CABINET - SUBJECTS FOR CONSIDERATION, 21 NOVEMBER 2011 11:00 AM

11:00 am – 11:30 am: Strategic Discussion

1 New Initiatives/Policy Matters

Not relevant

104	UPA0118/11CS	Draft North West Corridor Structure Plan (John Rau)
	Decision:	**DEFERRED**
	Annotation:	Nil

Not relevant

1.	**TITLE**	**DRAFT NORTH WEST CORRIDOR STRUCTURE PLAN**
2.	**MINISTER**	**THE HON JOHN RAU MP MINISTER FOR PLANNING**
3.	**PURPOSE**	To seek Cabinet approval of the draft North West Corridor Structure Plan and approval for its release for initial public consultation.
4.	**IDENTIFY THE RELEVANT GOVERNMENT POLICY AND/OR SA's STRATEGIC PLAN TARGET**	The draft North West Corridor Structure Plan seeks to implement the relevant principles and objectives of *The 30-Year Plan for Greater Adelaide* (30-Year Plan). This Structure Plan links critical Government initiatives such as the Rail Revitalisation projects and the Public Transport Blueprint. The draft North West Corridor Structure Plan contributes to all of the SASP objectives and specifically contributes to the following targets: • 68. Urban development • 45. Total population • 35. Economic growth • 47. Jobs • 56. Strategic infrastructure • 82. Healthy weight • 59. Greenhouse gas emissions reduction • 63. Use of public transport • 7. Affordable housing.
5.	**ICT COMPONENT**	Does the submission have a material ICT Component? No.
6.	**RESOURCES REQUIRED FOR IMPLEMENTATION**	As this is natural growth for the North West Corridor over the next 30 years, resources for the implementation of this Structure Plan will be met within existing operating and capital budgets of each Government agency
7.	**COMMUNITY AND ENVIRONMENTAL IMPACT**	The initial consultation process will allow the community to comment on the draft North West Corridor Structure Plan. The draft North West Corridor Structure Plan will provide long-term benefits to families, businesses and the environment by seeking to implement the relevant principles of the 30-Year Plan including: • creating a compact and carbon efficient city; • ensuring housing diversity and choice; • promoting affordable living; • creating the conditions for economic growth and competitiveness; and • the protection of heritage and character.

Does the submission require the preparation of a Regulatory Impact Statement? No.

Does the submission have an impact on business? No.

8. RISKS

Risks associated with the proposal in this submission include:

- local government resistance;
- community opposition to some policy directions; and
- strategic coordination of funding for infrastructure and services.

Most of these risks can be managed through close consultation within Government, effective community and stakeholder involvement and careful management of the implementation of the Structure Plan.

9. CONSULTATION

The Government Planning and Co-ordination Committee (GPCC) at its meeting on 6 September 2011 agreed to the draft North West Corridor Structure Plan for consideration of Cabinet.

The following agencies attended this meeting:

- Department of Premier and Cabinet (DPC);
- Environment Protection Authority (EPA);
- Land Management Corporation (LMC);
- Defence SA;
- Integrated Design Commission (IDC);
- Department for Water (DfW);
- Department for Families and Communities (DFC);
- Department of Primary Industries and Resources SA (PIRSA);
- Department of Treasury and Finance (DTF);
- SA Water;
- Department of Environment and Natural Resources (DENR);
- Department for Transport, Energy and Infrastructure (DTEI);
- Department of Health (Health);
- Department of Education and Children's Services (DECS);
- Attorney Generals Department (AGD);
- Department of Trade and Economic Development (DTED); and
- Department of Further Education, Employment, Science and Technology (DFEEST).

Note: several agency-led changes post GPCC are reflected in the enclosed draft Structure Plan.

10. COMMUNICATION STRATEGY

DPLG has led a comprehensive engagement program with councils involved in this project. DPLG has also consulted comprehensively with government agencies to progress this draft document. Community involvement will be undertaken, where possible with councils, to seek further input to the planning documents. It is envisaged that this information aspect will utilise an online presence including visualisation and a dedicated web platform.

11. URGENCY

Urgent

12. RECOMMENDATIONS

I recommend that Cabinet:

4.1 approve the draft North West Corridor Structure Plan; and

4.2 note that agencies will be required to resource infrastructure and servicing requirements associated with the developments in the areas covered by this Structure Plan within the existing operating and capital budgets of each government agency;

4.3 approve the release of the plan for public consultation; and

4.4 note the consultation period will run for eight weeks.

I declare that I have no actual or potential conflict of interest in relation to the proposals contained in this submission.

John Rau
Minister for Planning

9 November 2011

Contact Officer: Jason Ting
Telephone Number: 8204 9045

4. RECOMMENDATIONS

I recommend that Cabinet:

4.1 approve the draft North West Corridor Structure Plan;

4.2 note that agencies will be required to resource infrastructure and servicing requirements associated with the developments in the areas covered by this Structure Plan within the existing operating and capital budgets of each government agency;

4.3 approve the release of the plan for public consultation; and

4.4 note the consultation period will run for eight weeks.

I declare that I have no actual or potential conflict of interest in relation to the proposals contained in this submission.

John Rau
Minister for Planning

9 November 2011

Contact Officer: Jason Ting
Telephone Number: 8204 9045

Attachments:
- Draft North West Corridor Structure Plan; and
- Costing comment.

In Cabinet
21 NOV 2011
APPROVED
PREMIER

TO: THE PREMIER FOR CABINET

RE: DRAFT NORTH WEST CORRIDOR STRUCTURE PLAN

1. PROPOSAL

To seek Cabinet approval to release the draft North West Corridor Structure Plan for public consultation.

2. BACKGROUND

2.1 Over the next 30 years, the population of South Australia is expected to change and grow by almost 560,000 people. The *30-Year Plan for Greater Adelaide* (30-Year Plan) seeks to accommodate most of this growth through a new more sustainable urban form incorporating mixed used transit-oriented developments, higher density transit corridors and new fringe growth areas.

2.2 It is envisaged that over the life of the 30-Year Plan, 134,000 new dwellings (infill) will be built within the existing urban area. To encourage coordinated, balanced and focused housing and employment growth across Greater Adelaide, The 30-Year Plan has identified dwelling targets for each region.

