of major offices and retailing outside the Adelaide City Centre in Elizabeth and Noarlunga Regional Centres.

Accommodate new commercial activities in Noarlunga and Elizabeth Centres.

Promote services including civic and community uses within centres.



Expand the total range of retail and other goods and services available in centres having regard to the population to be served and the effect on other retail and residential areas.

Encourage major metropolitan service industry outside the Adelaide City Centre in Elizabeth and Noarlunga Centres.

Ensure that major centres are adequately served by and accommodate a range of transport options.

Integrate public transport and interchanges into centres development.

Maintain the Adelaide City Centre as the primary focus for economic, social, cultural, political and tourist activity for metropolitan Adelaide and the State.

Accommodate "bulky goods" in Regional or District Centres within defined areas.

Locate retailing in designated centres.

Figure 6 Centres

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

2.5 STRATEGIES

BUSINESS AND INDUSTRY

- 1. Ensure planning processes support strategic and environmentally sound economic priorities**
 - a) Provide an adequate and appropriate supply of land for industrial, commercial and residential purposes.
 - b) Assess, monitor and stage land releases and infrastructure development to support economic activity.
 - c) Assess the strategic value and capability of vacant and underutilised land and surplus public land for industrial and commercial purposes.
 - d) Assess infrastructure costs when releasing land for industrial, commercial and residential purposes.
 - e) Promote innovative business and education links.

- 2. Accommodate progressive structural change in industry and industrial development, by using a combination of zoning, performance standards and other techniques.**
 - a) Prepare performance standards relating to noise, air pollution, waste storage and disposal, dangerous goods handling and industry operating hours as a guide to location and operation.
 - b) Manage conflicts between industrial and residential activities.
 - c) Prevent incompatible development from encroaching on industry and facilitate necessary expansion of economic land uses.
 - d) Identify suitable areas for industries with 24 hour operation and/or high impacts off site.
 - e) Maintain and apply the industrial land database.
 - f) Develop Adelaide as an international and national centre for cooperative research and innovation in science, technology, environmental management, education and the arts.

- 3. Provide infrastructure to support important industry areas.**
 - a) Improve the arterial road network and local roads.
 - b) Have regard to the needs of business and industry and the economic potential of activities associated with industry.
 - c) Plan for electronic information and communication infrastructure.
 - d) Promote the development of efficient generation and supply of electricity, gas and water.
 - e) Protect rail corridors for rail transport and related activities.
 - f) Improve road and rail links west and north of the Edinburgh Defence Precinct.
 - g) Facilitate construction of the Port River Expressway and associated development opportunities.

- 4. Encourage industrial development in an 'Arc of Opportunity' which extends north west of Adelaide, from Outer Harbor through Gepps Cross to the Elizabeth Regional Centre.**
 - a) Optimise use of Torrens Island Energy Park.
 - b) Retain Gillman/Dry Creek for industry, including a recycling hub.
 - c) Promote the Cast Metals Precinct.
 - d) Support transport and distribution facilities north of Gepps Cross.

ECONOMIC ACTIVITY

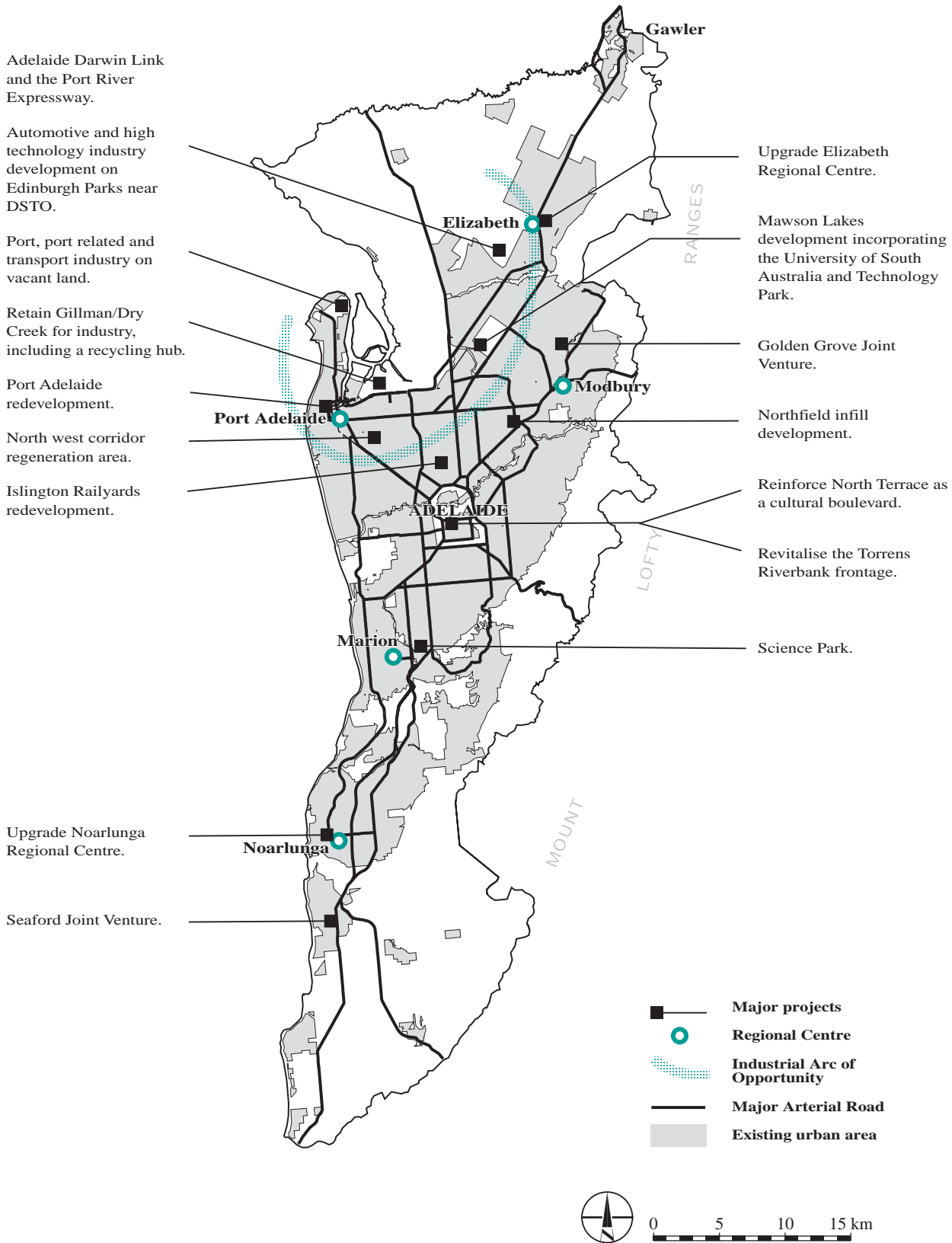


Figure 7 Major Projects

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

- 5. Assist business clustering of complementary activities including multimedia, advanced electronic and defence-related industries in specialised precincts to evolve more effective industrial and business activity areas.**
 - a) Provide financial and non-financial incentives to assist specific projects and industries to achieve strong competitive advantage and reduce social and environmental conflicts.
 - b) Support the establishment of appropriate industry clusters within the Mawson Lakes development, at Edinburgh Parks near the DSTO and other specialised precincts.
- 6. Provide a focus for a range of industry types at Noarlunga, Lonsdale, Seaford and Aldinga.**
 - a) Undertake a feasibility study with industry and local government to establish a food and wine industry park in the southern sector.
 - b) Maximise opportunities to establish information and communication technology businesses in the southern sector.
 - c) Develop industrial area enhancement plans for key industrial areas in southern metropolitan Adelaide.
- 7. Allow for the establishment, in residential areas, of small individual home businesses that are compatible with residential activities.**
- 8. Protect areas of strategic significance close to Adelaide for primary industry.**
 - a) Retain the vineyards of McLaren Vale, the Willunga Basin and the viticultural and horticultural areas of the Northern Adelaide Plains
 - b) Maintain the economic potential of agriculture, and protect rural character and amenity.
 - c) Identify land best suited to agriculture, and encourage its sustainable management for primary production.
 - d) Provide opportunities for the development of value adding activities in these localities.

INFORMATION AND COMMUNICATION SERVICES

- 9. Support emerging information and telecommunications technologies and services.**
 - a) Assist and advise on elements of new technology with potential effect on services, business, marketing and public and private management.
 - b) Trial and include new technologies in a range of developments to improve information and communication services infrastructure.
 - c) Integrate initiatives across the State to ensure South Australia has the necessary infrastructure, including band width, to facilitate and encourage early adoption of new opportunities.

CENTRES

- 10. Centres development should expand the total range of retail and other goods and services available to the population to be served. It should have regard to the location and role of other existing and proposed centres and the cumulative effects of their long term development, and be of a size and type that would not adversely affect existing centres or designated shopping areas, or have an adverse effect on residential areas.**
- 11. Reinforce the role and function of centres by undertaking a joint State Government-local government initiative to create safe attractive community places reflecting local identity.**
 - a) Establish a program to assist councils identify, design and implement design-based urban improvement strategies and projects in centres.

ECONOMIC ACTIVITY

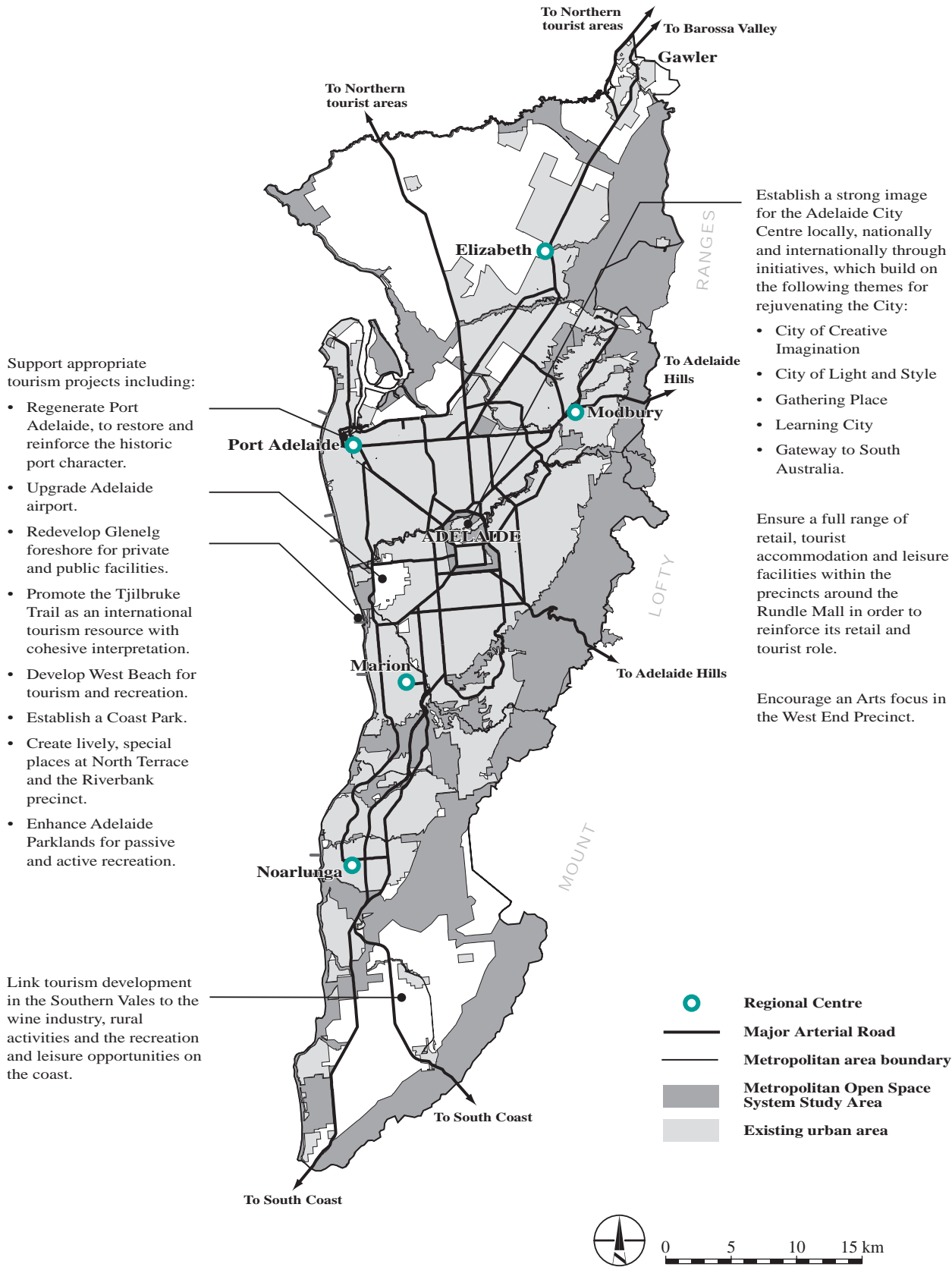


Figure 8 Tourism Strategies

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

- 12. Increase access by improved parking and public and community transport.**
 - a) Encourage Councils' car parking funds to provide improved and coordinated car parking in centres and better access to public/community transport.
- 13. Integrate community facilities with retail, government and commercial activities in centres.**
 - a) Encourage improved levels of service delivery within major centres.
- 14. Define particular centre functions within centre zones through the planning process to promote services including civic and community uses.**
- 15. Encourage medium density housing and mixed uses in and around centres.**
 - a) Identify opportunities for public and private medium density housing around and in Regional and District Centres.
- 16. Increase the attraction of centres particularly to women, older people and those with disabilities by improving safety and accessibility.**
 - a) Promote good and safe design and services within 'people friendly' centres.
- 17. Retail, services and civic and community activities should be concentrated in centres and in existing strip shopping areas that are already functioning as centres.**
- 18. Limit office development along arterial roads and outside designated centres to support centre development.**
- 19. Apply good design principles to development and signage on arterial roads.**
- 20. The Adelaide City Centre is to provide the primary focus for economic, social, political and tourist activity for metropolitan Adelaide and the State.**
 - a) The Adelaide City Centre should provide for the full range of metropolitan level shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities, public transport interchanges and the focus of public transport networks and public and private office development.
- 21. The Regional Centres at Elizabeth, Modbury, Marion, Noarlunga and Port Adelaide are to function as the main centres outside the Adelaide City Centre.**
 - a) Regional Centres should provide for a full range of shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities, public transport interchanges and the focus of public transport networks and public and private office development and should not include metropolitan level functions when the Adelaide City Centre is the most appropriate location.
 - b) Retail floorspace within Regional Centres should not be of a level that adversely affects the metropolitan level role and function of the Adelaide City Centre.
- 22. District Centres should be served by public transport and include shopping facilities which provide mainly convenience goods and a sufficient range of comparison goods to serve the major weekly shopping trips, as well as a comparable range of other community facilities and services.**
 - a) The size of a District Centre and the range of facilities within it may vary throughout the area of Metropolitan Adelaide but should be related to the size and characteristics of the population it serves. The largest District Centre should serve a population in the order of 60 000 people.
 - b) Retail floorspace within District Centres should not be of a level that adversely affects the metropolitan level role and function of the Adelaide City Centre or the function of Regional centres.

23. Neighbourhood Centres are to include shopping facilities that provide mainly convenience goods to serve the day-to-day needs of the neighbourhood and a limited range of more frequently required comparison goods as well as a narrow range of facilities. There are not likely to be administrative facilities in Neighbourhood Centres.

- a) The size of a Neighbourhood Centre and the range of facilities within it may vary within the area of metropolitan Adelaide but it should be related to the size and characteristics of the population it serves. The largest Neighbourhood Centre should serve a population in the order of 10 000 people.

24. Local Centres should include shopping and local community facilities to serve day-to-day needs of the local community.

- a) Recognise that fuel service stations may perform the retail role of Local Centres in those areas where inadequate local services exist.

STRIP CENTRES

25. Maintain and improve existing strip centres.

- a) Promote integrated and planned management of strip centres.
- b) Reduce conflicts between arterial road traffic, customer parking and pedestrian movement.
- c) Apply land use controls such as off street parking and minimise the number of driveways.
- d) Apply traffic calming and diversion measures.
- e) Apply design techniques such as median strips.
- f) Prepare on and off-street parking plans for centres.
- g) Improve the interface between centres and housing areas.

AIRPORTS

26. Airports are to be used primarily for airport and export related industry and activity.

- a) Limit non-airport related retail, bulky goods retail, accommodation, recreation or commercial development to a size and type that does not adversely affect or compete with designated centres.
- b) Manage and avoid conflicts between airport activities and sensitive adjacent uses.
- c) Support the redevelopment of Adelaide Airport Terminal for domestic and international flights.
- d) Protect Parafield airport for aviation and aviation training.
- e) Protect Edinburgh Airbase for RAAF operations.

ACCESS TO CENTRES

27. Ensure that a range of transport options serve and are accommodated in centres.

- a) Provide access to and within centres for people without cars, pedestrians, cyclists and people with disabilities.
- b) Provide space for public transport and interchanges in major centres which; are centrally located relative to major activities
 - protect people from the weather and maximise passenger security
 - accommodate a range of public transport services and vehicles.
- c) Identify and preserve land in centres for acquisition and development of public transport where appropriate.

- d) Provide adequate parking in centres and car and cycle access.
- e) Encourage uses within centres to share car parking.

COMMERCIAL ACTIVITY

28. Encourage major service industries within the metropolitan area to locate within the Noarlunga and Elizabeth Regional Centres as the focus of employment growth outside of the Adelaide City Centre.

- a) Develop appropriate office space and buildings to accommodate new commercial activities in Noarlunga and Elizabeth Centres.

RETAILING

29. Retailing should be located in designated centres.

- a) Bulky goods uses should be located within Regional or District Centres and sited on the edge of centre zones within defined areas. A limited number of zones may be created to accommodate bulky goods uses only if comprehensive analysis demonstrates a need.
- b) Maintain the Retail Centres Database.
- c) Work with industry to identify appropriate sites for bulky goods.

EMPLOYMENT AND SERVICES

30. Regenerate the Elizabeth and Noarlunga Regional centres to strengthen their role for regional employment and services.

- a) Facilitate the upgrade of Elizabeth Regional Centre and encourage activities to the west of the centre that will benefit revitalisation and access arrangements.
- b) Encourage revitalisation of the Noarlunga Regional Centre.

31. Regenerate the Port Adelaide Centre to strengthen its regional administrative role and develop its unique living and tourism areas.

- a) Encourage transport service improvements to the Port Adelaide area.
- b) Ensure that the development of Government-owned land supports regeneration of Port Adelaide.

EXTRACTIVE INDUSTRIES

32. Protect mineral resources against development that could render them uneconomic.

33. Integrate mineral resource planning within the development control system.

- a) Identify and protect known and required mineral resources and encourage their sustainable management.
- b) Separate housing development and other incompatible activities from sites for extractive industry purposes through separation distances designated in development control plans.
- c) At Golden Grove, investigate the feasibility of rearranging open space and road reserves to minimise the effect of quarrying on nearby residential areas.

DEVELOPMENT ACTIVITIES

34. Facilitate development of surplus land near DSTO at Edinburgh.

- a) Develop the southern part for automotive industry, distribution and intermodal activities.
- b) Develop the northern part for defence related and high technology industry.
- c) Investigate sites for an inter-modal terminal.
- d) Resolve the future use of other undeveloped areas.

35. Develop and promote the Mawson Lakes development as an integrated urban, economic and environmental development, including housing and industries based on research, design and high technology.

- a) Attract businesses, investment and employment to the smart city project and facilitate opportunities for the export of services, products and knowledge.
- b) Evaluate and implement new and emerging technologies, new standards of urban design and community services.

36. Use vacant land on the Port River shipping channel primarily for port, port related and transport industry and ensure appropriate transport routes to support development.

TOURISM, RECREATION, ENTERTAINMENT AND CULTURAL DEVELOPMENT

37. Improve the diversity and quality of visitor experiences through support for appropriate tourism projects.

- a) Develop projects that act as investment and tourism attractions.
- b) Promote the development of facilities that meet international, national, state and local needs.
- c) Continue to improve entry point gateways to metropolitan Adelaide.
- d) Upgrade Adelaide airport terminal facilities and identify tourism projects to increase the number of international visitors.
- e) Redevelop the Glenelg foreshore for optimum use of private and public facilities in keeping with a coastal location.
- f) Continue to improve the water quality of the Patawalonga and Torrens River.
- g) Develop the metropolitan coast as a sustainable and cohesive regional linear park, conserving the biodiversity of the area and managing development activity.
- h) Redevelop Port Adelaide, restoring and reinforcing the historic village and port character.