2.3 The North West Corridor consists of the existing, committed and proposed rail and tram corridors in the Western Region of Greater Adelaide. This includes the lines from Adelaide to Outer Harbor, Woodville to Grange and the proposed tram spurs to West Lakes and Semaphore. The target that has been allocated to the North West Corridor is 21,000 additional dwellings over 30 years.

2.4 Structure Plans are a key mechanism for implementing the 30-Year Plan and provide a spatial and built form framework that assists in achieving the dwelling and jobs targets. The Structure Plan seeks to facilitate the resolution of strategic infrastructure issues, fosters the design and development of a new sustainable and liveable urban form, and facilitates the rezoning and/or precinct planning of land for residential and employment purposes.

2.5 In June 2010, the Department of Planning and Local Government (DPLG) engaged consultants to prepare a provisional North West Corridor Structure Plan as the basis for an iterative design process with Government agencies, councils and community/industry stakeholders.

2.6 A Government Planning and Coordination Committee (GPCC) Reference Group was established in November 2010 to facilitate a whole-of-government approach to structure planning and to enable the resolution of key strategic issues affecting projects such as the North West Corridor.

2.7 The draft North West Corridor Structure Plan has been modified to reflect agency comments and the final version was considered and endorsed by the GPCC on 6 September 2011.

2.8 Cabinet should note that there are ongoing discussions with DPLG and the Department of Trade and Economic Development (DTED), LMC, and the EPA about the future of the brewery site on the corner of Port Road and Adam Street. Cabinet will be informed of the outcome of these discussions.

2.9 As part of the collaborative and iterative approach to structure planning, DPLG has also sought comments on the North West Corridor Structure Plan from the Cities of Port Adelaide Enfield and Charles Sturt.

2.10 The draft North West Corridor Structure Plan has been revised to reflect council comments, where appropriate, and I will be writing to the affected councils to seek their endorsement for the release of the draft Structure Plan for community information.

2.11 It is anticipated that the draft North West Corridor Structure Plan will be placed on initial consultation for a period of two months once Cabinet and affected councils have endorsed the draft Structure Plan.

3. DISCUSSION

3.1 Purpose

3.1.1 This submission asks Cabinet to approve the draft North West Corridor Structure Plan as approved by the GPCC:

3.1.1.1 a provisional draft North West Corridor Structure Plan was developed through a design-based approach that produced a vision model for the corridor;

3.1.1.2 the vision model comprised a series of station plans, which were then tested against the strategic directions, policy settings and forward works program of Government agencies represented on the GPCC Reference Group;

3.1.1.3 the station plans were also referred to infrastructure providers such as ETSA and SA Water for capacity assessment and potential augmentation options;

3.1.1.4 the latest version of the South Australian Planning Policy Library (SAPPL) developed by DPLG provides planning policies that will guide key aspects of the 30-Year Plan through enabling increased densities, enhanced public amenity and mixed land uses. The relevant policies of the SAPPL were tested against the station plans and are now reflected in the draft North West Corridor Structure Plan;

3.1.1.5 Councils have been provided with an extended opportunity to comment on the draft North West Corridor Structure Plan, which has been modified to reflect most of the suggested changes particularly in terms of building heights and design parameters; and

3.1.1.6 as a result of consultation with councils, the draft North West Corridor Structure Plan has also been amended to better reflect the heritage and character expectations of councils and reaffirm the commitment in the 30-Year Plan to focus development in corridors and new growth areas so as to reduce impacts on established areas.

3.1.2 This submission also asks Cabinet to approve the release of the draft North West Corridor Structure Plan for initial community information for a period of two months:

3.1.2.1 in order to offer the community affected by the structure planning process adequate opportunity to be informed about the draft North West Corridor Structure Plan, it is envisaged that community consultation will occur in two phases: early information sharing focussed on the station plans as part of the iterative process of developing the draft North West Structure Plan; and a later statutory consultation process pursuant to section 22 of the *Development Act 1993* prior to gazettal of the final Structure Plan as part of the Planning Strategy for South Australia;

3.1.2.2 it is anticipated that this initial information phase will utilise an online presence with visualisations and a dedicated web platform; and

3.1.2.3 while DPLG will lead the community information process, there may be opportunities to collaborate with public consultation programs which may be undertaken by councils.

3.2 Economic, financial and budgetary implications

3.2.1 Economic implications – the draft North West Corridor Structure Plan will capitalise on the public transport infrastructure investments, which have recently been announced by the Government and will optimise the use of underutilised land within the corridor.

3.2.2 The draft North West Corridor Structure Plan will also maximise the value of land within the metropolitan area by directing land towards its highest and best use. I have directed the GPCC to establish a working group to investigate opportunities and mechanisms for the capture of a financial value from such rezoning uplift and directing it towards the provision of infrastructure and services for the communities affected by such development.

3.2.3 Financial implications - the infrastructure and servicing requirements associated with implementation of the final North West Corridor Structure Plan will have an impact on capital and operating budgets of affected Government agencies, especially over the medium and long term budgetary horizons.

3.2.4 I am aware of the involvement of State Government agencies in the development of the 30-Year Plan and their participation, through the GPCC, in the development of the draft North West Corridor Structure Plan. I have clearly articulated to the GPCC my expectation that individual State Government agencies will provide clear and detailed information on the capital investments and operational budgets that will be required to ensure the co-ordinated, staged and adequate provision of infrastructure associated with implementing the final North West Corridor Structure Plan, especially in the priority redevelopment precincts of Bowden, Woodville-Cheltenham, Semaphore, Port Adelaide and
West Lakes.

3.3 Required resources

Due to the fact this is natural growth for the North West Corridor, in other words, this growth would have occurred regardless of the structure planning process, it is my expectation that Government agencies responsible for infrastructure and service provision will have in place strategic capital expenditure programs to deliver infrastructure and services to residents of new and redeveloped areas within the North West Corridor in line with the Government's 30-Year Plan policy direction.