ADELAIDE CITY CENTRE

38. Reinforce the character of the Adelaide City Centre.

- a) Conserve and complement the city's human scale, heritage character and accessibility.
- b) Enhance Adelaide's image as a 'gracious garden city' by improving the public enjoyment of its parklands.
- c) Investigate the promotion of the parklands as a showcase of world's best practice in landscape architecture, green-space and public garden design to encourage greater use of the parklands for leisure and recreation.

39. Establish a strong image for the Adelaide City Centre locally, nationally and internationally through initiatives that build on the following themes:

- City of creative imagination
- City of Light and Style
- Gathering Place
- Learning City and
- Gateway to South Australia.

40. Revitalise the Adelaide City Centre.

- a) Promote coordinated development of the North Terrace Precincts as a civic and cultural boulevard and tourism hub.
- b) Support the Riverbank Precincts project to revitalise the Torrens River frontage.
- c) Encourage an arts precinct in Adelaide's West End.
- d) Promote mixed use retail and visitor experiences within Rundle Mall.
- e) Encourage development that promotes good legibility and pedestrian accessibility.
- f) Strengthen Adelaide's multicultural identity.
- g) Interpret features of interest to enhance visitors' appreciation of Adelaide.

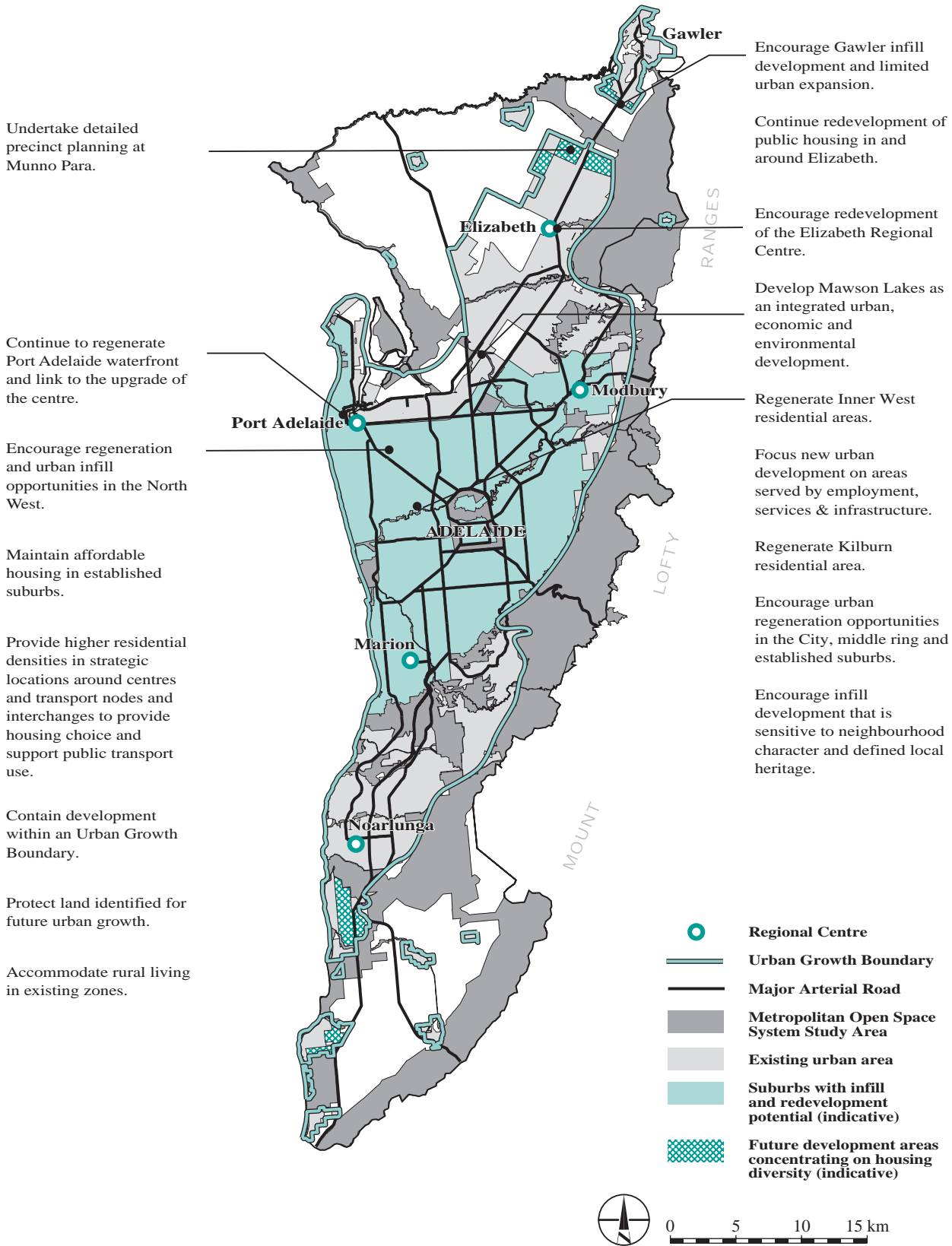


Figure 9 Urban Development Strategies

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

3 LIVING

3.1 GOALS

- Safe, healthy, well designed and sustainable living environments.
- Diverse and affordable housing to suit the different needs and preferences of the community.
- Economic development to provide opportunities for readily accessible employment.
- Living areas with good amenity, housing and facilities.
- Services and facilities fairly distributed and changing with the population dynamics of different areas of Adelaide.
- Living areas having distinctive characteristics that contribute to community identity.
- Opportunities for the community to influence decisions about the local area.

3.2 PRIORITIES

- Ensure living areas have access to work, services and facilities.
- Reduce demand for the expansion of new housing areas and contain urban development within an urban growth boundary.
- Provide housing choice by encouraging well-designed infill development that enhances or improves the character of established suburbs.
- Reduce the area of rural zones allocated to future urban use.
- Undertake urban regeneration to revitalise areas of disadvantage or poor amenity.
- Link urban regeneration opportunities to community needs and investment.
- Encourage infill development that is sensitive to the neighbourhood character and defined local heritage of existing living areas.
- Monitor population and socio-demographic trends and prepare projections to guide government, community and industry in decision making about the provision of housing and services.
- Encourage the application of good design principles in urban development.

3.3 PEOPLE

Population growth, cultural diversity, changes in age structure and household types each have significant effects on housing choice and demand. Population growth creates additional needs, including accessible employment, good local environments, affordable housing, a range of services for various age groups, shopping and cultural facilities and access to transport. If the demand for additional housing in established suburbs continues, sufficient urban land exists within the metropolitan area to meet the housing needs of the expected future population until at least 2015.

Northern Sector

- 28% of the population of ASD in 2016.
- Population is projected to grow by 33,000 people.
- 26% of the population of the ASD aged 65 years or older in 2016.
- 76% increase in the group aged 65 years or over in the north.
- Approximately 23,000 dwelling commencements 2001 - 2016.
- Occupancy rate of 2.5 in 2016.
- More working age people and continued settlement of families.

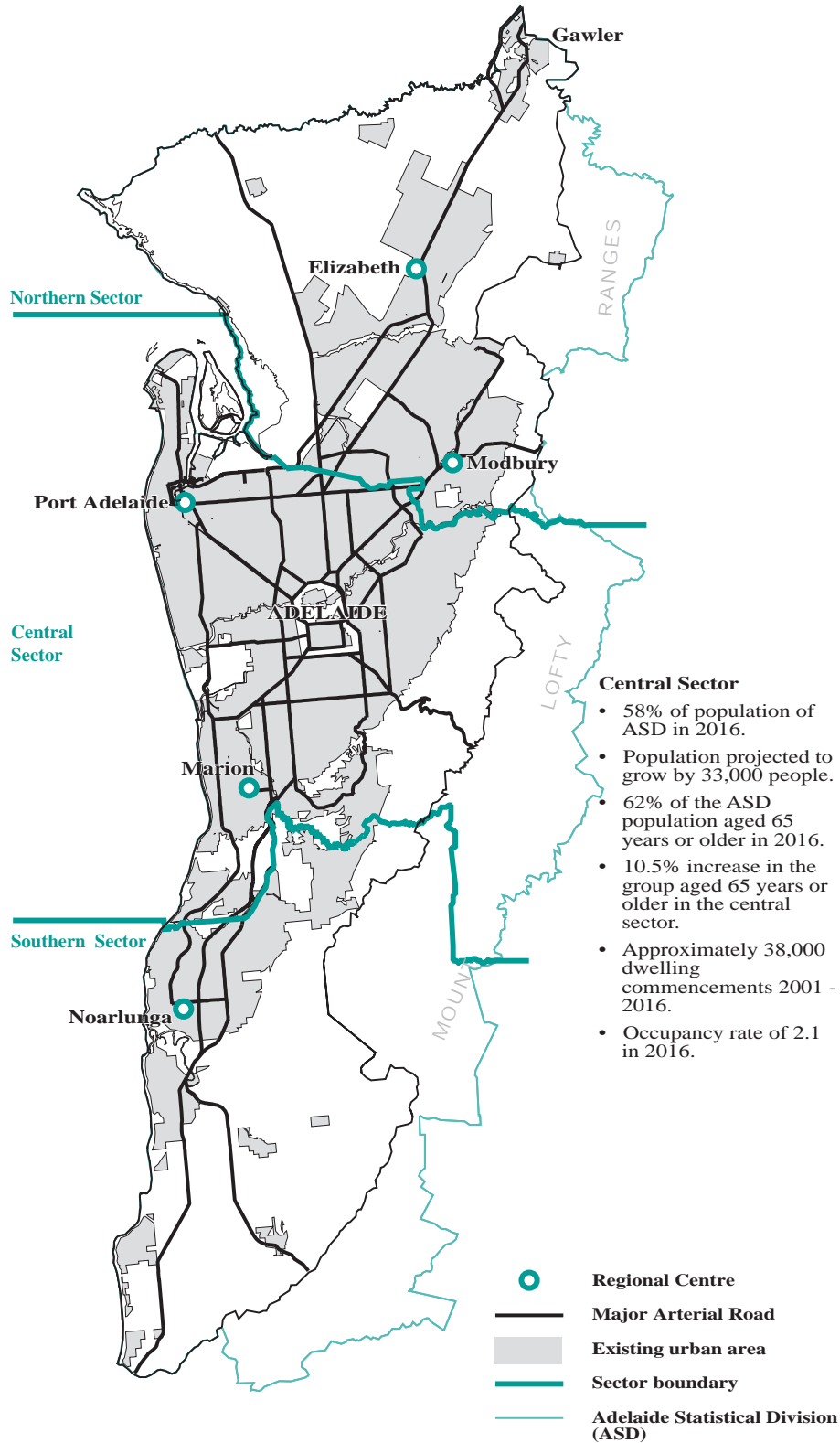


Figure 10 Projected Population and Housing 2001 - 2016

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3.4 COMMUNITIES

Different parts of Adelaide have very different population characteristics. Young families and children form a larger proportion of the population in outer areas. Elderly people are a significant part of the population in older and some coastal suburbs. Affluent people tend to live in the eastern and coastal suburbs. People with low incomes are more likely to live in the north, west and outer south.

Some areas, particularly those with concentrations of older public housing, are comparatively disadvantaged. Evidence suggests the gap between different parts of Adelaide is widening. There are significant social and economic costs associated with this disadvantage, which are borne by individuals, government and the community. Nevertheless, disadvantage cannot be explained or resolved in terms of area. Poverty and unemployment are not caused, nor can they be fixed, by area-based approaches alone, but good planning, services and physical redevelopment can significantly improve living conditions.

Urban regeneration projects provide an opportunity to enhance the prosperity of local areas and the State. These projects do this by improving the amenity and appeal of areas, improving housing conditions and choice, establishing a positive investment climate which increases access to employment opportunities, creating independent and self-sustaining communities and ultimately reducing the liabilities and ongoing expenditure to government. It requires the joint commitment and engagement of all relevant players in regeneration activities, including government agencies, local authorities, business and the community. The SA Housing Trust has a continuing and important role to play in the regeneration of living environments and communities. As a priority, the Government is committed to building and securing a better future for the people in the northern and southern regions. Both regions make significant contributions to the economic life of the State.

3.5 STRATEGIES

HOUSING AND LAND

- 1. Promote containment and regeneration through well designed urban infill within the city and the established suburbs.**
 - a) Contain development within an urban growth boundary.
 - b) Undertake urban infill development on surplus, under used and remediated sites, to be dispersed among established suburbs, particularly around transport nodes and centres.
 - c) Develop under-used land in major centres for housing that complements economic activity and strengthens local community capacity.
 - d) Ensure proposals to change the economic use of land to housing include an assessment of the implications of that change on the economic activity.
 - e) Base residential zoning and policy on population data and projections, access to transport, employment, the availability of infrastructure and services and the ability to manage environmental impacts.
 - f) Dispose of surplus and under-used government land in a coordinated and well planned manner to improve supply for public and private housing development.
 - g) Prepare development strategies for surplus and under-used sites, including treatment of contamination, upgrading of physical infrastructure and community issues.
 - h) Encourage owners and developers to apply appropriate treatment to contaminated sites.
 - i) Redevelop surplus and under-used government land to increase the level of choice and affordability of housing and reverse population decline within the existing urban area.
 - j) Protect defined areas of local heritage.
- 2. Ensure a stock of affordable housing in established suburbs.**
 - a) Identify land with potential for further development or redevelopment in the established suburbs.
 - b) Ensure sufficient physical infrastructure capacity for redevelopment.
 - c) Promote affordable housing as part of large housing developments.
- 3. Concentrate new housing into areas that have employment, infrastructure and services.**
 - a) Provide for more new dwellings in the city, inner and middle ring suburbs over the next five years and fewer new dwellings in outer areas.
 - b) Provide opportunities for future long-term residential growth with higher residential densities in and around centres and transport nodes.
 - c) Accommodate rural living in existing zones.
 - d) Reduce the areas of rural zones allocated to future urban use.
- 4. Maintain a stable housing development industry based on private enterprise, balancing the provision of new housing, improvements to existing homes and the redevelopment or upgrading of existing housing areas.**
 - a) Continue an adequate supply of broad hectare housing land within an urban growth boundary.
 - b) Use agreements between government and the private sector to develop new urban areas and to carry out urban regeneration schemes.
 - c) Provide a greater variety and choice of housing in terms of housing types, tenures, size, style and cost in a manner that will encourage a high level of home ownership.

- 5. Encourage a broad distribution of public housing throughout the metropolitan area.**
 - a) Support the South Australian Housing Trust, together with the South Australian Community Housing Authority, in their principal roles of providing housing for those unable to afford to purchase and own their own home.
 - b) Reduce public housing stock in areas with significant concentrations and disperse public housing across the metropolitan area.
 - c) Provide an appropriate balance and integration of public and private housing.
 - d) In conjunction with the private sector, build and manage new public housing, redevelop the existing public housing stock and focus asset management on the best mix of housing retention, refurbishment and sales, in line with preferences for mix and diversity.

- 6. Undertake comprehensive urban regeneration in areas of disadvantage and of poor residential amenity or environmental quality to improve the quality of the urban environment.**
 - a) Link housing and environmental improvements to opportunities for education, employment, social and cultural development.
 - b) Plan for urban regeneration in a cooperative and coordinated manner involving government, business and the community.
 - c) Develop approaches to urban regeneration that take account of local circumstances, including the potential to link with other government initiatives and to attract private sector investment.
 - d) Redevelop public housing areas to facilitate integration with adjoining communities.
 - e) Design housing development to create or reinforce a 'sense of place' and neighbourhood character.

- 7. Ensure the provision of housing for community groups with special needs.**
 - a) Support the development of small groups of aged housing on sites with ready access to transport and other community services.
 - b) Provide housing to support the independence and frailty of older people.
 - c) Provide housing assistance and specialist services for people with disabilities.
 - d) Provide a range of housing services to meet the needs of women and young people.
 - e) Encourage complementary design and planning of housing and care services.
 - f) Provide emergency housing for people in housing crisis.
 - g) Facilitate joint ventures between South Australian Community Housing Authority/South Australian Housing Trust and organisations with specialist housing expertise.

- 8. Encourage local government to undertake an integrated residential planning process in which strategic planning and local planning precede and provide a rational context for updating and amending development plans.**
 - a) Establish agreements between State and local governments on an appropriate mix of housing types and levels of service provision in local areas.
 - b) Review development policies to encourage greater housing diversity and redress population decline in residential areas, particularly in post-war suburbs.
 - c) Promote the adaptation and implementation of residential design guidelines as a means of achieving high quality, economically sustainable residential development that meets the needs of all sections of the community.

9. Develop higher residential densities in strategic locations around centres and transport nodes and interchanges to provide housing choice and support public transport use.

- a) Identify locations on the major public transport systems where high standards of public transport service exist, and where there is potential for infill or higher density housing.

10. Establish environmentally sound urban development and redevelopment activities.

- a) Manage the release and development of land in an ecologically sustainable manner.
- b) Promote ecological sustainability in new construction, infill and the refit of housing.
- c) Require new housing and major extensions to meet energy efficiency standards.

POPULATION DISTRIBUTION AND THE PROVISION OF SERVICES

11. Monitor population and socio-demographic trends and prepare local area projections to guide government, community and industry in the provision of housing and services.

- a) Provide strong coordination between government programs and services to address health, education, employment and housing problems that result in social disadvantage.
- b) Prepare guidelines for the provision and location of services based on need.
- c) Include local government area forecasts in the Metropolitan Development Program as the basis for agreements on housing and service provision between State and local governments.
- d) Identify characteristics that combine to create disadvantage in the aged population and use as a planning tool for government and other service providers to address needs.
- e) Encourage housing and services that are designed to meet the needs of the increasing proportion of aged people in the population.

12. Match infrastructure and service provision to need.

- a) Ensure the timely and cost effective provision of human services in new and redevelopment areas through coordination and cooperation between human service agencies.
- b) Prepare or update community plans for infill and regeneration projects.

13. Plan services and facilities to accommodate changing use over time and enhance accessibility through careful design and siting.

- a) Design services to provide a focus for community activity.
- b) Co-locate services and facilities in centres to promote ease of access.
- c) Promote flexible design for facilities to accommodate the co-location of services and changing use over time.
- d) Encourage the provision of child care facilities in conjunction with employment activity.
- e) Improve access to services and facilities for older people and those with disabilities.

14. Ensure the urban form allows for access by emergency vehicles.

15. Provide open space and recreation facilities that are multi-functional, accessible and meet local needs, especially in areas of higher density development.

- a) Prepare regional and local sport and recreation plans.

COMMUNITY INVOLVEMENT

16. Provide opportunities for people to actively contribute to the development of policy affecting the management of their local area.

- a) Involve current and prospective residents in community planning for development and regeneration projects.
- b) Encourage community participation in urban design studies to develop and revitalise living areas.
- c) Prepare urban design strategies and guidelines before development pressures are imminent.
- d) Take the views of those affected into consideration in project evaluation processes.
- e) Support the involvement of public housing tenants in the ongoing management and enhancement of their living environments.