3.4 South Australia's Strategic Plan

3.4.1 The draft North West Corridor Structure Plan seeks to implement the relevant principles and objectives of the 30-Year Plan along the North West Corridor and links with critical Government initiatives such as the Rail Revitalisation projects and the Public Transport Blueprint.

3.4.2 The draft North West Corridor Structure Plan is an area-specific spatial representation of South Australia's Strategic Plan (SASP) that contributes to all of the SASP objectives and significantly links with the following targets:

- 7. Affordable housing: South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households;
- 68. Urban development: 70% of all new housing will be built in established areas;
- 47. Jobs: Increase employment by 2% each year from 2010 to 2016;
- 35. Economic growth: Exceed the national economic growth rate over the period to 2020;
- 45. Total population: Increase South Australia's population to 2 million by 2027;
- 56. Strategic infrastructure: Ensure that the provision of key economic and social infrastructure accommodates population growth;
- 82. Healthy weight: Increase by five percentage points the proportion of South Australian adults and children at a healthy body weight by 2017;
- 59. Greenhouse gas emissions reduction: Achieve the Kyoto target by limiting the State's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050; and
- 63. Use of public transport: Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.

3.5 Information and communication technology requirements

Information and communication technology requirements will be met within the internal resources of DPLG.

3.6 Staffing implications

There are no staffing implications for the release of the draft North West Corridor Structure Plan.

3.7 Regulatory impact

The final North West Corridor Structure Plan will form part of the South Australian Planning Strategy as defined under section 22 of the *Development Act 1993*.

3.8 Family or social impacts

3.8.1 Gender impact – the proposal has no direct impact on gender.

3.8.2 Family impact - the proposal will have a positive impact on families by improving the liveability of the Western Region of Greater Adelaide.

3.8.3 Social impact – there will be a positive social impact through the proposed spatial configurations, built form and policy objectives of the draft North West Corridor Structure Plan including the creation of a compact and carbon efficient city, ensuring housing diversity and choice, promoting affordable living, and creating the conditions for economic growth and competitiveness. The draft North West Corridor Structure Plan will facilitate the protection of heritage and character areas and provide opportunities for people to have meaningful input into development changes in their neighbourhoods.

3.9 Regional impact

There will be no regional impacts.

3.10 Business impact

3.10.1 The draft North West Corridor Structure Plan will have a positive impact on business by providing certainty as to the locations of growth precincts and facilitating the agglomeration of industry/businesses.

3.10.2 The draft North West Corridor Structure Plan also proposes policy directions that encourage optimal use of valuable inner metropolitan land and more environmentally-sustainable business and industry practices.

3.10.3 The objectives of the draft North West Corridor Structure Plan provide a clear target for population growth, an increased customer and employment base and increased accessibility to businesses.

3.11 Environmental impact

3.11.1 The final Structure Plan will have a positive impact on the environment by providing the potential to reduce greenhouse gas emissions and energy consumption through a more compact and efficient urban form aligned with public transport corridors and mixed density living.

3.11.2 The co-location of housing, employment, recreation and community facilities will, in turn, encourage a reduction in reliance on private motor vehicle transport and increase opportunities for walkable communities, more efficient use of open/green space and healthier lifestyles among the South Australian population.

3.12 Risk management strategy

3.12.1 The risk of local government resistance has been and will continue to be managed through the involvement of councils in the review and finalisation of the draft North West Corridor Structure Plan.

3.12.2 The risk of community opposition to policy directions within the draft North West Corridor Structure Plan may be managed by providing an opportunity for the community to have input into the draft North West Corridor Structure Plan through the initial public consultation and again at the final statutory consultation stage.

3.12.3 There is a risk that inability to agree on the identification, staging and provision of supporting infrastructure may jeopardise the implementation of the proposals raised in the draft North West Corridor Structure Plan. To manage this, the GPCC will oversee the staged provision of infrastructure by Government agencies.

3.13 Consultation

3.13.1 A GPCC Reference Group was established in November 2010 to provide a whole-of-government approach to structure planning for the North West Corridor and to facilitate the resolution of key strategic issues affecting the project.

3.13.2 The draft North West Corridor Structure Plan has been modified to reflect agency comments and the final version was considered and endorsed by the GPCC on 6 September 2011.

3.13.3 The following agencies attended this GPCC meeting on 6 September 2011: DPC, EPA, LMC, Defence SA, IDC, DfW, DFC, PIRSA, DTF, SA Water, DENR, DTEI, Health, DECS, AGD, DTED and DFEEST.

3.13.4 Since the GPCC meeting of 6 September 2011, two major changes have been made to the draft North West Corridor Structure Plan. An Albert Park Station Plan has been added at the request of DFC and Appendix 2 Opportunities and Constraints has been removed from the main document and placed into a separate background technical paper at the request of DTEI.

3.13.5 As part of the collaborative and iterative nature of its approach to structure planning, DPLG has also sought comments on the draft North West Corridor Structure Plan from affected councils, namely, the Cities of Port Adelaide Enfield and Charles Sturt.

3.13.6 If Cabinet approves this submission, affected local councils will be advised of this decision. These councils will be informed of my expectations in working together to achieve the outcomes of the Structure Plan and be asked to pass a formal resolution to approve the North West Corridor Structure Plan and its release for public consultation.

3.14 Implementation plan

An initial community consultation period is planned for the end of 2011. The results of this consultation will be presented to Cabinet in early 2012.

3.15 Communication strategy

3.15.1 DPLG will lead this initial engagement phase but will seek to work in collaboration with councils either through the public consultation programs which may be undertaken by councils either specifically for the draft North West Corridor Structure Plan or as part of related council initiatives.

3.15.2 It is envisaged that the consultation will utilise an online presence with three dimensional visualisations and dedicated web platform.

3.16 Executive Council

The proposal does not require the approval of His Excellency the Governor in Executive Council.

4. RECOMMENDATIONS

I recommend that Cabinet:

4.1 approve the draft North West Corridor Structure Plan;

4.2 note that agencies will be required to resource infrastructure and servicing requirements associated with the developments in the areas covered by this Structure Plan within the existing operating and capital budgets of each government agency;

4.3 approve the release of the plan for public consultation; and

4.4 note the consultation period will run for eight weeks.