NATURAL RESOURCES

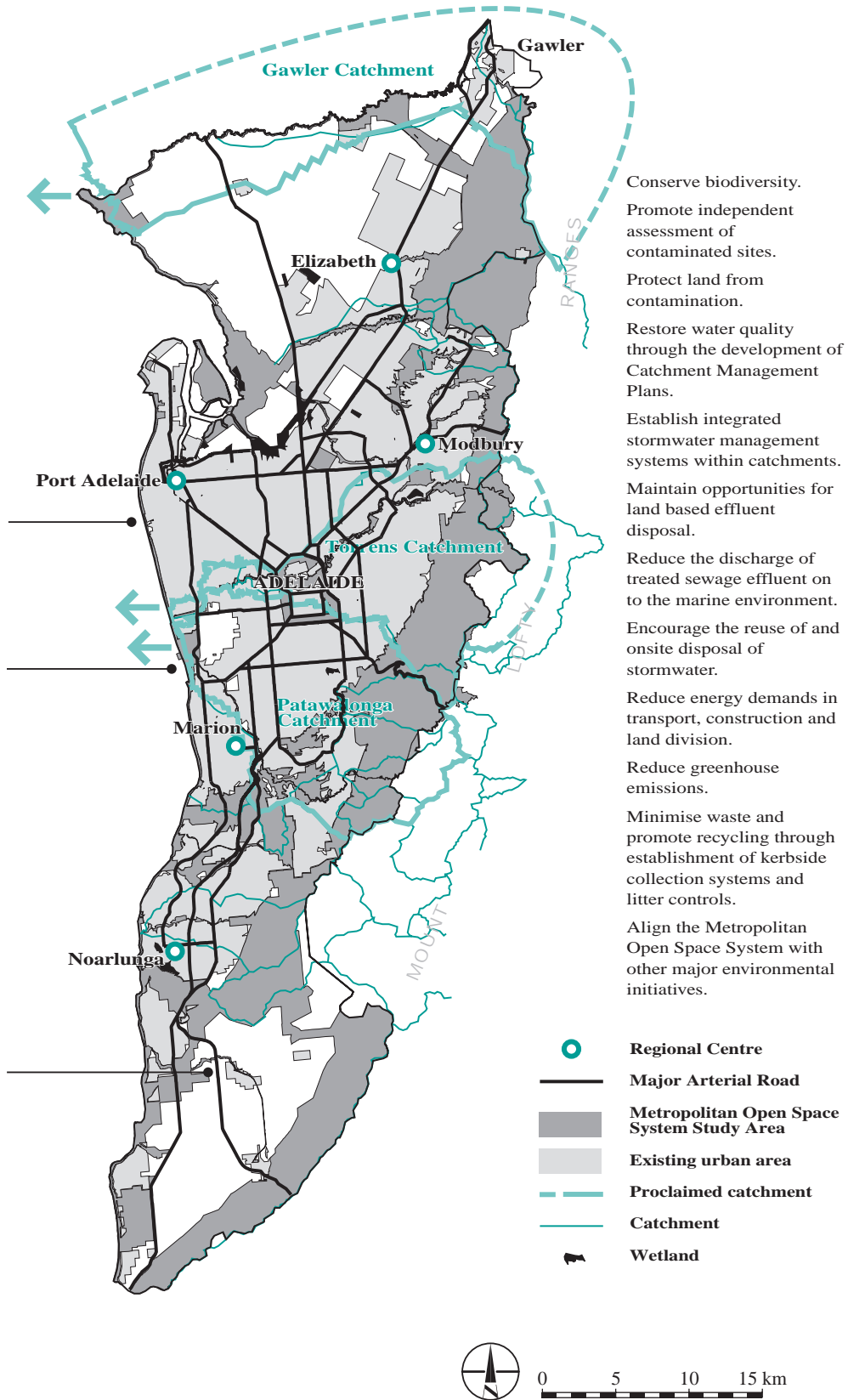
Undertake replanting of the northern plains with trees and shrubs.

Manage the metropolitan beaches to ensure coast protection, recreation, conservation and tourism.

Restore water quality in the Patawalonga and River Torrens.

Include climate change and sea level rise in planning.

Extend effluent reuse in the Southern Vales.



- Conserve biodiversity.
- Promote independent assessment of contaminated sites.
- Protect land from contamination.
- Restore water quality through the development of Catchment Management Plans.
- Establish integrated stormwater management systems within catchments.
- Maintain opportunities for land based effluent disposal.
- Reduce the discharge of treated sewage effluent on to the marine environment.
- Encourage the reuse of and onsite disposal of stormwater.
- Reduce energy demands in transport, construction and land division.
- Reduce greenhouse emissions.
- Minimise waste and promote recycling through establishment of kerbside collection systems and litter controls.
- Align the Metropolitan Open Space System with other major environmental initiatives.

Figure 11

Environment

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

4 NATURAL RESOURCES

4.1 GOALS

- Sustainable, integrated management of natural resources including air, water, land, soil and biological resources.
- Maximum sustainable use of renewable resources and minimum impacts on non-renewable resources.
- A healthy and productive environment
- Adequate standards and regular monitoring of the health of the environment.
- Native vegetation, other habitats and quality landscapes protected and managed.
- Existing species of native plants and animals conserved.
- Contaminated and degraded land rehabilitated, particularly associated with waterways.
- Waste minimised through a range of approaches.
- Development and protection of the coast and management of finite sand resources.
- Protection of the community from hazards.
- Reduced greenhouse gas emissions through a more compact and efficient urban form.
- A network of open space areas that link Adelaide's parks, hills, coast and natural resources.
- Contain development within an urban growth boundary.

4.2 PRIORITIES

- Conserve biodiversity.
- Protect land, marine environment, waterways and ground water from contamination.
- Restore water quality in catchments.
- Reduce dependence on the River Murray water supply for metropolitan Adelaide.
- Encourage storm water reuse and water conservation.
- Reduce greenhouse gas emissions.
- Upgrade standards and systems for waste disposal and reduction.
- Protect the Hills Face Zone.
- Protect and manage the coast and marine environment.
- Promote cleaner production and regulate industrial emissions.
- Achieve global recognition as a green city through significant sustainability initiatives.
- Define environment protection standards and policies as performance measures in Development Plans.
- Align the Metropolitan Open Space System (MOSS) with other major environmental and recreational initiatives.
- Define the MOSS boundary in Development Plans.

NATURAL RESOURCES

Link regional open spaces, the Adelaide Hills, watercourses and the coast through Parklands 21.

Implement improved management of MOSS and define MOSS boundaries in Development Plans.

Promote public access to, and enjoyment of the MOSS, the coast and regional open spaces.

Protect open space areas of conservation significance.

Protect scenic routes and landscapes.

Conserve remnant vegetation.

Protect significant urban trees.

Protect the Hills Face Zone and encourage revegetation where required.

Develop a network of coast and river parks with flow control and wetlands.

Retain natural watercourses.

Restore creek system where possible to increase environmental values.

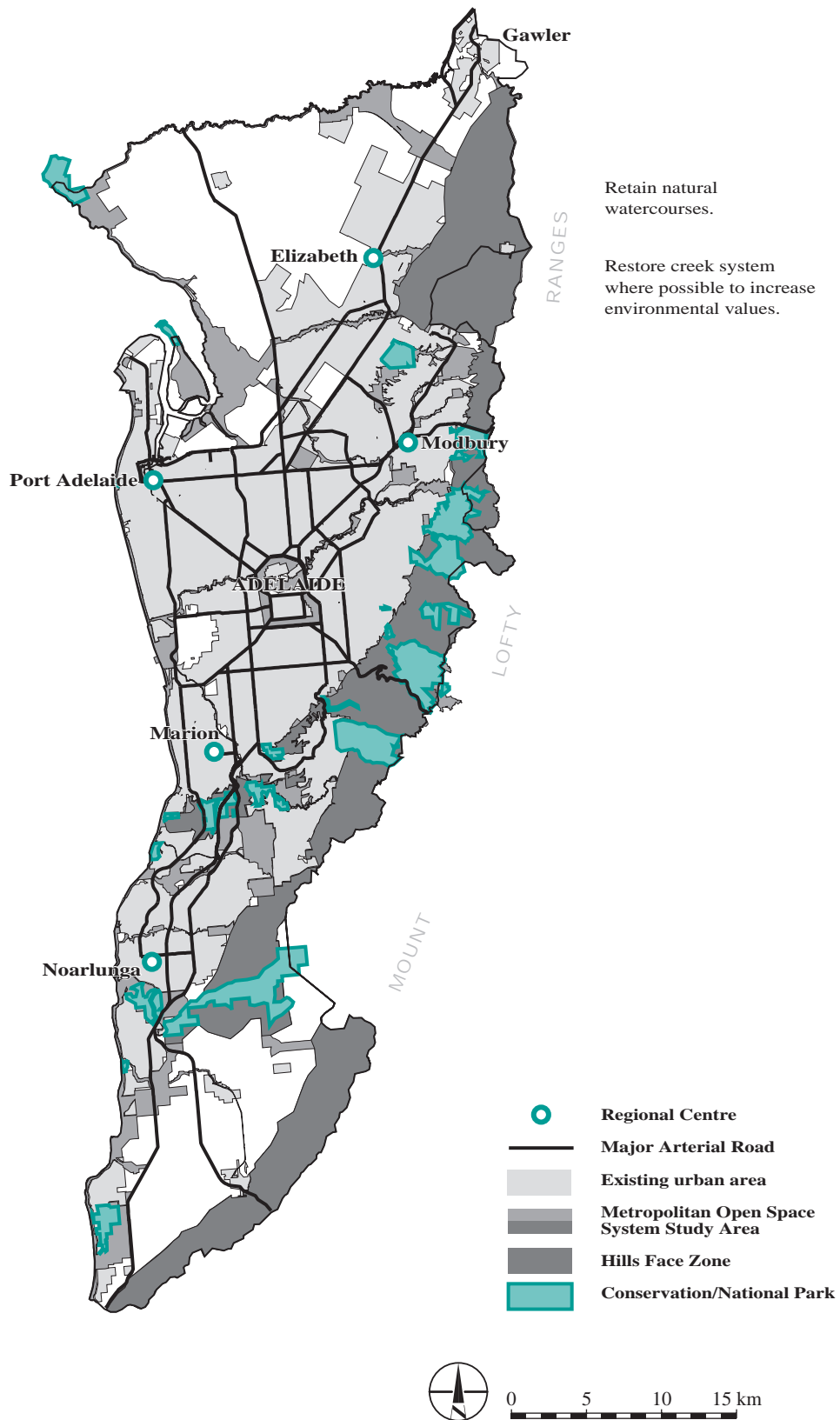


Figure 12

Natural Resources

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

4.3 NATURAL RESOURCES

This Strategy advocates ecologically sustainable development to achieve both environmental protection and economic development. Economic growth must not entail environmental damage. The object of economic growth is to increase per capita welfare, provide employment and improve living standards. The development, use and export of environmental technology assist economic goals. Growth in scientific and technological resources and management skills so generated should be applied to minimise impact on the environment. This Strategy relies on providing incentives and demonstrations of new practices rather than compulsion or severe restriction of choice.

There is a need to maintain high environmental standards. There is plenty of evidence of past damage, particularly land contamination, poor water quality, loss of native vegetation and habitats for animals. Some of these are the result of neglect, and others the inevitable consequences of poorly planned urban development. Future management needs to prevent their recurrence and, where possible, redress those mistakes. While repairing the damage will be costly, ongoing action will prevent further damage and reduce the probable long-term costs.

Conservation of natural areas protects biodiversity for future generations and provides areas for recreation and enjoyment. While it may affect some economic prospects, it does add to quality of life and assist other economic activities such as tourism.

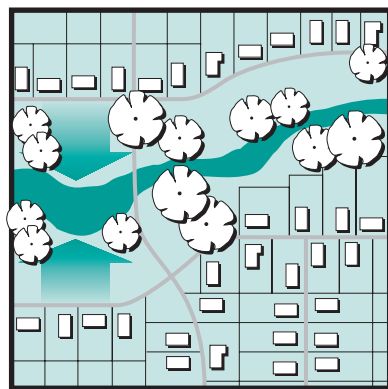
A whole-of-government approach by government to environmental protection and the management of natural resources is based on the following principles:

- decision making processes should effectively integrate both long-term and short-term economic, environmental, social and equity considerations
- a precautionary approach must be used to avoid threats of serious or irreversible environmental damage
- the principle of intergenerational equity – that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations
- the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision making.

Four main initiatives are proposed:

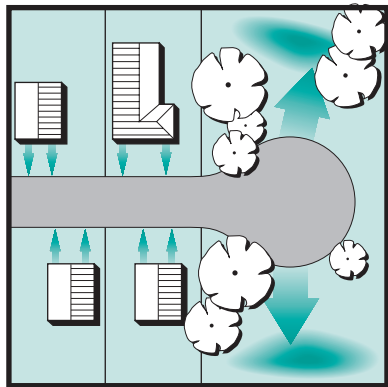
- Setting aside and managing areas for conservation, agriculture, revegetation and open space. They include the Mount Lofty Ranges and water supply catchments, the Metropolitan Open Space System (MOSS) and certain agricultural areas such as the Willunga Basin, Virginia, Two Wells and the Northern Adelaide and Roseworthy - Freeling Plains. These are compatible with economic goals, and in some cases assist their achievement.
- Promoting urban regeneration and development in ways which apply good environmental standards and through which transport demand can be reduced, thereby contributing to reduced greenhouse gas emissions.
- Information gathering and education to promote decisions made on principles of long-term natural resource management and sustainable development.
- Ensuring the conservation and careful management of scarce water resources including those for domestic, municipal and industrial use, urban stormwater, protection of urban creeks and their catchments and the protection of ground water resources.

NATURAL RESOURCES



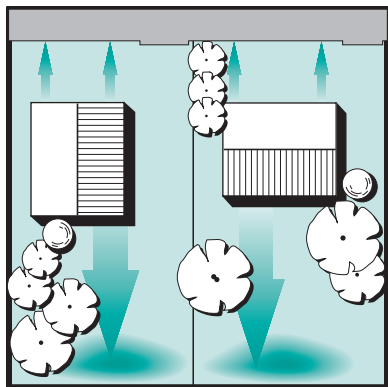
CATCHMENT LEVEL

- prepare an urban stormwater master plan at catchment or sub catchment level
- retain natural watercourses
- plan open space around watercourses and drainage corridors
- provide areas for flooding and settling
- landscape as wildlife corridors
- plan water features to retain water during peak runoff
- restore creek system where possible to increase environmental value



DRAINAGE SYSTEM LEVEL

- allow for minor flooding
- retain natural watercourses
- restore creek system where possible to increase environmental values
- maximise road frontage onto open space areas
- minimise direct connection of surface run-off to drains



SITE LEVEL

- reduce water consumption
- promote the use of rain saver gutters and rainwater tanks
- minimise impervious areas
- minimise run-off to the street

Figure 13

Water Management

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

Principles of sustainable use and management of resources	
integrated	integrate planning & resource management
informed	identify economic, social and environmental values
intergenerational equity	present generation should ensure environment is maintained or enhanced for future generations
economic efficiency	maximize the net benefits from allocating resources
shared vision, goals & responsibilities	of all levels of Government and South Australians
	effective public consultation
	effective management based on awareness, knowledge & commitment and participation
think globally, act locally	global dimensions must be recognized
conserving biological diversity	fundamental to sustainable use and management
monitoring & review	ensure that impacts are correct

NATURAL RESOURCES

Develop coastal park from North Haven to Sellicks linking coastal centres and revitalising coastal areas.

Develop a shared use pathway along the coast park.

Promote integrated management of coastal, marine estuarine environments and resources in an ecologically sustainable way.

Protect coastal resources from urban encroachment.

Protect the natural values of coastal areas and accommodate sensitively developed recreation and tourism facilities.

Reinforce diversity of the coastline.

Identify, conserve and maintain environmentally significant places.

Develop jetties as activity centres for leisure and tourism.

Protect significant coastal, wetlands and riverine resources, including:

- Buckland Park
- St Kilda mangroves
- Greenfields
- Dry Creek
- The Washpool, Aldinga
- Onkaparinga Estuary.

Improve management of MOSS, including through the Development Plan and parkland implementation strategies.

Investigate a representative system of marine protected areas to preserve biodiversity.

Ensure provision of recreational boating facilities at appropriate sites.

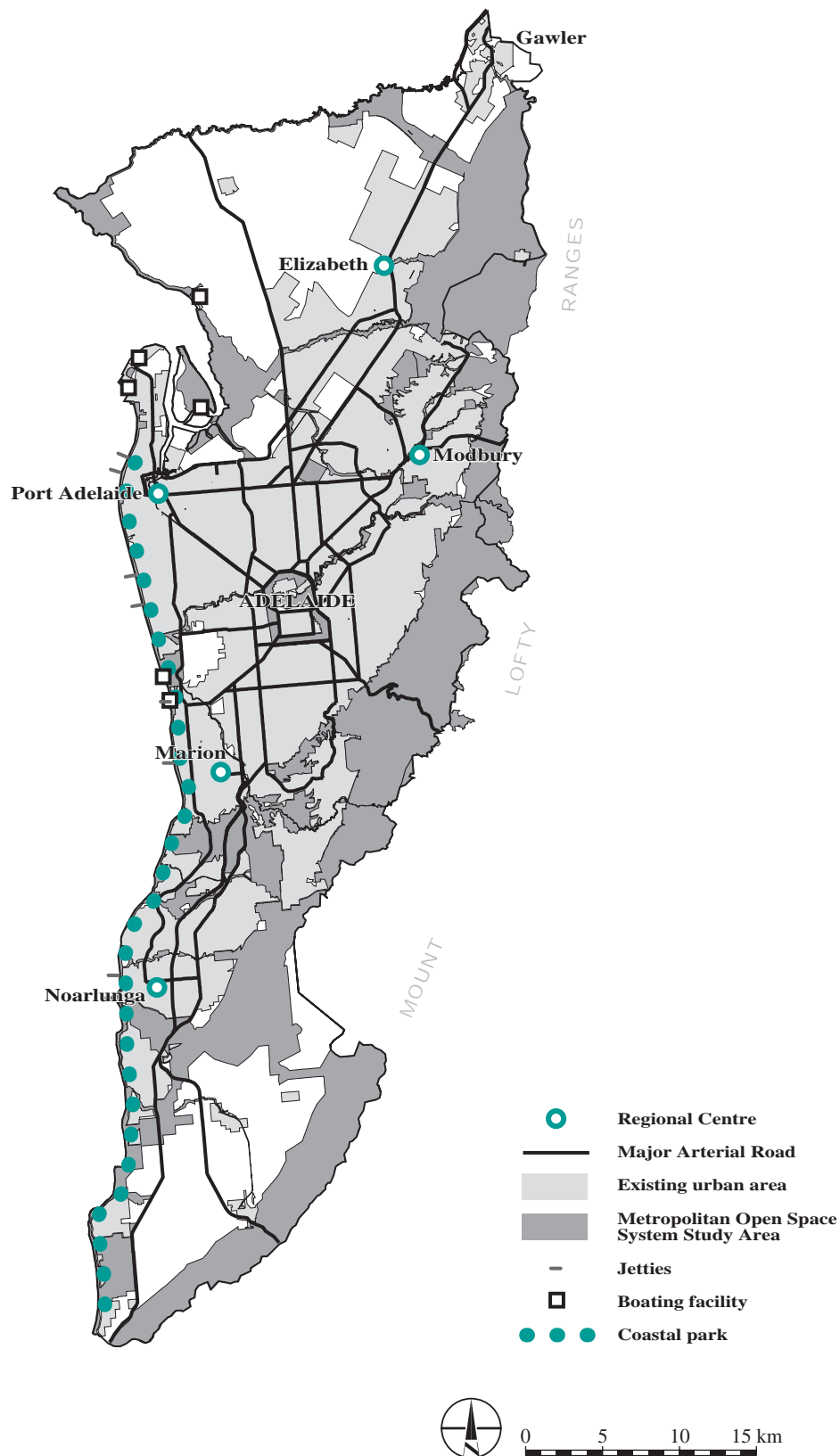


Figure 14 Metropolitan Coast

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

4.4 STRATEGIES

ECOLOGICALLY SUSTAINABLE DEVELOPMENT

- 1. Promote the principles of ecologically sustainable development and apply them to all aspects of urban development and revitalisation.**
 - a) Plan for and coordinate the sustainable management of renewable natural resources and the efficient use of non-renewable resources.
 - b) Establish and maintain an environmental information base and report regularly on the state of the environment.
 - c) Minimise greenhouse emissions by reducing energy demand and maximising energy efficiency.
- 2. Ensure the sustainable management of natural resources.**
 - a) Promote research to establish a comprehensive natural resource management information base and establish monitoring programs to assess trends in resource condition.
 - b) Ensure land use policies reflect natural resource management priorities such as those for water, land and biodiversity conservation.
 - c) Further improve resource management through partnerships to achieve positive natural resource management outcomes.