I declare that I have no actual or potential conflict of interest in relation to the proposals contained in this submission.

John Rau
Minister for Planning

9 November 2011

Contact Officer: Jason Ting
Telephone Number: 8204 9045

Attachments:
- Draft North West Corridor Structure Plan; and
- Costing comment.

North West Corridor Structure Plan

A volume of the South Australian Planning Strategy

Draft for Community Consultation

31 October, 2011

Government of South Australia
Department of Planning and Local Government

North West Corridor Structure Plan

A volume of the South Australian Planning Strategy

Have your say about the draft *North West Corridor Structure Plan: A volume of the South Australian Planning Strategy*

This is a draft document released for community consultation. You can have your say about any part of the document by submitting your comments in writing to the Department of Planning and Local Government (DPLG). We particularly seek public comment on the Station Plans in Section 5.

We value community input and are seeking feedback on the Vision, Design Principles and, in particular, on the Station Plans detailed in this Structure Plan.

In order to encourage stakeholder participation in developing the Structure Plan, we do not wish to pre-empt a particular outcome. For this reason, some sections have been left open and will be finalised after stakeholder and community engagement on the Draft Structure Plan has been completed.

A complete Draft Structure Plan will be produced after this first round of community consultation, and will be open for further public consultation.

Submissions should be lodged no later than (date to be inserted) and be addressed to:

Submission on the draft North West Corridor Structure Plan

DPLG, PO Box 1815, Adelaide SA 5001

or emailed to dplgpublicsubmissions@sa.gov.au

To help us consider your comments or submission, please provide section and page references from the document and, where applicable, details of the source of any additional information you may provide.

For further information, please visit www.sa.gov.au/regionplans or telephone the Department of Planning and Local Government on 8303 0631 or 8226 3096.

Disclaimer

ISBN

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contents

01 introduction

1.1 Introduction

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

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

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

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

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

The North West Corridor is one area where higher density, mixed-used developments, within 800 metres of activity centres and mass transit corridors, will be able to provide opportunities for people to access local services, recreation and shopping within an easy walk from their home. Providing local jobs within transit corridors and growth areas is particularly important for growing communities.

The Plan recognises that a growing and diverse economy is vital if we are to attract and retain people. It is intended that greater flexibility in land use will enhance industries of strategic importance to the state's future. Ensuring there is an adequate supply of employment land, which is well located and protected from incompatible land uses, is a precondition for maximising economic growth.

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

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

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

1.2 The North West Corridor Structure Plan

This Structure Plan covers the area shown on the map on the opposite page. It follows the main train line from the City of Adelaide to Outer Harbor, including the Grange spur line, and proposed future tram lines to Semaphore and West Lakes.

The initial scope of the Structure Plan covers 800 metres on either side of the train and tram routes; this will then be refined and modified during the structure planning process. It focuses on development in a radius of 800 metres around transport stations, including existing train stations.

1.3 Purpose of structure planning

The structure planning process is intended to:

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

1.4 *The 30-Year Plan for Greater Adelaide*—Targets

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

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

1.5 *The 30-Year Plan for Greater Adelaide* at a glance

The 30-Year Plan for Greater Adelaide will:

- locate most new housing in current urban lands, particularly around transit corridors
- focus on creating mixed-use precincts that bring together housing, jobs, transport services, recreation and leisure
- set aside a net land supply of 10,650 hectares to create new growth areas, which will be based on the principles of mixed-use development, higher densities and a greater mixture of housing and, wherever possible, will be located next to transport corridors
- generate $11.1 billion of gross state product (GSP) over the 30 years, through the Plan's implementation
- create 14 new transit-oriented developments and more than 20 sites that incorporate transit-oriented development principles and design characteristics

- contribute to keeping housing and living affordable in South Australia
- provide housing choice for our ageing population, families, professionals and young people
- develop suburbs and neighbourhoods that are connected and represent world's best practice in sustainability and urban design
- strategically expand larger townships with infrastructure and services, while constraining growth in smaller townships to preserve their heritage and character
- protect at least 115,000 hectares of environmentally significant land and up to 375,000 hectares of primary production land
- support the growth of the mining and defence industries, which will be important to South Australia's future
- create a network of greenways and open-space precincts, including green buffers that define the area between the town of Gawler, the northern suburbs and new growth areas
- significantly reduce the rate of water and energy consumption in all new dwellings
- support our national leadership position in the renewable energy sector and position South Australia to export green energy to other states and territories.

The South Australian Government is embarking on this planning process with a record infrastructure investment of $11.4 billion over four years from 2009–10. The investment focuses on major transport projects, including the electrification and modernisation of our existing rail system, as well as the Noarlunga to Seaford rail extension, western tram extension and O-Bahn extension.

The North West Corridor Structure Plan focuses on one of the planned mass transit corridors and the spaces around transport stations.

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

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

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

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

The principles are:

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

These principles are translated into design principles, which will underpin planning and development of the North West Corridor, in Section 4.

1.7 Alignment with State Government policies

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

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

1.8 Design-based approach

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

Structure Plans provide a blueprint for the future, based on an assessment of existing infrastructure and environmental assets against likely population, housing, industry and economic trends. In order to realise this vision or blueprint, Structure Plans will be based on a design-led approach that integrates desired economic, environmental and social outcomes.

The design-based approach begins by analysing the structure of the study area in a simple graphic form, creating a System Model. This System Model illustrates the existing spatial distribution of land uses, the layout of transport networks and open spaces. This diagram is then expanded into a contextual Design Model illustrating the relationship of the study area with its surrounding spatial context.

It is important to understand that the Design Model is a theoretical construct of the study area; its purpose is to establish a starting-point in the study process, to trigger debate on the inclusion of particular design elements. Subsequent changes to the Design Model (which are negotiated through design workshops) become a stage in the development of the desired outcome or Vision Model. It is through these design workshops that:

- A model of the study area as it exists (i.e. the status quo) is first generated.
- Ongoing analysis of data, plans, trends, etc. is built into the model.
- A preferred Vision Model is generated; this represents the optimum outcome for the future development/protection/use of the area.

The preferred Vision Model is then subdivided into its component parts, which are then designed in more detail—to a degree that is deemed appropriate for the broad scale normally associated with a Structure Plan.

Stakeholder and community support for the outcomes of structure planning is critical if the policy objectives of *The 30-Year Plan for Greater Adelaide* are to be met. Therefore, it is important that key stakeholders are engaged in an iterative and collaborative structure planning process.

02 process

Figure 2.1 outlines the structure planning process. This draft Structure Plan has been based on a Design Model. It has been modified after analysing opportunities and constraints and road testing with government agencies and councils to seek their initial advice and direction before more extensive consultation.

The draft Structure Plan has been released for initial community consultation prior to statutory public consultation. This additional step of community consultation aims to seek community and stakeholder input earlier in the process to avoid a pre-emptive or presumed outcome.

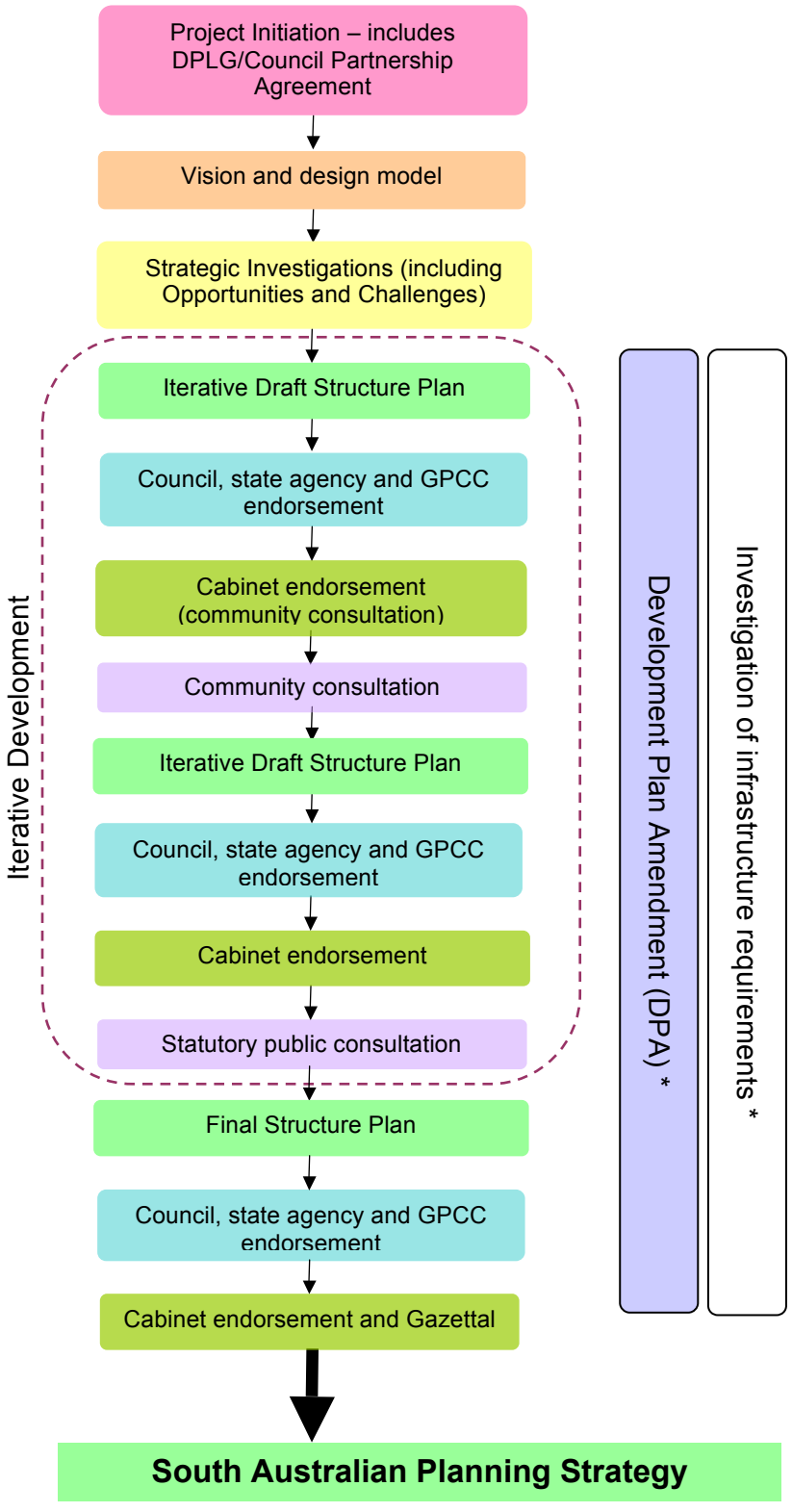
Following community consultation, the draft Structure Plan will be further modified in light of community feedback and then released for statutory public consultation.

The future public consultation version will contain draft recommendations and conclusions, implementation information and other details, which will reflect the final content of the document and will have been informed by extensive consultation with the community.

A Structure Plan provides strategic directions for:

- policy development
- investment
- service and infrastructure provision.

This Structure Plan will become a volume of the Planning Strategy.



- *may occur concurrently or subsequent to Structure Plan Process*
- *GPCC – Government Planning and Coordinating Committee (comprising CEOs from key state government agencies)*

Figure 2.1 Structure Planning Process

03 vision

3.1 System Model

The structure planning process starts with a System Model, which represents the shape of the area being planned.

The North West Corridor is a dendritic system. A dendritic system literally means one that is branched in a way that resembles a tree: that is, at one end there are many individual branches (for example,tree branches/river tributaries/arteries/tram or train spurs) and, at the other end, a single main line of flow (for example,tree trunk/main river/aorta/tram or train main line).