CATCHMENT MANAGEMENT

- 3. Integrate the management, protection and use of water resources into the broader land use planning and management process.**
 - a) Develop integrated natural resources management plans in order to sustainably manage land adjoining watercourses and wetlands, lessen human impacts and restore water quality.
 - b) Promote the benefits of property management plans revegetation programs in reducing run-off and soil erosion.
 - c) Improve the coastal environment by establishing integrated stormwater management within catchments.
 - d) Develop a network of coastal and riverine linear parks combined with flow control systems, including wetlands where appropriate.
 - e) Promote the benefits of, and encourage the reuse and on-site disposal of stormwater in the design of development.
 - f) Reduce pollution in the River Torrens and Patawalonga as a first priority, and identify other waterways in need of rehabilitation.
 - g) Investigate opportunities to offer incentives for the rehabilitation of land and water to:
 - protect watercourses, wetlands and water supply catchments from poor land use and management practices
 - protect ground water resources from overuse and pollution
 - allow the recharge of ground water with harvested stormwater of a suitable quality
 - encourage the re-use of treated sewage effluent and industrial waste water where possible.
 - h) Influence delivery of environmental water flows.

NATURAL RESOURCES

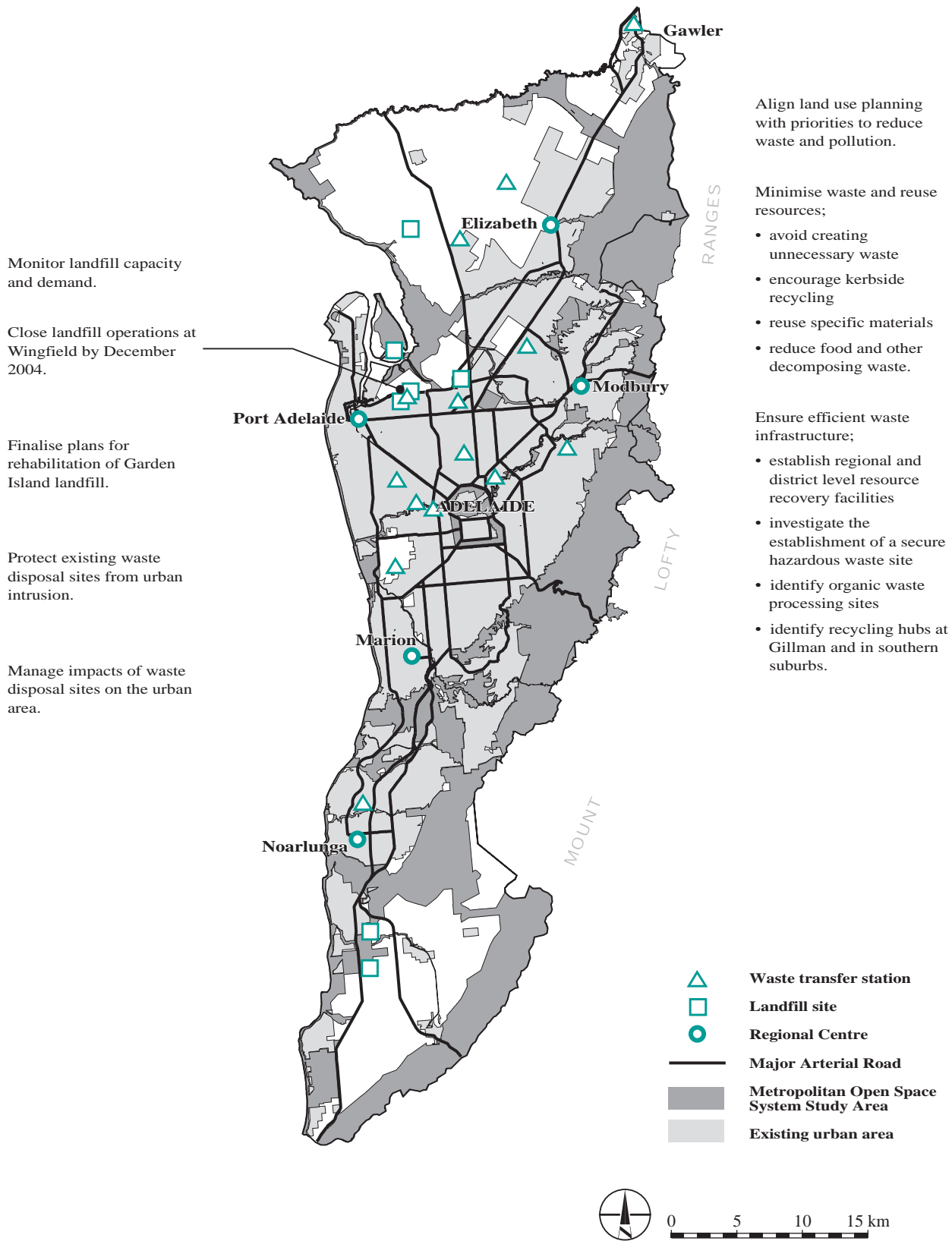


Figure 15

Waste Management

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

- 4. Assist local councils to establish local integrated environmental plans that are consistent with catchment management plans.**

WATER

- 5. Manage water resources for metropolitan Adelaide in an ecologically sustainable way.**

- a) Conserve and manage scarce water resources, both for metropolitan domestic and agricultural uses.
- b) Develop design methods and infrastructure for the efficient and integrated management and use of local rainwater, stormwater, re-useable sewage effluent, industrial waste water, and ground water.
- c) Develop an integrated approach to water supply for metropolitan Adelaide to maintain the security of future supply and reduce water diversions from the River Murray.

BIODIVERSITY, OPEN SPACE AND RECREATION

- 6. Conserve biodiversity.**

- a) Document and conserve biodiversity and natural habitat areas, including remnants of pre-European settlement native vegetation.
- b) Identify biodiversity conservation priorities and opportunities to extend the Urban Forest Biodiversity Program in line with MOSS objectives.
- c) Use open space obtained through the Metropolitan Open Space System, stormwater catchment management program, coastal management and other relevant programs to integrate and conserve biodiversity and natural habitats.
- d) Protect significant urban trees.

- 7. Develop the Metropolitan Open Space System (MOSS) for regional open space needs.**

- a) Undertake detailed investigations to define the MOSS boundary in Development Plans and initiate Plan Amendments Reports to give effect to appropriate MOSS zoning.
- b) Link regional open spaces, the Hills, watercourses and along the coast through an enhanced MOSS.
- c) Link MOSS with major environmental initiatives including the Greater Mount Lofty Parklands, water catchment management and the urban forest initiatives.
- d) Ensure that the development of both public and private MOSS land does not compromise conservation, recreation and landscape values.
- e) Protect open space areas of conservation significance.
- f) Adopt performance measures that will protect scenic routes and landscapes.
- g) Extend planting of appropriate vegetation, in conjunction with other landscaping to provide visual features in open space focus areas.
- h) Enhance and protect the environment, and promote public access to, and enjoyment of the coast for recreation and tourism through regional scale parkland implementation strategies.
- i) Support the development of regional facilities, regional open space and MOSS for public use and capitalise on the economic opportunities they present.
- j) Provide for a variety of recreation and sport facilities that cater for all community needs, including the multi-use of schools and other public facilities.

LAND

8. Protect the land associated with the use of scarce resources and maintain opportunities for land based effluent disposal and reuse.

- a) Assess the capability of open land within and adjacent to metropolitan Adelaide before making decisions regarding changes to its use.

9. Protect land and groundwater from contamination and encourage the progressive restoration of contaminated land where a risk to human health or the environment exists.

- a) Encourage industry to identify, assess and remediate land or groundwater that is contaminated due to previous industrial or agricultural activity.
- b) Ensure that land identified as presenting an unacceptable risk to human health or the environment (including surface and underground water) is properly assessed and remediated.
- c) Develop performance based policies to protect land from contamination.
- d) Encourage local government to develop registers of sites that have a history of uses that are indicative of potential contamination.

10. Minimise the loss of productive agricultural land and encroachment by other uses.

HILLS FACE ZONE

11. Protect the Hills Face Zone.

- a) Ensure strong controls over the Hills Face Zone.
- b) Ensure adequate protection of the hills environment, especially areas visible from the Adelaide plains.

COASTAL, ESTUARINE AND MARINE

12. Develop and implement an integrated system for managing coastal, marine and estuarine environments and resources in an ecologically sustainable way.

- a) Manage and protect the metropolitan beaches for recreation, conservation and tourism benefits.
- b) Protect the physical and economic resources of the coastal environment from encroaching urban development.
- c) Continue to monitor the condition of the coast to withstand storm erosion without damage to infrastructure.
- d) Identify, conserve and maintain environmentally significant places in coastal and estuarine waters and on coastal land.
- e) Limit further seagrass loss and assess the existing impacts on the marine environment, including on the coast and on commercial and recreational fishing.
- f) Establish marine protected areas to preserve their biodiversity.
- g) Develop a marine and coastal biodiversity strategy to manage, research and monitor policies to best protect the State's marine and coastal habitats.
- h) Establish a dolphin sanctuary in the Port River and Barker inlet.

13. Link coastal activity centres and revitalise coastal areas.

- a) As part of MOSS, develop a coastal park from North Haven to Sellicks Beach with principal nodes of activity.

- b) Reinforce the diversity of the coastline, in line with regional scale parkland implementation strategies, ensuring that development takes place in appropriate locations and that social, economic and environmental values are achieved.
- c) Protect the natural values of coastal areas whilst accommodating sensitively developed recreation and tourist facilities.
- d) Ensure provision of safe mooring, boat ramps and launching facilities for recreational boating at appropriate sites.
- e) Develop jetties as activity centres for leisure and tourism.
- f) Provide a shared use pathway along the coast linking coastal features and activity centres.

GREENHOUSE AND ENERGY

14. Reduce the greenhouse effect through improving the efficiency of energy use, energy conservation and the development of renewable sources of energy.

- a) Include climate change and sea level rise in planning for coastal and agricultural areas and in protecting and conserving biological diversity.
- b) Develop and apply design and construction measures to reduce greenhouse gas emissions.
- c) Identify and implement the most cost effective options for reducing greenhouse gas emissions from transport and urban development.
- d) Support initiatives to reduce greenhouse gas emissions on an area basis.
- e) Contain urban development within a growth boundary and conserve open space, agricultural and rural land.
- f) Encourage the regeneration of degraded rural land.

15. Reduce energy demand.

- a) Introduce incentives for the use of public transport and for alternative forms of transport, including cycling and walking.
- b) Promote public awareness of energy efficient vehicles, driving techniques and of alternative transport fuels.
- c) Promote the use of energy efficient materials and building technology.
- d) Promote incentives for energy conservation in buildings (eg tariff structures or rebates).
- e) Promote energy efficient subdivisions and building design and require new dwellings and major extensions to meet energy standards.
- f) Promote alternative sources of energy generation and cogeneration and sharing of infrastructure by industry.

POLLUTION

16. Revise performance standards relating to noise, air pollution, waste storage and disposal, dangerous goods handling and industry operating hours.

17. Improve environmental conditions in metropolitan Adelaide and the north-western suburbs in particular, by introducing measures to address air pollution, stormwater management, and sewage treatment and disposal.

- a) Reduce the discharge of sewage effluent into the marine environment through land based disposal and treatment.

- b) Introduce new incentives to:
 - protect and improve underground, surface and marine water quality
 - ensure a consistent approach to water quality improvement within South Australia
 - encourage re-use and recycling of water
 - extend effluent reuse in the Southern metropolitan area.

18. Develop programs for the beneficial and safe use of sewage sludge.

19. Improve standards and incentives to reduce pollution.

- a) Include appropriate noise abatement in the design of development, including noise attenuation from external and internal sources in housing design and construction.
- b) Monitor and progressively reduce liquid, solid and gaseous waste discharges into the metropolitan environment.
- c) Improve the productivity and efficiency of activities that produce waste through cleaner industry production methods.

20. Align land use planning with priorities to reduce waste and pollution.

- a) Prepare and implement neighbourhood and regional waste management strategies that include recycling and re-use.

21. Locate waste facilities in an orderly and rational manner.

- a) Monitor landfill capacity and demand.
- b) Reduce the need for landfill by active encouragement of recycling and reduction of organic, construction and demolition waste.
- c) Minimise the impact of waste operations on public and environmental health and safety.
- d) Encourage, promote and coordinate efforts to improve efficiencies and economies of scale in solid waste management.
- e) Ensure the protection of the community from liabilities arising from poor waste management practices by upgrading existing practices.
- f) Prepare closure plans for existing landfills.
- g) Prevent landfill operations located within watercatchments or close to housing or that could cause any pollution of ground water.
- h) Ensure supporting infrastructure at the regional, district and neighbourhood levels.
- i) Establish regional waste management arrangements.

22. Minimise waste through a range of approaches including avoidance, reduction, recycling, reuse and recovery of materials.

- a) Avoid creating unnecessary waste.
- b) Encourage kerbside recycling.
- c) Re-use specific materials including oil, waste tyres, green waste and demolition waste.
- d) Develop new markets and strategies for collected materials.
- e) Encourage industry to embrace the concept of waste minimisation.
- f) Establish baseline information on waste management from which performance measurements can be developed.

23. Encourage and promote composting using best practice methods as a means of reducing waste disposed to landfill.

- a) Identify suitable organic waste processing sites.
- b) Plan for a recycling hub at Gillman/Dry Creek.
- c) Identify a recycling hub for the southern suburbs.

24. Encourage recycling and reuse of waste lubricating oils.

25. Investigate the establishment of a secure hazardous waste repository.

26. Reduce hazards in commercial and industrial waste.

- a) Reduce contaminants in industrial waste discharged into the sewerage system.
- b) Ensure listed wastes are managed effectively and efficiently.
- c) Ensure the safe and efficient transport of listed wastes to protect the community and the environment.
- d) Collect and treat hazardous household and agricultural chemicals.

HAZARDS

27. Minimise risks and hazards.

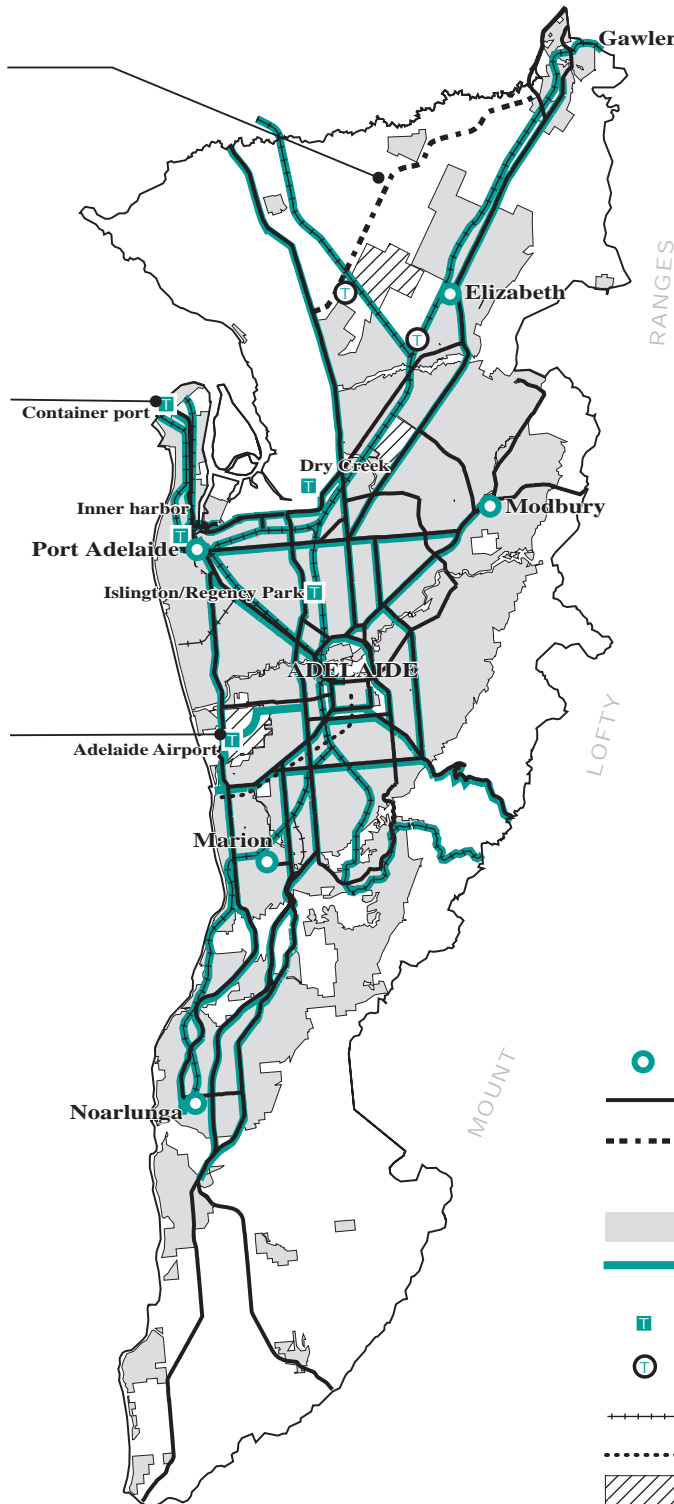
- a) Identify areas susceptible to significant hazards for the information of the public and development approval authorities including fire, flood, earthquakes, coastal erosion, storm tide flooding and sea level rise.
- b) Undertake research and prescribe for the production, storage and handling of potentially hazardous substances, including the identification of transport routes and storage locations.

28. Avoid disturbance of acid sulphate soils.

- a) Identify areas containing acid sulphate soils.
- b) Determine the level of risk of acid formation from various land uses to enable the introduction of appropriate land use policies.
- c) Establish management practices to mitigate the impacts of any acid produced through disturbance of acid sulphate soils.
- d) Introduce remedial measures to reduce the volume and frequency of acid water outflows.

ACCESS

- Define and reserve a new northern National Highway corridor.
- Promote the development and operation of a fully integrated transport system.
- Improve integration of strategic transport and land use planning.
- Ensure port facilities meet the needs of SA business and niche markets.
- Improve freight movement throughout the metropolitan area.
- Plan for low impact freight routes.
- Ensure compatible land use around terminal sites and access routes.
- Upgrade Adelaide Airport.
- Improve road train access to northern Adelaide and access for B-double and other vehicle combinations.
- Better manage road network capacity.
- Provide priority to buses and freight vehicles on selected routes.
- Explore non-transport solutions to reduce travel demand and travel related problems.
- Use Intelligent Transport Systems at intersections and shopping areas on arterial roads.
- Encourage off-street parking at strip centres.



- Develop the Port River Expressway including rail.
- Upgrade Port of Adelaide to accommodate large grain ships.
- Complete the upgrade of the north-south corridor for freight access.
- Upgrade Main North Road.
- Develop the road network within the Mitcham Hills.
- Improve transport systems for strategically important manufacturing industries.
- Upgrade:
 - Portrush Road
 - Glen Osmond Road
 - Britannia Roundabout
 - Robe Terrace
 - Torrens Road.
- Develop a ring route around the city including a City West bypass with radial routes that focus on regional centres.
- Encourage use of rail services for freight and complete the Adelaide-Darwin rail.

	Regional Centre
	Major Arterial Road
	Transport Corridors subject to investigation for possible longer term development
	Existing urban area
	Existing main commuter, commercial and freight routes
	Major freight terminals
	Proposed major freight terminals
	Major rail
	Tram
	Airports

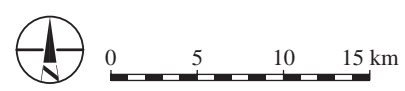


Figure 16 Access

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

5 ACCESS

5.1 GOALS

- Integrated transport and land use.
- Efficient movement of people and goods.
- Effective alternatives to private car travel.
- Increased use of cycling and walking.
- Efficient transit links between regional centres and the city.
- Efficient and safe freight transport.
- A well-connected transport network.

5.2 PRIORITIES

- Better link transport and employment activity.
- Reduce travel through changes to metropolitan urban form.
- Reduce unnecessary travel demand.
- Reduce the costs of travel through household behavior.
- Reduce greenhouse gas emissions.
- Reduce transport infrastructure costs and travel impacts.
- Apply intelligent transport systems.
- Improve public transport travel, corridors and services.
- Promote alternative modes of travel.
- Provide transport advantage and improved safety.
- Cater for road freight demand.
- Improve freight movement in the metropolitan area.

5.3 ACCESSIBILITY IN ADELAIDE

Adelaide is an accessible city compared with other Australian capitals. The community values overall lower levels of traffic congestion. Metropolitan Adelaide has several centres of activity, including the Adelaide City Centre, which is the principal focus for the economic, social and political life of metropolitan Adelaide, and the State. The Regional Centres at Elizabeth, Modbury, Marion, Noarlunga and Port Adelaide function as the main centres outside the city centre. Each of these major nodes is well served by public transport with high frequency services along major corridors.