The beginnings and ends of such a system are highly important as they denote points of entry. Similarly, the junctions are significant as they denote points of confluence. This is why the stations of the North West Corridor, especially those at junctions, underpin this Structure Plan, which includes 15 Station Plans (Chapter 5)

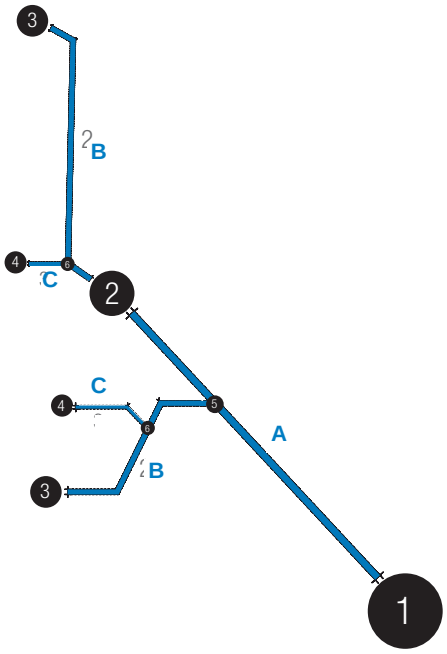


Figure 3.1 The dendritic system

3.2 The Design Model

The theoretical Design Model is a contextual interpretation of the System Model, in this case, a dendritic system. The Design Model for this Structure Plan describes how, in an ideal situation, the stations and train or tram lines of the North West Corridor would operate in a hierarchical sequence based on their relative location in the dendritic system.

For the purposes of this Structure Plan, the Adelaide Railway Station (1) would be the most important station, followed by Port Adelaide (2). The next most important stations would be Outer Harbor (3) and West Lakes (3), followed by Semaphore (4) and Grange (4) as terminations on the main and secondary lines. The junction at Woodville (5) would then represent the next level on the hierarchy, followed by the junctions at Albert Park (6) and Newport Quays (6).

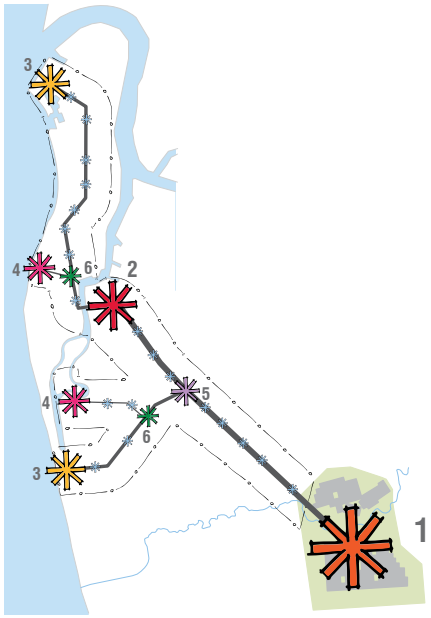


Figure 3.2 The Design Model

The component parts of the Design Model are the primary, secondary and tertiary linkages. The main line between the city and Port Adelaide is the most important (primary linkage), followed by the secondary lines (to Outer Harbour and West Lakes) and the tertiary lines (to Grange and Semaphore). The zones of influence—places where activity occurs—cover an 800 metre radius around each station.

The Design Model was the starting point of the North West Corridor study and represents the theoretical construct into which the information was entered and against which all subsequent versions were tested.

3.3 The Vision Model

The Vision Model is the outcome of a sequential development process applied to the theoretical Design Model. Once the theoretical Design Model has been established, a series of interim Vision Models, each defining a potential future scenario, is built up during the next stage, when the Vision Models are tested with state government agencies and local councils. This eventually yields the final and agreed preferred Vision Model for the future.

Developing a hierarchical system within the Vision Model required definitions of alternative station types. These definitions were based on the relative importance of the stations in the corridor and the opportunities offered around each station for development to occur. These definitions are provided in 3.4.

3.4 Future stations definition

3.4.1 Primary Stations

A Primary Station is part of a TOD—a transit-oriented development—defined as a mixed-use development focused on a major transport node—a busway, rail or light rail station. A TOD is characterised by a high-quality and diverse mix of uses, including medium to high density residential dwellings, together with shops, offices and other uses (including recreational and light industrial)—all located within easy walking distance from the transport node.

TODs are distinguished by their walkability, permeability (i.e. allowing people free access) and vibrancy. They offer a safe living environment, in which people have a wide choice of housing, shopping and service provision. They contain attractive open spaces with streets designed to give priority to pedestrians.

For the purposes of this study, a TOD is defined as having (or, at least, potentially having) at least five of the following criteria:

- a major station
- significant location
- unique character
- cultural significance
- a regional shopping centre
- an entertainment centre
- high density residential use
- high order employment
- major facilities (either of city or state significance)
- government ownership of significant land areas
- available land for development.

3.4.2 Secondary stations

Secondary stations are classified as those stations that are constrained from reaching TOD status because they do not meet the criteria above. However, they are still regarded as important transport nodes, with lesser potential for re-development.

Secondary stations are categorised as neighbourhood stations, village stations or local stations, depending on their relative importance and functionality.

Neighbourhood stations

A neighbourhood station is defined as a transport node that possesses at least three of the following criteria:

- strategic location
- nearby high or medium density residential use
- major facilities (either of city or state significance)
- available land for development
- government ownership of significant land areas.

Village stations

A village station is defined as having at least one of the following criteria:

- strategic location
- nearby high or medium density residential use
- available land for development
- government ownership of significant land areas.

Local stations

Local stations mainly provide for train access and have less potential for redevelopment opportunities nearby.

This study does not investigate the potential of local stations, but it is acknowledged that some limited potential will exist.

3.5 Vision Model 1

The original Vision Model (Figure 3.3) represents the study team's understanding of the status quo at the beginning of the project. In this model, of the conditions in mid-2011, the primary stations are Adelaide and Port Adelaide, as primary destinations on the main line, with secondary stations at Newport Quays, West Lakes and the newly designated TOD of Bowden Urban Village. Woodville and Cheltenham represent the next tier of station, with all other stations playing a more local role and being of lesser importance at the corridor scale.

Note that, apart from West Lakes (to a limited extent), none of the coastal destinations appears to meet its full potential at present.