People have different views about private transport in Adelaide. There are arguments in favor of limiting the use of the car, to reduce environmental damage, particularly from fuel use and the contribution to greenhouse gas emissions. In addition, the adverse effect of traffic in local streets adjacent to busy arterial roads is a major concern. Nevertheless, there is a widespread preference for, and reliance on, private transport. Women in particular have improved their access to a range of services and facilities. People value personal mobility and their choices should be respected if the cost of private transport reflects the real social, environmental and economic cost.

Public transport has a crucial role to play in a sustainable transport system as a potential primary mode of travel for everyone. It is an everyday necessity for people who cannot drive nor have access to a car. This group includes a large proportion of the aged, youth, people with disabilities and the unemployed and home carers.

ACCESS

Substitute physical travel with improved communications for working, shopping and other purposes.

Focus high frequency public transport between regional centres and the city with a network of interchanges for feeder services and private vehicles.

Increase use and safety of cycling and walking and provide better links with public transport.

Increase the awareness of the costs and impacts of car usage.

Make effective use of road infrastructure.

Maximise the use of dedicated public transport corridors and existing infrastructure.

Reinforce cross suburban connecting services and feeder services and link community transport to metropolitan services.

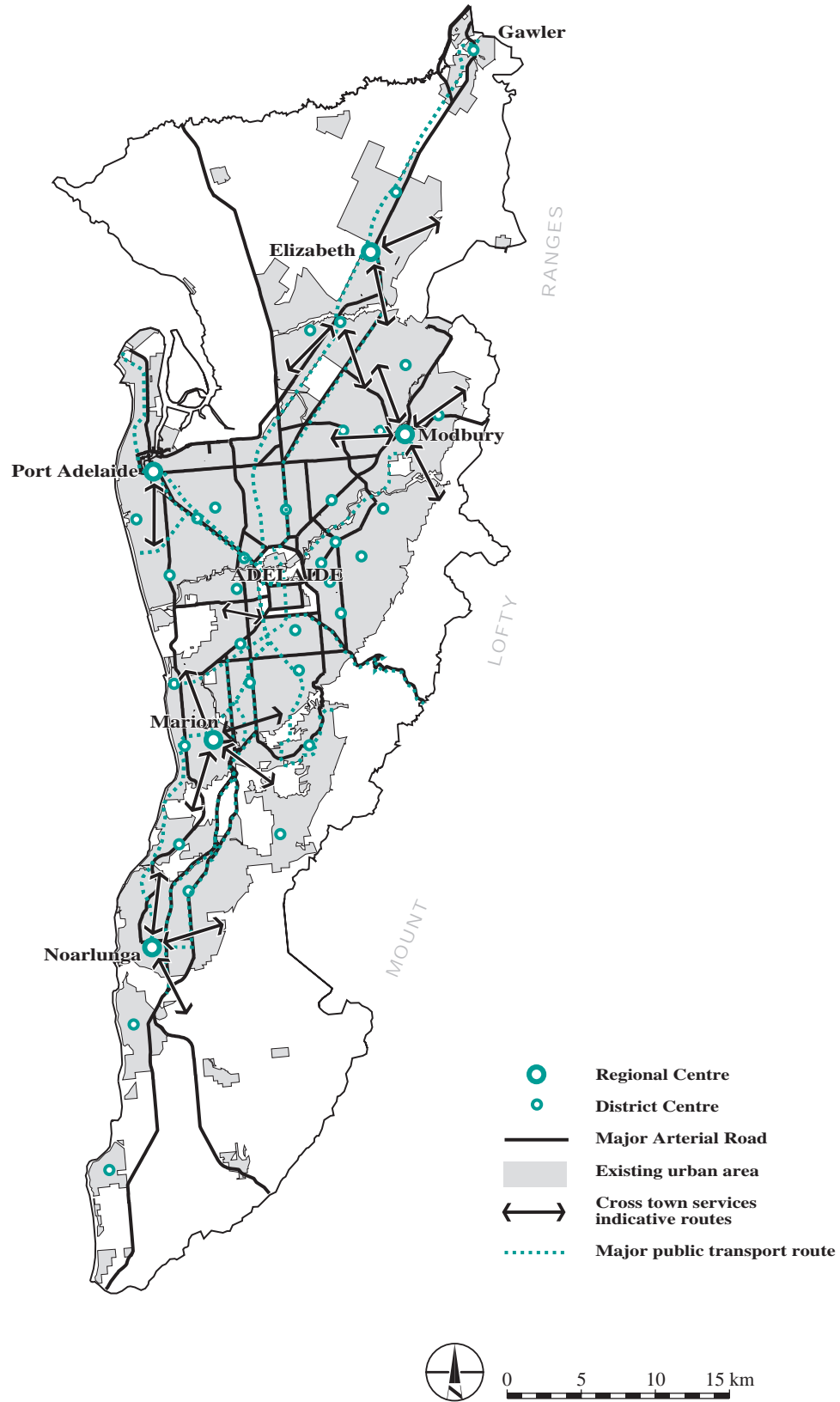


Figure 17

Public Transport

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

5.4 COMMERCIAL TRANSPORT

The transport system is important to the State's economic performance and development. The value of roads and public transport assets in South Australia amounts to approximately \$6 billion. In addition, the annual costs of owning and operating road-based vehicles amounts to about \$4.3 billion, with commercial vehicles accounting for more than half of this cost. By the late 1990's the transport, storage and communications sector contributed around 9% to Gross State Product and employed about 30 000 people.

Rail, sea and air linkages from and into the metropolitan area have always been important to the economic viability and competitive position of this State. Commodities will remain important exports but there is also a growing trend to efficient transport for assembly and export. Systems that reduce the risk for perishable goods, such as flowers, meat, fruit, vegetables and seafood, and improve efficiency at rail, sea and air terminals will provide an important basis for competitiveness in new markets. Rail freight contributes to reduced traffic on metropolitan roads and by doing so helps reduce road congestion, greenhouse gas emissions and accidents.

Adelaide also has large ports, coupled with flexible, efficient and congestion free operation. They cater for roll-on roll-off, containerised and bulk cargoes including the export of live sheep, meat, grains, malt, fruit, vegetables, seafood wine, wool and a wide variety of manufactured products including automotive components and complete motor vehicles made by the local car industry. Excellent facilities are also provided for the import trade of timber, refined petroleum, paper products, iron and steel, motor vehicles and parts.

Adelaide's business sector is contributing to an increase in the number of trips made by car. While Adelaide's businesses have traditionally been located in or near the Central Business District (CBD), they are less likely to be so in future. This is because Adelaide's employment is mainly associated with small business located throughout the metropolitan area.

5.5 STRATEGIES

1. Prepare a Plan to deliver an integrated efficient transport system for Adelaide.

TRAVEL DEMAND

2. Reduce demands for journey to work.

- a) Encourage employment in major centres.
- b) Support working from home.
- c) Apply travel demand strategies to individuals who rely on private travel.
- d) Provide an efficient public transport system.

3. Reduce travel through better urban planning and urban regeneration.

- a) Develop transport infrastructure for the metropolitan area that reflects changing land use and population.
- b) Ensure provision is made in new residential areas for buses.
- c) Encourage urban development that reduces reliance on private, long distance travel.
- d) Link development to public transport nodes.

4. Reduce unnecessary travel.

- a) Reduce the overall demand for private travel by pursuing a variety of infrastructure and non-infrastructure initiatives such as high occupancy vehicle lanes, intersection priority schemes and travel behaviour change.

- b) Promote the benefits of flexible work, education and shopping hours and pursue policies which support this.
- c) Increase the number of private car users sharing a ride through car pooling and ride sharing schemes.

5. Promote alternative modes.

- a) Encourage people to travel on passenger transport.
- b) Continue to improve infrastructure for cycling.
- c) Facilitate low power/size motorcycles.

6. Substitute physical travel with improved communications.

- a) Support telecommuting and online service provision including working from home or local work centres.

7. Explore non-transport solutions to identified problems as an alternative to changes to the transport system.

- a) Change household behaviour and reduce personal costs.
- b) Provide information that encourages travel other than by private car.
- c) Increase public awareness of the costs of using cars, including the social and environment cost as well as financial cost.

LAND USE & TRANSPORT

8. Integrate land use and transport.

- a) Coordinate transport and land use planning to maximise social and economic benefits and accessibility to public transport.
- b) Ensure that passenger transport access is catered for in new residential, retail and office development.
- c) Ensure that developments having a high number of employees or visitors are located in Centres or close to major public transport nodes.
- d) Ensure that land use reflects the various primary transport functions of roads and other transport infrastructure.
- e) Connect cycling, walking, public transport and parking facilities.
- f) Assess the transport implications of land use change and development.

ROADS

9. Manage road network capacity.

- a) Reduce congestion through traffic management measures at important and strategic locations and through network-wide management strategies.
- b) Promote the development of off-street parking on major arterial roads, particularly at retail centres.
- c) Reduce transport infrastructure costs and travel impacts.
- d) Develop a ring route, including a City West bypass, around the City of Adelaide with radial routes that focus on regional centres.
- e) Define and reserve a new northern National Highway corridor.
- f) Manage the arterial and local road hierarchy.
- g) Implement special vehicle lanes and traffic management techniques for important road functions, such as freight, public transport, cycling and walking.

- h) Ensure development and access locations adjacent to the road transport system are consistent with the role and function that the road performs.
- i) Continue to implement road safety initiatives.
- j) Manage road space to balance the demands of parking and traffic flow during the peak hour, particularly through shopping precincts.
- k) Manage traffic in local area precincts to improve local amenity.
- l) Adopt appropriate standards for the construction, upgrading, maintenance and management of roads servicing industry zones.

INTELLIGENT TRANSPORT SYSTEMS

10. Apply Intelligent Transport Systems as part of integrated solutions to transport management issues

- a) Target investment at intersections, to improve peak-hour traffic flow and to limit traffic in local streets.
- b) Use Intelligent Transport Systems in shopping areas on arterial roads.
- c) Investigate the cost effectiveness of introducing Intelligent Transport Systems for real time passenger information.

PUBLIC TRANSPORT

11. Maximise the use of the dedicated public transport corridors.

- a) Focus high frequency public transport between regional centres and the city with a network of interchanges for feeder services and private vehicles.
- b) Reinforce cross-suburban connecting services and feeder services.
- c) Optimise the use of public transport corridors and existing infrastructure.
- d) Support trains and trams with good connections to buses.
- e) Continue to provide premium services for special markets and events.
- f) Enhance security for public transport users.
- g) Continue to improve ease of access to the public transport system for people with disabilities.
- h) Provide professional support and funding for demonstration services at the local level.
- i) Ensure local community transport is linked to the metropolitan-wide passenger services.
- j) Provide easily accessible information about transport services.

12. Improve connectivity and services to and from the City of Adelaide

- a) Encourage car parking strategies in the city of Adelaide that do not undermine the viability of public transport.
- b) Maintain the strong public transport focus in the city through:
 - pleasant passenger facilities
 - public transport information
 - improved pedestrian access
 - effective traffic management
 - public transport around the city
 - interchanges between the train, buses and trams and pedestrian facilities.

13. Give priority to buses.

- a) Ensure effective bus priority through physical and technological means.
- b) Base road space allocation on numbers of people, rather than vehicles.

14. Develop design guidelines for public transport interchanges so they provide a good service to their users and access for all relevant modes.

- a) Establish standards for the layout of platforms, shelter and protection from the weather, security, lighting, and information to passengers.
- b) Establish standards for operation of interchanges to coordinate different modes.
- c) Implement the standards recommended from the above activities.
- d) Ensure that access for people with disabilities is provided.

ENVIRONMENT

15. Reduce Greenhouse Gas emissions.

- a) Reduce 'Greenhouse Gas' emissions through vehicle standards and technological advances; the use of 'Intelligent Transport Systems' and "green" passenger transport fleets.
- b) Make explicit the environmental, social, health and financial costs of the transport system.

CYCLING AND WALKING

16. Improve facilities and safety for cycling and walking.

- a) Develop a comprehensive network of safe, protected cycle paths, tracks, links, storage and other facilities in metropolitan Adelaide linked to activity centres and public transport.
- b) Supply services for travel by the aged and people with disabilities.
- c) Improve safety for all pedestrians including children, the aged and people with disabilities.
- d) Include facilities for cycling as a component of development, traffic management and community planning.

FREIGHT

17. Improve freight movement throughout the metropolitan area.

- a) Plan for low impact freight routes.
- b) Where possible reduce heavy vehicle noise and emission levels.
- c) Ensure compatible land use adjacent to inter-modal terminals, freight facilities, major arterial roads and rail corridors.
- d) Where possible, encourage heavy commercial vehicles away from residential areas.
- e) Encourage off-street parking facilities for all types of goods and services vehicles.
- f) Provide information on the value and significance of freight transport.
- g) Improve transport systems for strategically important manufacturing industries.
- h) Encourage the increased use of rail services and complete the Adelaide-Darwin rail.
- i) Improve access for B-Doubles and other vehicle combinations.
- j) Minimise travel distances for commercial traffic.
- k) Promote the movement of goods by the most efficient means.

18. Improve Intra-urban freight delivery times.

- a) Encourage industry to deliver freight when the road network is least congested.
- b) Reduce travel times by informing goods and service vehicles about the road network status/condition.
- c) Apply Intelligent Transport Systems to aid 'just in time' and 'time definite' deliveries.

AIR, RAIL AND SEA

19. Air Transport

- a) Support the upgrade of Adelaide Airport and provide an integrated international and domestic terminal.
- b) Encourage support for national and international airlines to increase frequency of flights to Adelaide.
- c) Control land uses around terminal sites and along the access routes so they are compatible with the terminal system.
- d) Plan for improvements to transporting perishable goods.
- e) Ensure regional airports and airstrips throughout the State are operated, maintained and developed in accordance with needs.
- f) Monitor and plan for the demand for general aviation facilities, particularly at Parafield Airport.
- g) Ensure urban planning policies provide for long term sustainability of airport operations for airport related uses, while minimising the impact in surrounding communities.

20. Rail Transport

- a) Protect and promote rail corridors for rail transport and related strategic activity.
- b) Encourage freight transport by rail where road is currently used and where sea is not a suitable alternative.
- c) Examine how to increase the use of rail transport for freight between metropolitan Adelaide, including port facilities and regional South Australia.
- d) Develop the Port River expressway to reduce rail distances and travel time for freight destined for the Outer Harbor Container Terminal.
- e) Encourage open, competitive access to the national rail network on a consistent and equitable basis.
- f) Encourage harmonisation of operating standards, systems and administrative procedures.

21. Sea Transport

- a) Ensure the port facilities at the Port of Adelaide can adequately meet the needs of SA business and provide for intrastate, interstate and international niche markets and support the third river crossing.
- b) Pursue the upgrade of metropolitan port facilities to accommodate large grain ships.
- c) Improve Cargo Chain performance for export and import sea freight to maximise the competitive advantage of industry in its markets.
- d) Remove constraints on reliable and competitive sea cargo movements.
- e) Facilitate sea freight service improvements by working with industry.

6 ARTS, HERITAGE AND DESIGN

6.1 GOALS

- An Arts policy focus across Government.
- A broad concept of heritage that includes cultural identity.
- A strong national and international image for the city.
- An urban environment responsive to public values and needs.
- A strong 'sense of place' and identity within the built environment.
- A climate within which good design can flourish.

6.2 PRIORITIES

- Acknowledge, protect and enhance the public realm.
- Conserve defined State and local places of cultural and built heritage.
- Improve the quality of urban design.
- Provide urban design advice at the State and local government levels.
- Implement an Urban Design Charter for Government.

6.3 CHARACTER AND CHANGE

The open character of Adelaide, its sense of place between the hills and the sea, its peaceful setting, convenience and ease of movement are appreciated and enjoyed by residents and visitors alike. The older buildings and localities represent important elements of its character and are significant to its people. They are also important for economic activity, by attracting investors and tourists to the city.

Many people believe that the character of Adelaide needs to be maintained, particularly in the Central Business District where old stone buildings can be restored with well designed developments, suited to existing streets and precincts with comfortable spaces for city workers, shoppers and tourists.

The character of local areas is also highly valued. People frequently express a need to 'belong' to an area and have a sense of satisfaction when they do. Adelaide developed as a series of villages and people are attracted to the notion of conserving the features of the built and natural environment that reflects the special character of their area.

Cities are dynamic places shaped by people's changing demands. Development and redevelopment continue, even with a relatively slow rate of population growth. Even older areas need investment to replace and maintain their infrastructure and landscaping. The reaction to poor quality development in the immediate past and the common preference for older buildings and areas should not undermine confidence in the ability to build new high quality environments.

6.4 HERITAGE AND LAND

Aboriginal Heritage

Aboriginal sites are afforded protection under the Aboriginal Heritage Act 1988 whether they are recorded or not. A database provides timely and detailed information on Aboriginal Heritage Sites. Difficulties have been experienced in establishing clear guidelines for development affecting Aboriginal sites. Delay or uncertainty can be avoided by early discussion both at the policy-making stage and for specific development proposals. There are many opportunities for promoting unique aspects of local heritage by identifying, conserving and promoting Aboriginal heritage. Aboriginal people need to be better involved in planning and development for their areas and increased attention needs to be given to accommodating indigenous cultural heritage, land rights and other interests in planning and policy making processes.

The common law recognition of native title and the enactment of Commonwealth legislation mean that native title must be taken into account by government agencies and other persons with an interest in land. In effect, native title claimants, and in their absence the Aboriginal Legal Rights Movement, have a valid and significant place at the negotiating table in the consideration of any proposal that could affect those parts of the State over which native title might reasonably be expected to exist.

Negotiated Indigenous Land Use Agreements (ILUA) under the Native Title Act are emerging as a real alternative in order to resolve these issues much sooner and at much lower cost than litigation, resulting in greater certainty about land use and a more positive climate for future relationships.

Non-Aboriginal Heritage

Many places in metropolitan Adelaide contain buildings, structures and sites of National, State and local cultural and natural heritage value, including shipwrecks. It is important that these places are identified, listed, conserved and promoted. Effectively conserving, using and managing the State's heritage assets requires a partnership between the State and local governments, landowners and the community.

6.5 PLACES FOR PEOPLE

People like to enjoy the places where they work, play and meet. Adelaide has become much more responsive to meeting those needs, with well designed projects adding significantly to quality of life. An urban design-based approach to planning for places involves an integrated, multi-disciplinary approach to developing projects. This may involve changes to places on a range of levels, from broad structural and physical improvements to proposals for art in public places.

The design-based approach involves:

- bringing together a range of skilled experts (for example planners, architects, transport planners, marketers, artists etc)
- thorough analysis of existing conditions, including the physical and social context of the place/locality
- identifying and testing alternative options
- consulting with a range of stakeholders and other members of the community.

A design-based approach represents an opportunity to develop solutions that respond to the unique conditions and characteristics of a place or locality. These solutions should enhance the quality of urban environments, reflect the aspirations of local communities, improve economic competitiveness and sustain the natural environment.

Design-based approaches are useful because they invariably signal a three-dimensional design vision for a place or locality, which allows us to visualise how these spaces might be developed and used both now and in the future.

6.6 STRATEGIES

ARTS

1. **Promote South Australia as the focus for Aboriginal arts, crafts and culture.**
2. **Encourage an arts component in the public realm, especially in major development projects and in precinct development within the Adelaide City Centre.**
 - a) Support art in public places.
 - b) Include an arts component as part of all new public works projects.

HERITAGE

3. **Ensure that the scope of heritage conservation includes places of Aboriginal and non-Aboriginal heritage value and local importance.**
 - a) Ensure items and places of State and local heritage importance are recorded, listed and conserved.
 - b) Continue arrangements for the State and local government to list, protect and require the conservation of items of State and local heritage value.
 - c) Designate important character areas where control over development has particular regard to issues of cultural heritage and visual character.
 - d) Encourage cost-effective promotion and management of heritage through groups such as the National Trust and community groups.
4. **Improve community consultation and education with respect to heritage conservation.**
 - a) Provide for individual consultation with owners of heritage property before and during the listing process.
 - b) Provide opportunities for owners of heritage property to contest a decision to require retention.
 - c) Support local government and community initiatives for education and advice regarding heritage conservation.
 - d) Encourage the private sector, through incentives to recognise the economic and social value of heritage conservation in, for example, tourism projects.
 - e) Encourage consultation with Aboriginal people and communities in areas of Aboriginal significance.
5. **Protect significant urban trees.**

DESIGN

6. **Strengthen mechanisms in government to ensure integrated urban design outcomes by implementing an Urban Design Charter across Government.**
 - a) Develop a range of urban design tools to guide good design in development applications and their assessment.
 - b) Incorporate urban design in project planning and delivery.
 - c) Ensure that urban development respects the limitations and requirements of natural systems and habitats of water regimes, climate, flora and fauna.
 - d) Tailor projects to respond to and reinforce local built and environmental characteristics and identity.
 - e) Create integrated, efficient, high quality environments that attract investment and enterprise.

- f) Meet people's needs and optimise diversity by providing places that accommodate a wide range of activities.
- g) Forge connections with the past through appropriate responses to historic items and settings to ensure continuity of important physical, cultural and social elements.
- h) Invest in urban design skills and training to enhance understanding of the implications of developments in the urban environment.

7. Promote good design in public spaces.

- a) Facilitate the upgrade of civic spaces, particularly those in centres and major movement corridors.
- b) Improve the quality and performance of public spaces and their responsiveness to the expectations and ambitions of the community.
- c) Encourage the involvement of artists within urban development and in places of public access.

8. Encourage good design that reinforces a sense of place and community in neighbourhoods, particularly for infill development in established suburbs.

9. Establish urban design guidelines that reflect community values.

- a) Develop techniques for evaluating community opinion on matters of neighbourhood character and design.
- b) Prepare indicative design guidelines for strategic sites where pressures for development are likely.
- c) Prepare urban design guidelines for crime prevention for both existing and new urban areas.

10. Improve existing and new built environments through a focus on strategic urban design, in particular infrastructure linkages, open space, built form and scale, accessibility and environmental management.

11. Support urban design at local government level.

- a) Encourage local government to establish urban design advisory panels to:
 - advise on the urban design merit of development proposals to be considered by development control authorities
 - advise on urban design measures for improvement of the public realm.
- b) Provide incentives for strategic urban design within local government.

12. Promote good design awareness and expertise within metropolitan Adelaide through education.

- a) Provide incentives for good design and support the involvement of artists, through exhibitions, competitions, commissions for major works, design for public spaces and demonstration projects.
- b) Support local government and community initiatives in local area design, cultural planning and public art.
- c) Encourage education and professional development in urban design.
- d) Support design education programs.

AREAS OF ADELAIDE

The second part of this strategy is divided into four sections. It is introduced by discussion of the urban form and outlines the different effects which the proposals contained in this Planning Strategy will have in the main sectors of Adelaide - Central, Northern and Southern.

The houses, roads, factories, open spaces and other areas that together make up Adelaide represent a very large investment built up over time. As a whole, they change slowly. New planning strategies will not suddenly transform Adelaide into a different city. Change will be managed to protect the city's desirable cultural, economic and environmental attributes, to achieve improvements progressively and at every opportunity.

The three sectors described in the following section differ slightly from those in the January 1998 version of the Metropolitan Planning Strategy so that the revised sector boundaries reflect current local government boundaries. The main changes are the inclusion of parts of the former Enfield Council within the central sector rather than the northern sector and the inclusion of parts of Marion Council in the central sector rather than the southern sector. The relevant statistics are also adjusted accordingly.

URBAN FORM

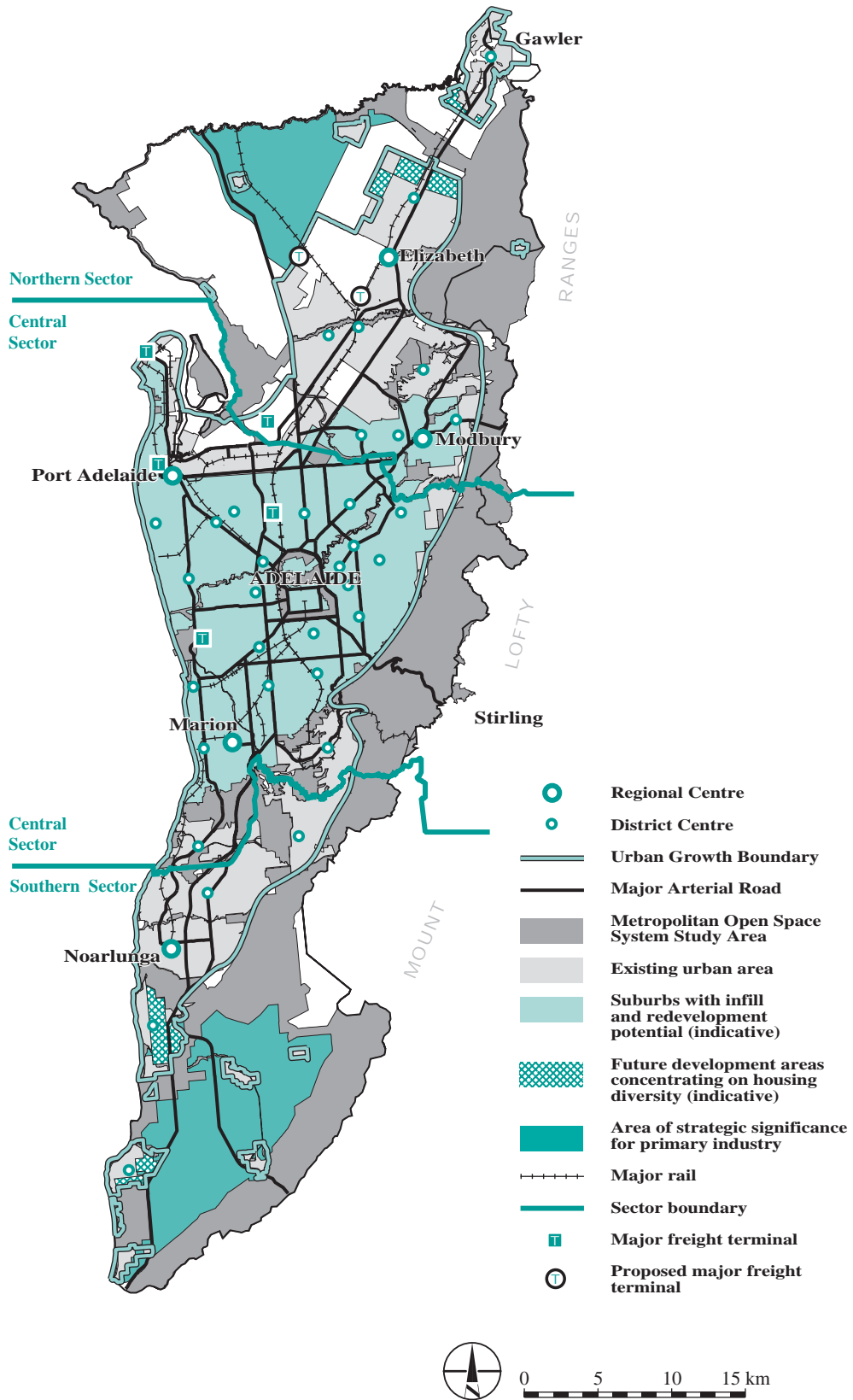


Figure 18

Urban Form

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

7 URBAN FORM

The form of the city is determined by a choice of alternatives. Competing goals are reconciled by making conscious choices from the alternatives, balancing the competing objectives according to the circumstances of the particular area.

7.1 LIVING ENVIRONMENTS

Three factors strongly influence how future demand for living space will be met:

- Many different types of housing have gained in popularity, including town houses and apartments. Nevertheless, single storey detached houses still account for most new construction. People know what they want in a house and their preference should not be unreasonably constrained.
- Urban regeneration will be achieved through infill development of vacant and underused sites, recycling of existing buildings and sensitive redevelopment of some existing suburbs. It will provide greater choice of housing through new and diverse types of housing. It will help in reversing population decline in inner areas and provide housing that can be adapted to lifestyle and lifecycle demands. Importantly, it will do so by maintaining the positive characteristics of existing suburbs and by reinforcing the liveability of these areas.
- Sufficient areas for urban development will be provided within an Urban Growth Boundary. Areas allocated to outer area development can and should be reduced. Areas that will not be required for development will be put to productive agricultural use or conserved as open space. Urban infill will continue to slow, but will not halt fringe growth. Infill development will not divert all demand from outer areas. Nevertheless, population projections indicate a slower future rate of population growth in the metropolitan area. Land supply in existing residential zones in outer areas is now expected to be sufficient to meet future housing needs for at least the next fifteen to twenty years.

More diverse medium density housing will be developed and poor quality housing and living areas will be redeveloped and revitalised. Housing and subdivisions developed at the fringe in this period will also be more compact than in previous years. The urban form of living environments of the future must be able to sustain viable communities.

7.2 URBAN REGENERATION

Priorities for urban regeneration include development of housing on suitable surplus or remediated sites, recycled buildings and underused land in and near major centres and on the public transport network, particularly adjacent to rail stations. Particular attention will be given to the north west, between the cities of Adelaide and Port Adelaide. The postwar middle suburbs provide major opportunities for regeneration, while addressing impacts on local heritage and character and housing affordability. Regeneration should occur in a way that increases the use of public transport and results in better use of transport infrastructure.

Major opportunities have been provided and still exist for infill development within the metropolitan area on underused land. Progressive development of this land for residential and other uses has slowed expansion of the metropolitan area and provides the opportunity to improve the quality and efficiency of existing urban areas. It also acts as a catalyst for the regeneration of adjacent disadvantaged areas.

There are opportunities for higher density housing in areas of special environmental quality, such as coastal centres and near large parks and open spaces. There will be an increasing focus on urban regeneration to revitalise older communities and to disperse concentrations of public housing. Urban regeneration has the potential to facilitate positive economic, environmental and social invigoration of disadvantaged areas if physical changes are linked to opportunities for education, training and employment and social and cultural programs.

To achieve a more balanced population and age profile, and to retain a balanced income mix in the middle suburbs between Gepps Cross and Darlington, it will be necessary to ensure a high level of dwelling construction over the long term. An essential urban regeneration strategy is to set in place the mechanisms that can deliver affordable housing within the established suburbs to ensure that all people have a real choice of residential location.

Urban regeneration, catering for changing needs, reversing population decline in the central sector of Adelaide and creating more liveable neighbourhoods will slow the demand for fringe growth over the next decade. Some urban development will continue at the fringe and careful planning of location and quality is needed.

7.3 URBAN GROWTH BOUNDARY

The outward growth of Adelaide has slowed significantly over recent years with the changing nature of home ownership, lifestyle preferences and changing demographic trends.

Areas for development will be provided within an Urban Growth Boundary that will cater for at least fifteen years of forecast urban growth and provide greater certainty over areas that will not be required for development. Areas that will not be required will be put to productive agricultural use.

The northern areas of metropolitan Adelaide will continue to provide long term urban growth opportunities. Land suitable for urban development is available along established transport corridors and centres of activity. Much of the public infrastructure is already in place. These areas are conveniently located adjacent to the major industrial concentration of the north west Arc of Opportunity. Existing transport infrastructure provides ready access within the remainder of the metropolitan area. Redevelopment around the Elizabeth Centre linked to the industrial development of the surplus DSTO land will provide an impetus to regeneration of the northern region.

Major environmental improvements to the northern area will be required. Extensive revegetation, stormwater management, construction of lakes and creeks, parks and gardens, recreational areas and open space will improve environmental standards and amenity. Reuse of effluent and stormwater will assist this program and reduce stormwater discharge into Gulf St Vincent.

In the areas south of Darlington, McLaren Vale and Willunga Basin, vineyards will continue to be retained. The Southern Vales region is of great economic, cultural and recreational significance to the State, and urban development will be constrained to some sections of the coastal strip to the west of Main South Road.

Environmentally sensitive tourism investment is to be encouraged in the south and a greater proportion of service jobs can be located in the Noarlunga Centre. Surplus Government owned land around Noarlunga Centre also provides an opportunity to improve housing and retail. Completion of Stage 2 of the Southern Expressway will boost employment opportunities in established food, wine and other tourism related industries, while encouraging new businesses to locate in the region.

Maintaining a reasonable balance between housing development and accessible jobs is an important urban objective for the area. The difficulties of providing sufficient employment, together with environmental limitations on southern growth, mean the demand for urban development will be reduced compared with central and northern areas. The southern escarpment places an obvious restriction on further coastal development in the longer term.

Overall, the development of well-designed, high quality living environments - whether this is infill development in the central sector or new subdivisions on the fringe of the southern and northern sectors - is a priority outcome of this strategy. Development at the fringe will need to ensure that adequate services and facilities are provided for people living in these areas. The challenge is to achieve viable communities in all sectors of the metropolitan area, access to services and a high quality of development. At the same time, there is a recognition that the urban growth boundary will

have impacts on areas beyond the metropolitan planning area. These impacts will need to be monitored carefully to ensure that the intent of the boundary, in terms of optimising the use of existing social and physical infrastructure, minimising the need for costly new services, reducing travelling time to and from work and protecting rural and agricultural land is met.

7.4 A MULTI-CENTRED CITY

A progressive shift should take place in the distribution of activities throughout the metropolitan area. The commercial and cultural dominance of the Adelaide City Centre will remain, but as growth occurs, some of the functions currently performed there should be duplicated in metropolitan regional centres. Changes have already taken place in recent years to disperse retailing throughout the metropolitan area, particularly into the regional centres. Offices have spread into various locations, particularly along arterial roads near the city centre. Employment opportunities generally have dispersed and hence the opportunity to create employment centres close to where people live.

The expansion of the suburbs tends to diminish the advantages of the centrality and accessibility of the city centre. Convenience, easy access and working closer to home will assume more and more importance, particularly for those who combine paid employment with family responsibilities. It should also be stressed that the metropolitan labour market has noticeable regional variations. The environmental consequences of Adelaide's linear form are already significant, as it spans 76 kilometres from Gawler to Aldinga. An important objective for Adelaide's future is to reduce the demand for travel. The decentralisation of activities to suburban areas has allowed average trip lengths to remain constant, even as the developed area has grown.

Choices of business location are not open-ended. Economic activities, particularly manufacturing industry, make location decisions to meet their needs to access resources, suppliers, infrastructure and markets. The accumulated investment in the north-west reflects these needs and has resulted in significant capital investment in the region.

Technological change provides an historic chance to influence the location of the growth area of employment in the services sector. Unskilled jobs are increasingly being replaced by technology and new employment created in "services", information processing and a wide range of professional and community services. Much of this economic activity has been located in the city centre. As communication technology expands with the internet, video conferencing and other innovations, this need for centrality will be progressively changed.

We will be able to study, bank, deal with government, buy and sell globally, run businesses from virtually any location and communicate by voice, text and video as part of the global family. The changes will come much faster than most would predict. New methods must be anticipated and adopted so we become leaders in the application of technology to business and lifestyle. Past reports have foreshadowed the potential of service and clerical industry outside of the central city. This is happening to some extent and should be further encouraged. Large numbers of people are already accessing world-wide information sources in working from home.

Adelaide's urban growth requires the development of major centres for economic, service delivery and social activities. Elizabeth and Noarlunga Regional Centres are the preferred locations for much of this growth. They each contain significant opportunity for further investment in retailing and some recreational and government activities. They are also connected by a major public transport link to each other and the Adelaide City Centre. Government action will be critical given investment would otherwise be drawn to areas of past secure financial return, especially the city centre. Government purchase of office space and buildings is a powerful lever.

The other metropolitan regional centres are Port Adelaide, the subject of existing development programs which will be enhanced by industrial development in the north west, Marion and Modbury, which have grown substantially as a result of retail investment. The Marion Centre will also be enhanced by the Domain development project. All these centres are connected by major transport infrastructure.

The railway system, O-Bahn and bus networks provide good public transport links to these centres. The regional centres, district and neighbourhood centres provide locations for activity in support of residential redevelopment in a complex network governed by convenience of access and the opportunity for economic provision of goods and services. While the centres are described by names indicating a hierarchy of importance, they form a continuum of size and function. For example, the Salisbury centre serves a wide area and is at the upper end of the range of district centres. As the surrounding area is nearly fully developed, it is expected to maintain that role.

7.5 INDUSTRIAL ACTIVITY

Historically, South Australia has a strong industrial base. This sector of the economy has been subject to major restructuring as national policies have opened Australia to the global economy. Recent industrial growth has been mainly in high technology industry but traditional manufacturing will continue to be important and, as it becomes more internationally competitive, should grow in output and productivity (not necessarily in aggregate employment). It is an important base to protect.

Industry has two broad components. One serves its local community. These industries and the services that support them provide most opportunity for local employment. The strategy calls for suitable zoned industrial land to provide for these local employment opportunities. The other component of industry is export related, it serves wider markets and generates export incomes. Some products are exported to other parts of the State, others to world markets where they generate external earnings for the Australian economy. Historically, most of the enterprises in this group are located near the south and west of the city and in the north west industrial arc running from Port Adelaide to Elizabeth.

There are good reasons why these export-orientated industries have and will continue to seek locations in these traditional areas. They include labour force skills, established education/training, transport and services infrastructure, the research and development capacity of the universities, DSTO and related major industries such as the automotive industry, metal casting, tooling and technical expertise in the defence and information technology industries. These industries are also located near transport facilities that provide access to national and international markets. Examples include the Adelaide Airport, Port Adelaide, the Islington Freight Centre, the proposed Adelaide to Darwin Rail Link and the extensive freight and terminal/freight forwarding industry that is located in the same region.

This Strategy calls for the provision of land, communications and transport links to provide for these industries, mainly in the north west industrial Arc. The availability of land and efficient transport and communications links across the nation and around the world become essential elements of the urban structure. It therefore requires the:

- development of a transport network which supports regional development addressing inter and intra-regional and cross-metropolitan movements for all purposes
- development and management of strategic freight corridors which support the current and future long distance freight transport needs of commercial vehicles along corridors linking the industrial areas of Adelaide to interstate and international markets and
- development of information technology and technology infrastructure to effectively support the delivery of a range of info tech and technology based services including traded services such as health, education and training.

In addition to strengthening the industrial and manufacturing activities in the north and north west, this Strategy addresses the need to expand employment bases in the south close to affordable housing.

7.6 CAPITAL INVESTMENT

Cities require private investment and public works. In the past, developers and entrepreneurs carried out development that was largely supported by publicly funded infrastructure. The partnership involved regulation of the private sector and provision of infrastructure by the public sector. The importance of public and private investment in roads, buildings, power, information and communication services and other infrastructure to the economic development of South Australia cannot be overstated. Throughout the State's history, major State capital programs have led desirable development and supported prosperity. Vital private investment has frequently been secured by government provision of infrastructure and communications.

Transfers of funds collected by the Commonwealth to South Australia have, however, fallen dramatically over many years. Within the State, new arrangements to mobilise and blend public and private investment are needed to create and maintain the quality of urban development. Guidelines have been produced to promote private sector investment in public infrastructure. Private sector investment will continue to be necessary in the wide range of development proposals envisaged by this strategy. There are limits to the desirable scope of government intervention in development. New arrangements can provide benefits to all parties.

This strategy requires:

- the provision of necessary infrastructure by government
- encouragement of private sector provision of infrastructure investment
- better use of government assets in land to create development opportunities
- flexible joint venture and developer agreements governing the development of land, with and without continuing government involvement
- appropriate pricing policies for infrastructure dependent upon the social, economic and environmental benefits derived from development.

7.7 CONCLUSION

Revitalised established and inner suburbs, slower fringe growth, major environmental improvements, a changing industrial and employment base and the emergence of a multi-centred city will be the cornerstones of Adelaide's development over the next 14 years to 2016. This vision for Adelaide's future can be realised, but it will require economic activity to justify it, investment to support it, and a commitment to work with discipline according to an agreed plan.