3.6 Vision Model 2

In Vision Model 2 (Figure 3.4), prepared after more data had been collected and analysed, a number of opportunities began to emerge. For example, there appeared to be future potential at Outer Harbor, while proposed future development at Woodville suggested that this station would become more significant than Cheltenham. Similarly, Albert Park, Seaton, Seaton Park and Kilkenny emerged as having greater potential for future development than first envisaged.

Also, by this stage, the full potential of West Lakes and Bowden as future TODs was realised. The stations at Kilkenny, Taperoo and Albert Park, too, gained in relative importance because of nearby development opportunities.

The Port Adelaide–Outer Harbor train corridor could increase in significance in the future. However, at present, a number of significant constraints hinder an immediate change in status.

3.7 Iteration Vision Model

The Vision Model that has been informed by state agency consultation and some initial input by stakeholder is on the next page. The station hierarchy shown is still open to further modification and changes; these will be informed by more detailed community and stakeholder consultation.

3.7.1 Station hierarchy

In summary, the proposed station hierarchy for the North West Corridor is:

TODs

Port Adelaide

West Lakes

Woodville

Bowden

Neighbourhood stations

Taperoo

St Clair

Glanville

Hendon

Kilkenny

Village stations

Osborne

Seaton

Grange

Albert Park

Seaton Park

Semaphore

Local stations

Outer Harbor

North Haven

Midlunga

Draper

Largs North

Largs

Peterhead

Ethelton

Alberton

Cheltenham

East Grange

Woodville Park

West Croydon

Croydon

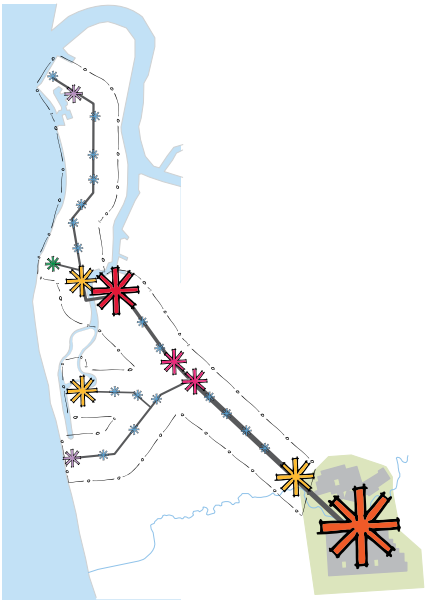


Figure 3.3 The Vision Model Version 1

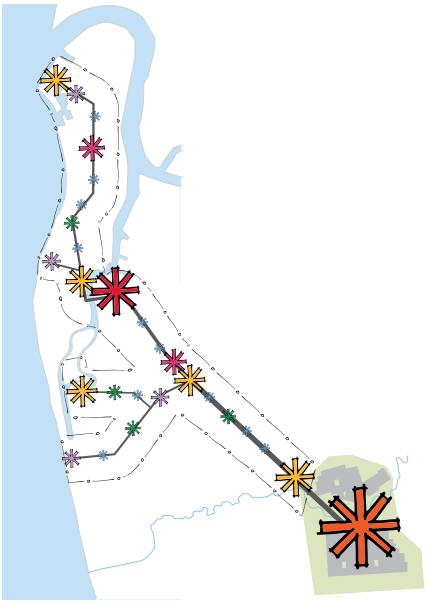


Figure 3.4 The Vision Model Version 2

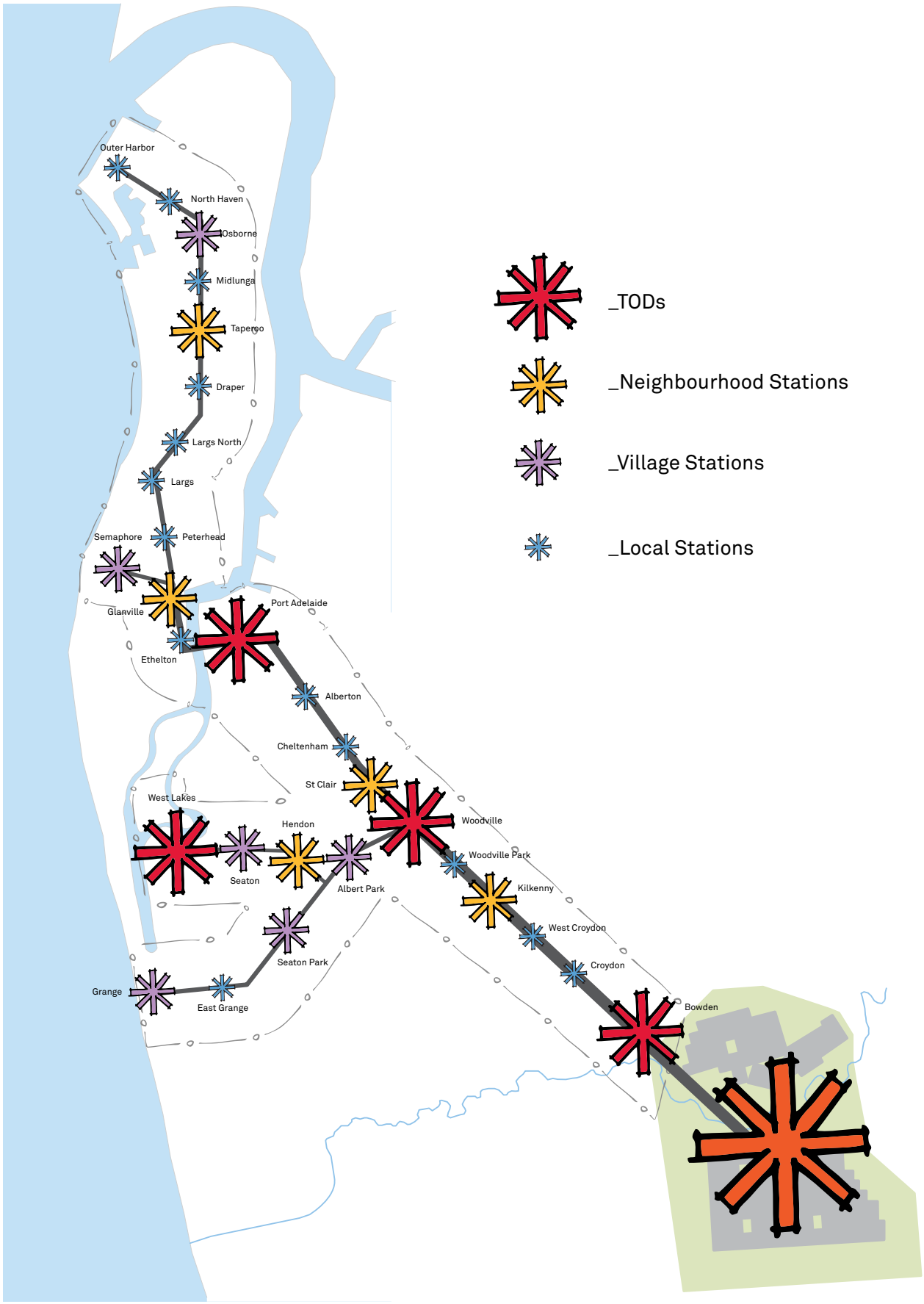


Figure 3.5 Final Vision Model

04 design principles

4.1 Introduction

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

4.2 Objectives for structure planning

The Plan's principles and policies will guide the development of Structure Plans. The key objectives have been summarised below:

Movement and access

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

- mixing land uses to provide easy access—visually and physically—and prioritise walking, cycling and using mass transit to serve the daily needs of the local population
- creating a highly interconnected, grid-based street network, which:
  - clearly distinguishes between arterial routes and local streets
  - establishes good internal and external access for residents
  - maximises safety
  - supports mass transit
  - encourages walking and cycling.
- ensuring public realm/space responses create sufficient space to accommodate foot/cycle paths, including off-road (for example, a network of greenways incorporating local indigenous trees), as well as on-road cycling routes to destinations
- protecting current and future strategic transport routes, major road and rail freight routes, freight handling facilities and land for future upgrades—consistent with the new urban form—through measures such as appropriate setbacks
- establishing greenways as well-designed safe and attractive linear places that are of benefit to the onlooker as well as the user
- improving the quality and safety of key train, tram and bus stations, thereby achieving integration with surrounding activities, to attract higher levels of use and to help stimulate development which aligns with proposed corridor infill areas
- implementing a network of high quality primary and secondary cycling routes, which will form part of the Adelaide Bikedirect network to provide both safe direct routes and attractive alternative routes
- improving key streets to create a comprehensive network of local streets that facilitate safe and enjoyable lower speeds, particularly for the benefit of cyclists and pedestrians.

Land use and design

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

- developing walkable neighbourhoods, which cluster to form towns/villages with relatively intense, mixed-use town centres capable of fostering a broad range of employment and social opportunities and services
- using sustainable housing design principles in growth areas, corridors and transit-oriented developments, reflecting a diverse community at all stages of life
- encouraging forms of urban development that:
  - minimise non-renewable energy use and car dependence
  - encourage greater local self-containment
  - protect natural and cultural assets