CENTRAL SECTOR

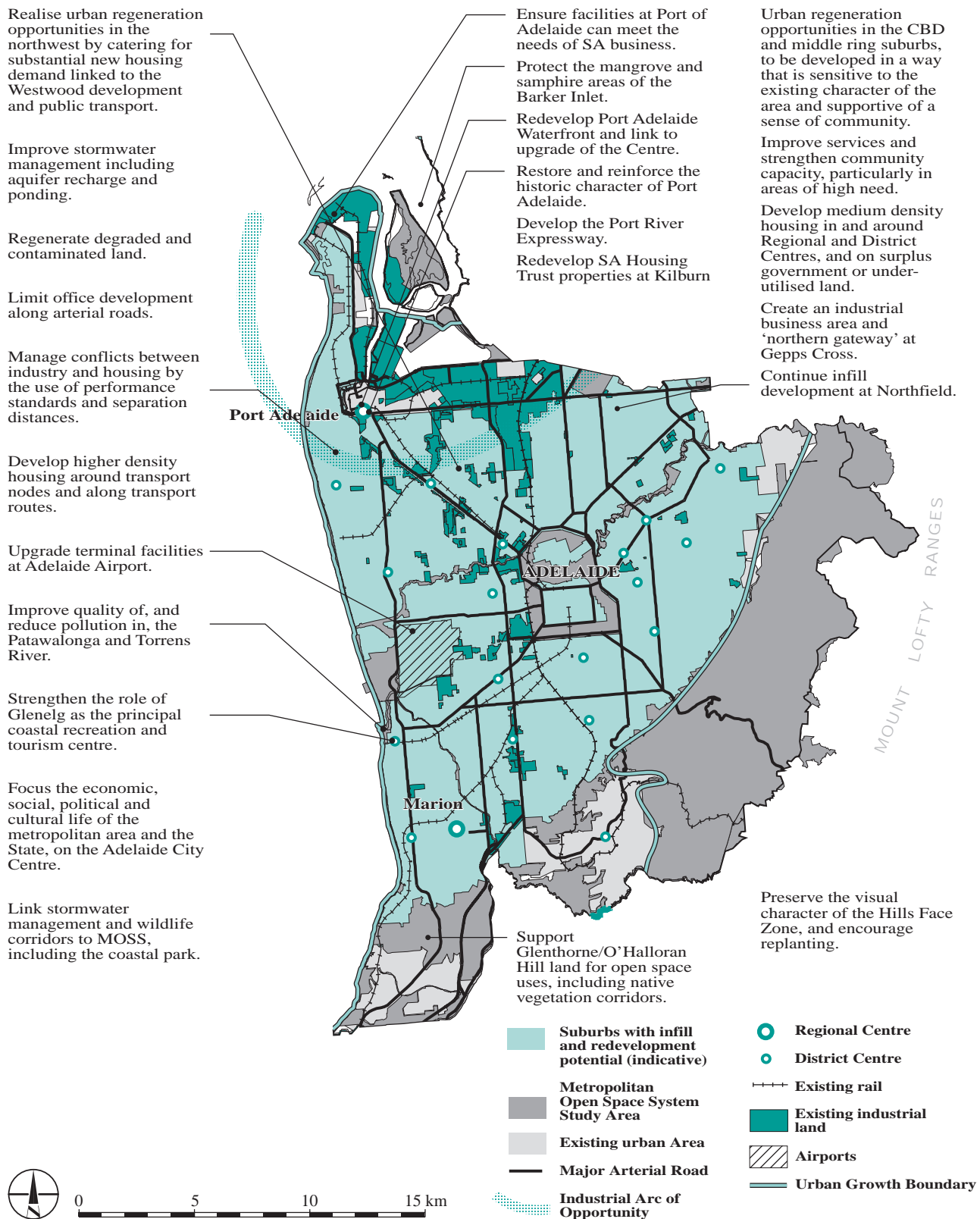


Figure 19

Central Sector

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

8 CENTRAL SECTOR

The priorities in this sector include encouraging population and economic growth and regenerating established living areas that are degraded or disadvantaged. The location of activity and the relationship between the Adelaide City Centre, Regional Centres and smaller centres is of major significance. Strategies for the protection of the coast and the water management catchments are also a high priority in this sector. Regeneration of the western suburbs includes specific considerations for industry and employment infrastructure, service delivery and strengthening community capacity.

8.1 POPULATION CHARACTERISTICS

The central sector population is projected to increase by about 33 000 people from approximately 657 000 in 2001 to around 690 000 by 2016, an increase of about 5%. This is about 58% of the projected population for the metropolitan area in 2016.

As for Adelaide as a whole, the number of people over 65 years will increase significantly over the next fifteen years and so the number of older and smaller households is expected to continue to increase. At present, the largest concentrations of aged people are found in the inner and middle suburbs.

An increase of 12 000 people aged 65 years and over is projected between 2001 to 2016 representing an increase within this sector of about 10.5%. This compares with an estimated increase of 28% in this age group for the metropolitan area within the same period.

This sector is projected to contain 62% of the metropolitan population aged 65 years or older in the Adelaide Statistical Division by 2016, compared to 71% in 2001.

This change would represent a decrease of 10% in the sector's share of the total metropolitan numbers of people aged 65 years and over by 2016. It reflects a higher rate of increase of numbers of older people in the northern and southern sectors.

8.2 HOUSING DEMAND

Between 2001 and 2016 an additional 33 000 people are expected to be housed in the central sector.

The average number of people per dwelling in the central sector is expected to steadily reduce from 2.3 in 2001 to 2.1 in 2016.

The central sector contained about 288 000 dwellings in 2001. An estimated 38 000 additional dwellings will be needed between 2001-2016. This demand for new dwellings is likely to be met from the release of government and private land, from subdivision and from replacement through demolition. Achieving these numbers in the central sector will depend heavily on redevelopment that is sensitive to local character and heritage.

CENTRAL SECTOR

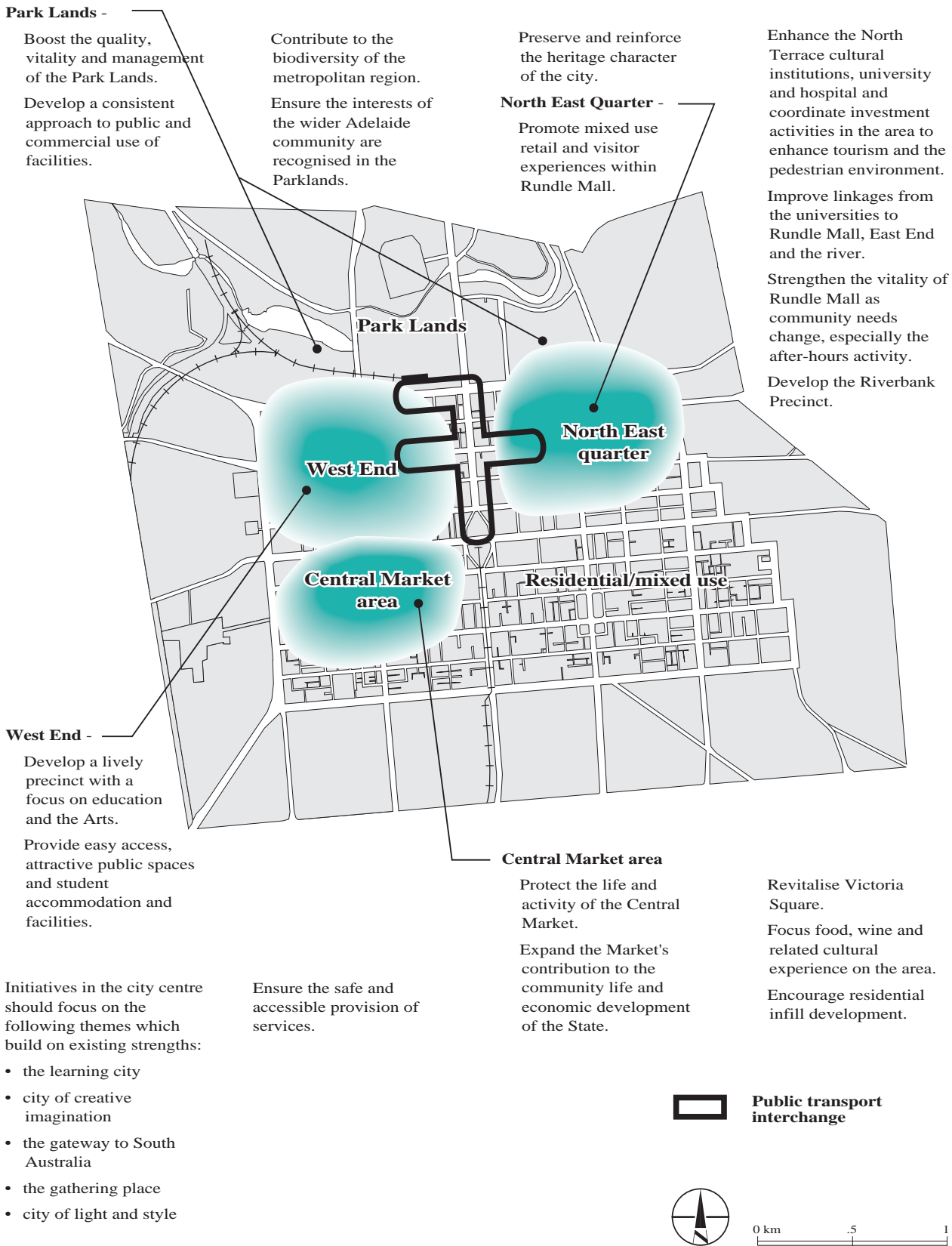


Figure 20 Adelaide City Centre

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

8.3 UNDERUSED LAND

A number of publicly owned sites have been and will continue to be made available for urban infill. This will assist in the achievement of urban infill proposals in this Strategy. The number of underused sites is finite, however, and housing additions in middle suburbs will depend on the ability to assemble sites large enough to favour comprehensive, integrated development and to identify remediated sites or recycled buildings. The alternative could be further pressure on the price of housing that will affect South Australia's competitive advantage in maintaining affordability.

Areas of underused land will continue to be identified and studies carried out to identify the most appropriate economic use for the land. These studies should take into consideration such aspects as location, nearby existing uses, contamination, relationship to surrounding neighbourhoods, incompatible uses, geotechnical conditions and environmental factors before decisions are taken on redevelopment opportunities, residential mix and densities.

Special attention should be given in preparing local plans and regeneration strategies to create opportunities for increasing the number of people living close to public transport and other services.

8.4 ADELAIDE CITY CENTRE

The Adelaide City Centre plays a pivotal role in South Australia as the centre for much of this State's business, commercial, and governmental activities, as well as providing State tourism, cultural and recreational facilities and a quality living environment.

The city should continue to fill this role for the South Australian community and be a strong expression of its community life. A distinctive, vibrant city centre is essential to South Australia's development.

The city centre has a distinctive and important part to play in the economic and social development of South Australia and the metropolitan area. This role relies on a variety of functions and activities for which the city is particularly well suited. The city can also be readily linked with the rest of Australia, South East Asia and the rest of the global economy because of its good accessibility and gateway role linking Adelaide to the outside world. The city centre is therefore an essential element in the economic strategy for South Australia.

The impact of the new economy and the increasing emphasis on quality of life factors in successful regions points to the need for Adelaide to further develop the attractions that make it a distinctive city. The city has a special role for the State and the metropolitan area. It needs to fulfil its potential for the community as a vibrant, exciting and diverse centre. In the successful city of the future everything matters - the environment, architecture, arts, economic development, education, culture and diversity, heritage, recreation, food and wine and transport. Our thinking needs to encompass all these areas.

Some of these reflect traditional strengths in the education, research, cultural, entertainment, retailing and communications industries, but there are also new and emerging activities of national and international interest and importance. The city needs to support the growth of smaller, ideas driven business rather than relying on big companies, government and retail. These smaller businesses, possibly linked to university and service sectors, will be the source of economic development and jobs. They will reinforce the city as a knowledge hub.

The strategic framework for transition and revitalisation of the Adelaide City Centre to assist the restructuring of the South Australian economy and meet the changing needs of the community is established in the Capital City Development Program.

The Capital City Development Program reinforces and complements the strategy for the metropolitan area.

Initiatives in the Adelaide City Centre focus on the following themes that build on existing strengths:

- *The Learning City* - building on the educational strengths of the City Centre to help develop the skills base to enable Adelaide to compete successfully in the global economy, and to develop education as an important export industry.
- *City of Creative Imagination* - emphasising the importance of the City Centre for the growth of new enterprises and services based on the possibilities generated by information technology and on the creative capabilities of the arts and cultural sectors.
- *Gateways to South Australia* - reinforcing the role of the City Centre as the base for most overseas visitors and its importance as a showcase for the strengths of Adelaide and the State.
- *The Gathering Place* - recognising the importance of the City Centre as a meeting place for the people of metropolitan Adelaide and its strengths for hosting, and combining, conventions and events.
- *City of Light and Style* - reinforcing and enhancing the distinctive character, style, heritage and environmental quality of the City Centre.

Important implementation projects include the following:

- New Investigator Science and Technology Centre - building a world class scientific facility in the City Centre as a tourist and recreational resource.
- National Wine Centre - asserting identity as Australia's wine capital – completed in November 2001.
- Information Industry Development - locating important investments in the educational, research and lifestyle precincts.
- State Theatre Development Program - investing in the productive talent of the creative industries.
- Investing in projects to promote Adelaide to the world as an investment and tourism attraction.
- North Terrace Enhancement and Traffic Management - bringing commerce and public institutions together in a physical space (commenced 2003).
- The State Library redevelopment, which will complement the other major cultural institutions along North Terrace (completion in 2003).
- City Safety programs.
- Riverbank Precinct redevelopment, including the upgrade of the Adelaide Convention Centre – (Stage 1 completed in 2002).
- Student Housing Program - building a living city for young people and investing in long-term international networks.
- Smart City Initiatives, including the development of a new communications network that is likely to attract knowledge workers.

The Parklands, which provide the prime open space for the whole metropolitan area, define Adelaide. They are of unique cultural value, serving an important environmental, recreational and tourism role. The Government will undertake a range of initiatives in order to protect and enhance the diverse role the Parklands.

8.5 URBAN REGENERATION PROJECTS

The North West corridor that connects the cities of Adelaide and Port Adelaide could be one of the most significant urban regeneration projects in Australia.

The corridor represents an opportunity to respond to urban growth issues by catering for substantial new housing demand. The corridor is linked to the Westwood development at The Parks, the redevelopment of Port Adelaide Regional Centre and the Port River Expressway project.

A regeneration initiative in the North West corridor will aim to develop an urban design and investment framework. It is intended that industry, local communities and the State and Local Government will work in a partnership approach to achieve sustainable economic, social and environmental outcomes through private and public investment.

The project is also intended to demonstrate smart integrated transport and land use planning practice.

Other projects that display innovative forms of living should be pursued. Areas include some park and coast frontages, around centres and transport nodes, and on underused or remediated sites. Design innovation to develop new ecologically sustainable forms of urban infill should be encouraged, and the use of incentives for such innovation should be available at State and local government level.

The development of nodes of activity in the central sector should recognise the historic development of Adelaide as a series of villages. These village centres should be used as catalysts for development within existing suburban communities. Successful examples are Unley Road, The Parade (Norwood), and Jetty Road, Glenelg.

The Port Adelaide Centre improvement programs will provide new housing areas, promote mixed use development on remediated sites and significantly improve transport systems for business activity. The redevelopment of the Port Waterfront will generate new projects and revitalise the local economy while the construction of the Port River Expressway will provide improved transport access that will support the area's regeneration.

The Inner West area improvement program will continue to complete the redevelopment of the core area of Hindmarsh and undertake environmental improvements.

At the neighbourhood level, the redesign of strip shopping centres needs the integration of additional activities and improvement of pedestrian and bicycle access from surrounding residential neighbourhoods.

Services that require large land areas should locate in the designated district and regional centres.

8.6 INDUSTRIAL LAND AND INFRASTRUCTURE

The central sector contains the industrial heartland of the State with industrial, manufacturing, transport and warehousing activity of State significance located within north west Adelaide. For example, established industrial areas in the north west - Port Adelaide, Enfield, Hindmarsh, and Woodville - contain over 30% of the State's manufacturing establishments. Other industry and related activity is concentrated in the south of the sector (Edwardstown) and in the west (Mile End to Netley).

Industrial land in the 'Arc' ranging from the north west to the north of Adelaide is close to the Port of Adelaide, the Adelaide Airport and the Islington Rail Freight Centre. The area also contains major infrastructure investments of State significance for power generation and waste management, warehousing and freight terminal facilities. The physical infrastructure is complemented with strong trade and technical education facilities within the Arc of Opportunity. The competitive advantage of the industrial Arc will be strengthened by the construction of the Port River Expressway.

It is important to protect major industrial land parcels, strategic transport routes, and inter-modal facilities in Adelaide. Improved management of conflict between land uses is being achieved through the introduction of performance standards and separation distances between industries and sensitive uses.

8.7 OPEN SPACE

The open, natural and rural character of the hills face adjoining metropolitan Adelaide is included within the Metropolitan Open Space System.

Conservation themes are linked and include:

- retaining and re-establishing native vegetation
- land management for sound agricultural use
- enhancing the areas of natural beauty
- encouraging tourism by enhancing natural and cultural themes
- minimising bushfire risk and reducing the impact of mining
- ensuring that infrastructure such as roads and powerlines is located to retain natural beauty.

Improved management of the Metropolitan Open Space System (MOSS) will be implemented through the Development Plan and various implementation strategies and plans.

The central metropolitan coastline will be enhanced for public access, conservation, recreation and tourism. Planting will be undertaken in urban areas, in conjunction with coastal landscaping in recreation reserves and management of environmentally significant areas, to encourage native vegetation to provide a distinctive visual link and continuity along the coastline.

Restoration of townscape character, heritage buildings and facilities as well as the use of beach front open space will reinforce traditional coastal village settlements as special places.

Sailing, boating and other aquatic activities will be a feature of the metropolitan coast.

Jetties will be maintained and further developed for activities including promenading, fishing and eating, enhancing their character and attraction.

The fabric of MOSS will be strengthened through the development of linear parks along the major watercourses, which will link to a coastal park network to create a network of public open space throughout the metropolitan area.

NORTHERN SECTOR

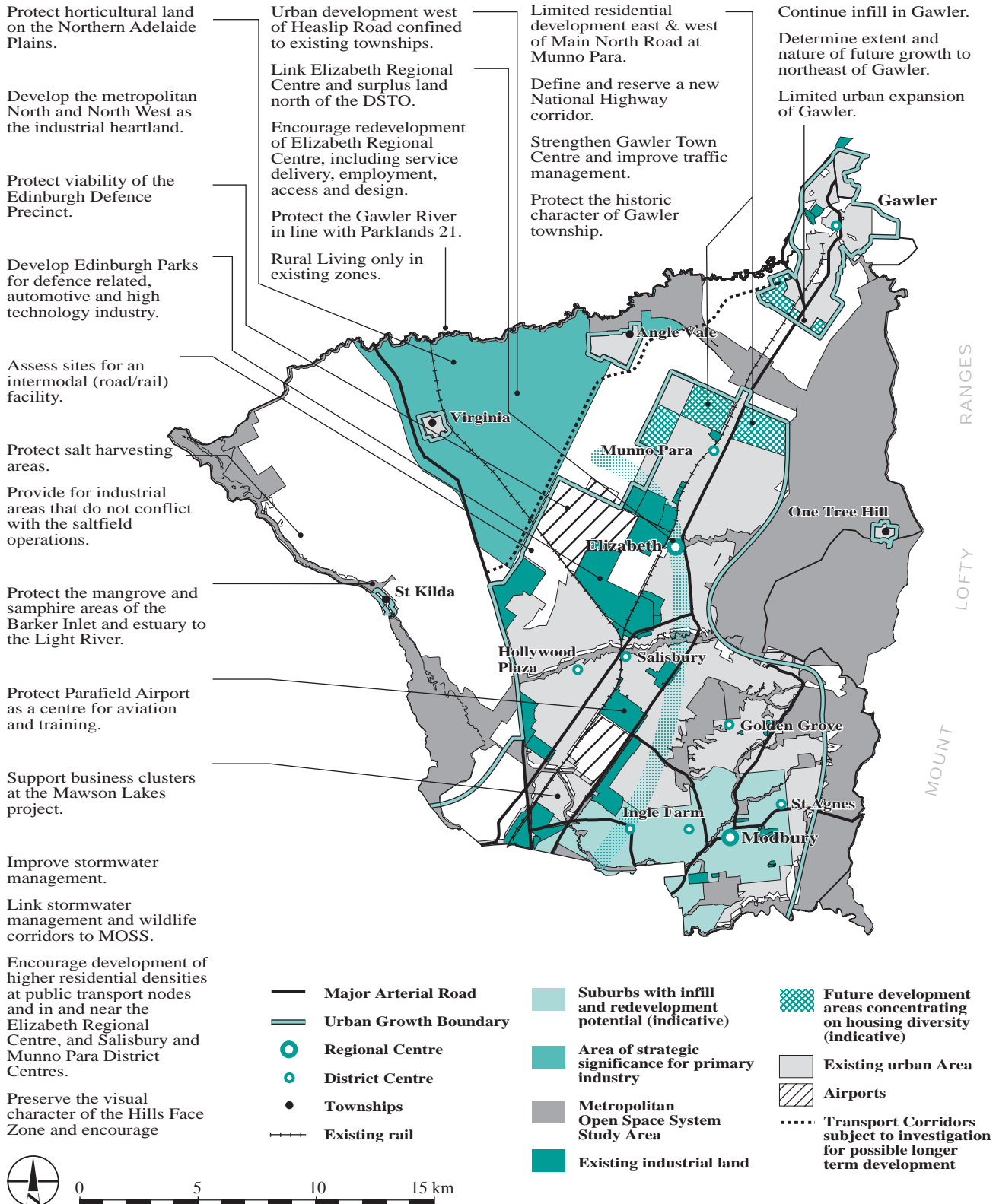


Figure 21

Northern Sector

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

9 NORTHERN SECTOR

Major strategies are directed towards economic and employment growth and building a strong and empowered community. Other strategies include landscaping in the northern plains and reassessing northern development in the context of the broader social, environmental and economic concerns.

The principles upon which the longer term view are based are:

- building and promoting the economic vitality of the region
- developing plans to attract new business
- creating employment centres closer to where people live
- providing a satisfactory and safe residential environment
- focussing on urban regeneration
- protection of areas of ecological importance
- conserving natural resources
- protecting farming and rural areas by containing urban sprawl and reinforcing the rural green belt between the City of Playford and the Town of Gawler
- redressing inequities in urban areas
- preserving the essential character of Adelaide
- reducing transport demand.

The established northern suburbs will undergo significant change, with major development and regeneration of residential and industrial areas and the expected location of major industry and commerce in the area within the industrial 'Arc of Opportunity'.

9.1 POPULATION CHARACTERISTICS

The northern sector population is projected to increase by about 33 000 people from 302 000 in 2001 to around 335 000 by 2016, an increase of about 11%. The northern sector is expected to form 28% of the projected metropolitan population by 2016.

The sector is expected to see growing numbers of working age people but a small decline in the numbers of children. A continuing demand for family housing and services is expected. Strategies directed towards expanding Elizabeth Regional Centre and decentralising government services to the north are expected assist people with work and family responsibilities. There will need to be a focus on services to meet the needs of the elderly and those of relatively high socio-economic disadvantage.

About 26% of the people in Adelaide aged 65 years and over are expected to live in the northern suburbs by 2016, compared to 19% in 2001. Between 2001 and 2016, the number of people in this age group living within the northern sector is projected to increase from 31 000 to 54 000. This will result in a significant increase in demand for a range of aged services, facilities and housing.

Parts of the northern sector show distinct spatial characteristics of overseas-born people. In particular, the western sector of Munno Para around Virginia and parts of Salisbury are occupied by large numbers of people from non-English speaking backgrounds.

Particular parts of the northern sector have a large number of people disadvantaged in terms of socio-economic status, transport needs and health. Specific strategies will aim to continue to improve the living conditions, service needs and quality of life of people living in those areas.

9.2 HOUSING DEMAND

Between 2001 and 2016 an additional 33 000 people are expected to be housed in the northern sector.

The average number of people in each dwelling is projected to be higher than the central sector, reflecting the continued settlement of young families in the area. The average is expected to decline with aging of the population. The sector's occupancy rate is projected to be 2.5 persons per household by 2016, compared to 2.7 in 2001.

There were about 111 000 dwellings in the sector in 2001. About 23 000 additional dwellings, will be needed between 2001 and 2016.

Current residential zoned land is sufficient to meet these housing requirements. Between 2001 and 2016, land owned by government and private developers, with capacity for about 28 000 dwellings, is projected to become available for future development. The projections assume that demand will be met by 4000 residential sites created from demolitions, over 1000 from re-subdivision and over 20 000 from the release of land owned by government and private developers.

9.3 LAND SUPPLY

The strategic tasks will be to manage land release in accordance with market demand and the community's preferences, and to improve the image and services especially in areas of recognised disadvantage and in the region as a whole.

Land supply will be increased in established post-war suburbs through regeneration initiatives. The future role and extent of government land holdings will be investigated, while an adequate land supply source for development over the next fifteen years will still be maintained.

Residential land in Salisbury, including major projects such as the Mawson Lakes development and the Northgate joint venture, will be fully developed in the medium term.

Limited residential development will continue east of Main North Road at Munno Para in the short term. Western Munno Para is likely to be a longer term development opportunity.

Limited urban expansion and residential development will occur to the south and southwest of Gawler. The rural and open space character creating the rural green belt separating Munno Para and Gawler will be reinforced. Investigation will determine the appropriate extent and nature of future growth and development to the northeast of Gawler.

The SA Housing Trust will also be active in urban regeneration in the northern sector. This will be carried out in cooperation with other government agencies and Councils, and will provide opportunities for private sector involvement. Priorities for urban regeneration include Elizabeth, Salisbury North, Smithfield Plains and Davoren Park.

New residential development should be integrated with the Housing Trust's regeneration program where areas abut. Opportunities for integration will occur in new residential areas adjoining existing areas, through the shared use of space and facilities and by providing access to employment opportunities.

Attracting a wide cross-section of people into the area west of Main North Road will require funding for both physical infrastructure and human service delivery and other incentives such as housing finance packages.

9.4 ELIZABETH REGIONAL CENTRE

The proposed major redevelopment of the Elizabeth Centre will maximise opportunities for employment and improved services. Planning for the Regional Centre must be consistent with the aim of fostering private sector development, principally in retail, but including office, entertainment and other commercial opportunities.

Land is available for development within the current centre as long as consideration is given to long term parking needs. In the short term the centre will undergo substantial retail development that will both enhance the centre as an attractor of investment and improve its amenity. Integration of the Regional Centre with public transport and the surrounding development opportunities is a priority.

The Centre redevelopment adjoins land containing the Defence Science and Technology Organisation (DSTO) operations and land that is surplus and available for development. Its future use should maximise benefits and linkages to the Regional Centre. The redevelopment of the Regional Centre also needs to maximise the advantage from the development of Edinburgh and DSTO land for industrial and other uses supporting strategic objectives.

The upgrade of the rail station as part of the rail-bus interchange at the Regional Centre has been recently completed, while bus access and integration of the interchange with the Centre are being addressed. Improving the visual design aspects and environmental amenity of the sector and the Regional Centre is also important. Allowance should be made for a linear park, as part of the Metropolitan Open Space System, to connect the DSTO land to the immediate west of the centre and link flood control and open space areas to the west. Substantial commitment of State Government functions to the Regional Centre and an expansion of post-high school education facilities in the sector will reinforce the role of the Regional Centre. Investigations for a Community Linked Centre to provide integrated service delivery should be completed in line with the timing of redevelopment proposals.

9.5 TECHNOLOGY AND INDUSTRY

New industries are expected to take advantage of industry clusters and new infrastructure, as well as direct access by road, air, sea and rail to export markets.

The Mawson Lakes development is demonstrating the aims of linking the natural environment, business and industry with a high quality living and working environment. In its design, construction, infrastructure, energy use and industries, the development seeks to be innovative and set new standards in environmental sensitivity and ecological sustainability. The project is contributing to the improvement of the physical, social and economic conditions of adjoining communities, Adelaide and Australia.

Other potential areas of economic growth and job creation in the region include initiatives in association with the skills and research capacity of the DSTO, the continuation and upgrade of Edinburgh RAAF and defence operations, and the continued development of Parafield Airport as a centre for aviation and training.

Major employment growth will occur with the redevelopment of surplus DSTO land at Edinburgh Parks. An auto supply park and defence science cluster is expected to provide between 1200 and 1800 new jobs over seven years. As well, General Motors Holden is upgrading its operations, resulting in new employment for between 300 and 400 people over a 2 to 5 year period.

Industry is expected to take advantage of the road network which will continue to support both the increasing population and long distance road freight transport to and from the north and north western suburbs to the air, sea and rail terminals.

Linking redevelopment of, and around, the Elizabeth Regional Centre into the industrial development of the surplus DSTO land and the defence activities at Edinburgh, will maximise employment opportunities in the northern sector.

SOUTHERN SECTOR

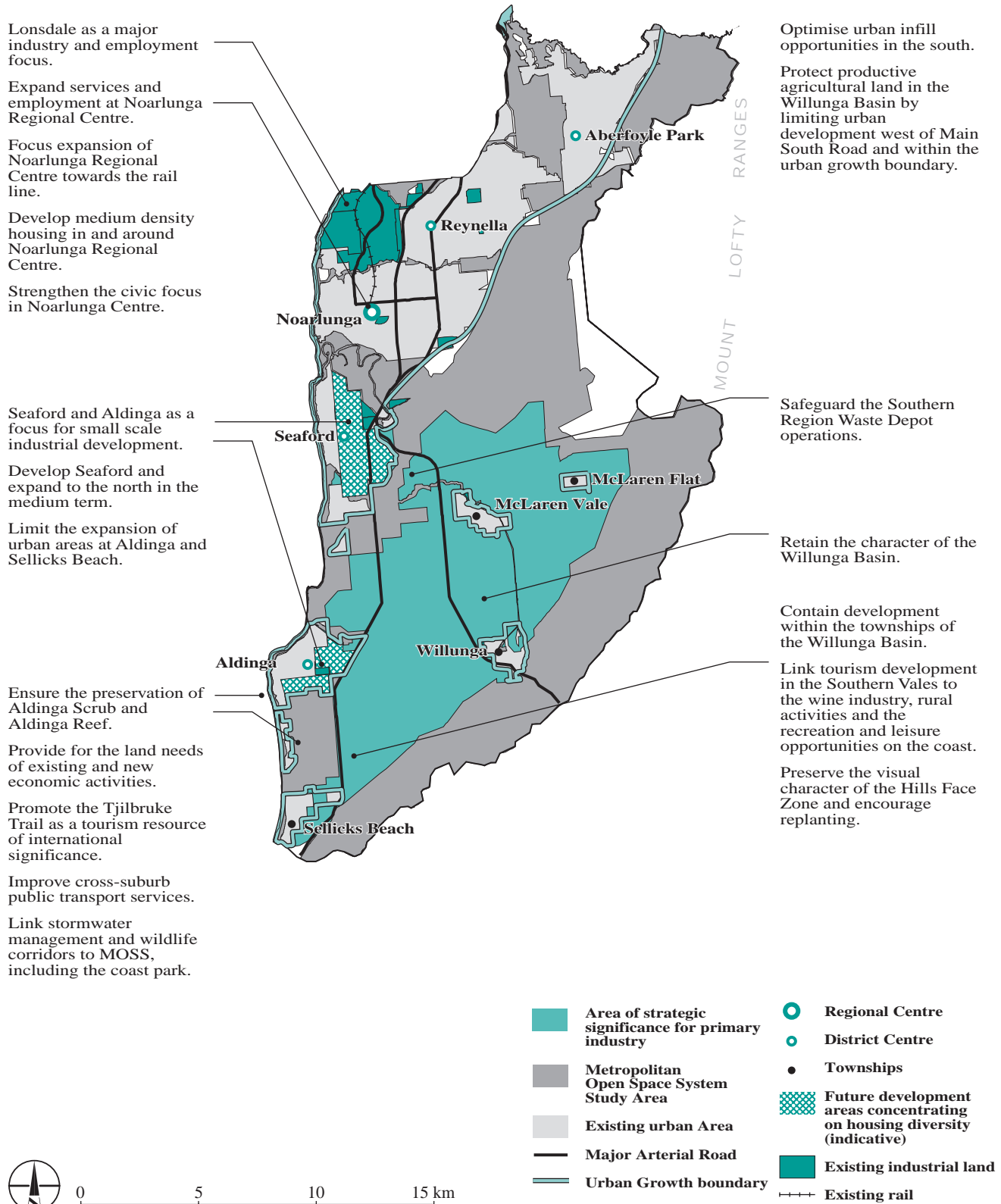


Figure 22

Southern Sector

This figure is presented at a broad conceptual or strategic level and should not be interpreted as conferring specific development rights on individual properties.

10 SOUTHERN SECTOR

In the southern sector, the key economic strategies encompass:

- the protection of the viticulture and tourism in the Willunga Basin, and
- reinforcing Lonsdale as an important industry and employment focus with Seaford and Aldinga as locations for small to medium scale industry.

Upgrading the Noarlunga Centre as a focus for government and private services, entertainment and recreation is a high priority because of its importance for creating opportunities for additional employment and regenerating the sector.

The protection and management of the coastal environment is also an important strategy for the southern sector.

The principles on which the longer term view are based are:

- developing an integrated approach to the economic, social and environmental priorities of the region
- encouraging partnerships between organisations within and outside the region
- providing a whole of government focus for the region
- promoting the sector and increasing economic activity
- creating clever communities
- coordinating social services
- ensuring sustainable environment
- protecting farming, rural and conservation areas by containing urban sprawl
- developing partnerships to advance the sector
- improving the public housing stock and amenities.

10.1 POPULATION CHARACTERISTICS

There will be continuing population growth in the southern sector, although it will be proportionately less than in the other sectors.

The southern sector population is projected grow by about 10% or 16 000 people from 151 000 people in 2001 to 167 000 in 2016. The southern sector is expected to hold about 14% of the total projected metropolitan population by 2016.

There are currently concentrations of aged people in the southern sector, particularly in the coastal areas of Christies Beach and Noarlunga. The numbers of elderly people will continue to increase throughout the whole sector in the next fifteen years.

The numbers of people aged 65 years and older living in the southern areas are projected to increase by 10 000 people between 2001 and 2016.

The number of working age people in the southern sector is expected to increase by about 8%, or 8 000 people, to 110 000 between 2001 and 2016. About 14% of people aged 15 to 64 in the metropolitan area will be in the south.

In 2016, children under 15 years of age are expected to form about 18% of the southern population although there will be a decline from nearly 33 000 in 2001 to 31 000 in 2016. By comparison, this age group formed nearly 24% of the southern population in 1996, or nearly 35 000 children. Between 2001 and 2016, the southern sector share of the metropolitan group aged under 15 years is projected to remain about the same. It is expected that the demand for services for families with children in the southern areas will continue to be strong and Noarlunga Centre will provide a focus for community and family services.

10.2 HOUSING DEMAND

South of Darlington, environmental and employment considerations, combined with limited land availability, will reduce the land available for housing development. The house and land demand projections for this sector are therefore lower than the central and northern sectors.

The southern sector is expected to continue to house approximately 14% of the metropolitan population by 2016.

The average numbers of people per household in the southern sector is expected to steadily reduce from 2.6 in 2001 to 2.4 in 2016, a trend which is apparent throughout the metropolitan area.

The number of dwellings is expected to increase from about 57 000 in 2001 to 69 000 by 2016.

Around 12 000 additional dwellings are expected in the southern sector between 2001 and 2016, representing 14% of metropolitan commencements.

Current residential zoned land is sufficient to meet projected housing requirements. Between 2001 and 2016, land owned by government and private developers, with capacity for over 12 000 dwellings, is projected to become available for future development. The projections assume that demand will be met by more than 1000 residential sites created from demolition, over 1000 from re-subdivision and about 10 000 from the release of government and private land.

10.3 PROTECTING THE WILLUNGA BASIN

Urban growth within the Willunga Basin will be limited in the long term. Places of biological and cultural value are being conserved, as well as the natural beauty of the basin and hills backdrop, its viticultural activity and the village character of its townships. The maintenance of the Willunga Basin as an agricultural and viticultural resource is dependent on the availability of water. The use of reclaimed water from the Christies Beach sewage treatment plant should be maximised.

Development in the southern region should incorporate good design principles. They should recognise the coastal systems, natural landforms and vegetation, townships and their contribution to urban character.

The McLaren Vales vineyards will be protected from incursion by residential development. Expansion of viticulture, the wine industry and associated tourism will be encouraged. The opportunity exists to better link tourism development in the Southern Vales to the wine industry, other related rural activities and the recreation and leisure opportunities on the coast and to promote the Tjilbruke Trail as a tourism resource of international significance.

Environmental considerations are paramount for the Aldinga Reef Aquatic Reserve, the Aldinga Scrub Conservation Reserve, Aldinga and Sellicks beaches and the attractive vineyards. The provision of stormwater and sewerage systems will take these assets into account and use water as a valuable resource for horticultural and community purposes.

10.4 LAND SUPPLY

New urban development in the Willunga area will be limited to land west of Main South Road near the coast, concentrated within existing residential zones at Seaford and Aldinga. Within the next fifteen years, urban development south of Seaford will be limited to the old coastal settlements of Maslins Beach, Aldinga and Port Willunga. Growth along this coast will be sensitively planned to take advantage of its importance for tourism and recreation. Tourism development should reflect the historic character and scale of the area.

Demand for housing on the southern fringe is expected to slow, or shift to alternative locations in the central and northern sectors.

The Willunga area may not suit the majority of first home buyers because of the low employment base and limited public transport. The strict environmental solutions necessary for stormwater management in this area, such as wood lotting and no ocean outfalls, will make land costs more expensive than they are in the centre and north of Adelaide, further restricting residential growth. Staging of the developments will be undertaken within this context.

Opportunities for local employment generating activities exist in the industrial areas of Seaford and Aldinga and through expansion of the Noarlunga Centre technology enterprise area. Investigation of the suitability and availability of land for economic activity will be needed to ensure continued support for employment generating activities in the south

10.5 ACTIVITY ON THE COAST

This strategy recognises the special role of the southern metropolitan coast. It requires conservation of areas of ecological importance and areas to be developed for access, recreation, leisure and aquatic sports.

Improved management of Metropolitan Open Space System will be implemented through regional scale parkland implementation strategies and Development Plan.

The following specific opportunities exist within the Metropolitan Open Space System framework:

- development of the Onkaparinga estuary as a major regional park
- improvement of traffic management, parking and local facilities at local beaches
- safe mooring for recreational boating in locations suitable for marina development.

10.6 NOARLUNGA REGIONAL CENTRE

The Noarlunga Regional Centre provides a focus for increasing employment opportunities and providing improved and integrated services in the southern region. The promotion of education, the arts and recreation within the regional centre provides opportunities to create a richer local environment by improving the integration and design of built form and public spaces as well as public art.

Design principles for the centre should include:

- a social focus, together with promotion of after hours use
- safety and security
- good access through minimum changes in level, shared entrances, public transport, and safe pedestrian links.

The appeal of the centre could be improved by through better design of public spaces, softening large car parking areas with landscaping and providing public art. A safe and more interesting pedestrian environment is encouraged throughout the centre. Better linkages between public transport, cycling and pedestrian journeys will be developed as a priority.

The centre should be made more compact and its legibility and permeability improved by the development of a clearer gateway or entrance to the centre and the development of road networks within it.

The development of Noarlunga Centre should continue to create a focussed, pleasant, lively and safe environment for patrons and tenants. Further retail development should be in accordance with the strategies for Centres. Greater investment by public and private sectors will lead to a substantially increased employment base.

Economic growth should be promoted through expanded health facilities and the development of technology based industries linked with the TAFE College. New offices for businesses, government departments and agencies and professional suites should occur to create a fully integrated regional centre. An expansion and rationalisation of sports facilities to the south of the core area is also required to provide a new high quality spectator sport complex used by a number of groups.

The interchange is to be retained as the major regional focus for public transport in the southern region.

Mixed uses and activities along Beach Road should reflect a tourism and coastal focus and should be complementary to the regional functions of the Noarlunga Centre. Retail components along Beach Road should be of a local nature and not undermine the primary role of the Noarlunga Regional Centre.

Night time activities would be encouraged through shopping centre design and mixed use.

The aim of the Noarlunga Urban Regeneration Project is to support development of a safe, enterprising, healthy, well designed and sustainable community precinct by:

- redevelopment of the Noarlunga Centre as a commercially viable retail precinct
- creating a 'hub' for the delivery and coordination of community and health services
- creating a learning precinct through the linkage of education and training institutions, sectors and providers
- providing support services to promote an enterprising and empowered community
- having strong urban design guidelines
- having strong justice and police input to urban planning
- providing a 'face' for government services
- improving transport links
- leveraging private and public investment in the area to facilitate advanced information and communication technology
- zoning for mixed development
- public/private sector residential and recreation developments
- recognising and supporting diversity, including issues around Reconciliation
- investment in the community and community strengthening and leadership.