  - minimise potential for impacts such as air and noise pollution.
- creating higher density, mixed-use development with a vertically integrated core, focused in transit corridors, with densities decreasing as a transition to adjacent neighbourhoods

- focusing the majority of infill development in transit corridor areas, so that residential neighbourhoods can remain largely unaffected as a result of this Structure Plan
- increasing residential diversity, through increased mix of residential densities in appropriate areas, and more mixed-use developments
- taking advantage of proximity to services and public transport and to nearby amenity, when siting new residential developments
- encouraging private redevelopment of nominated sites, and specific sites within nominated areas, to diversify housing options and achieve an increase in overall density through new medium and high density housing options
- encouraging adaptive reuse to promote sustainable development where possible
- ensuring suitable design to provide an appropriate interface with state and local heritage places/items and areas
- investigating the possibility of developing high quality public realm and open space.

In addition:

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

Affordable housing

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

- State Significant Areas
- areas subject to Structure Plans and precinct planning, in particular in new transit-orientated developments and transit corridors
- areas rezoned to substantially increase dwelling potential (including new greenfield growth areas)
- residential developments with major development status
- residential developments on surplus government land.

Economy and employment

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

- providing sufficient land for employment (including centres) with effective access to freight networks, infrastructure and employment bases
- providing education and vocational training within easy access (including in shopping/activity centres and transit-oriented developments) of the community
- encouraging local employment self-sufficiency (preferably 40–60 per cent)
- promoting the importance of existing retail and commercial strips within the corridor, particularly in identified high street locations.

Liveability, community and sense of place

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

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

- maintaining and improving existing open spaces, maximising the opportunities to establish adjacent residential and mixed-use development, and improving connection with other open spaces
- including facilities for active recreation and structured sport where appropriate
- developing major community sports hubs to provide important community facilities, and promote community development and the multiple benefits of active living.

Environmental assets

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

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

Community infrastructure

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

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

Artist's Impression

05 station plans

Artist's Impression

5.1 Introduction

Station plans are the translation of the Structure Plan Vision and corridor strategies to the station catchment scale. Station plans and accompanying text outline the high level planning intent for each station so that it can be translated into the next stage of planning instruments.

Consistent with the vision, plans have been developed for all TOD stations, neighbourhood stations and village stations. No specific station plans have been prepared for local stations.

Development of the station plans has been underpinned by the strategic investigations, opportunities and constraints analysis, character analysis, and design principles, applied to the Vision Model. The strategic investigations summary and detailed opportunities and constraints analysis is set out in Appendices 1 and 2.

Station 01_Port Adelaide TOD Station
Station 02_Woodville TOD Station
Station 03_West Lakes TOD Station
Station 04_Bowden TOD Station
Station 05_Taperoo Neighbourhood Station
Station 06_Semaphore Village Station
Station 07_St Clair Neighbourhood Station
Station 08_Hendon Neighbourhood Station
Station 09_Kilkenny Neighbourhood Station
Station 10_Osborne Village Station
Station 11_Glanville Neighbourhood Station
Station 12_Seaton Village Station
Station 13_Seaton Park Village Station
Station 14_Grange Village Station
Station 15_Albert Park Village Station

Figure 5.1 Stations for which plans have been developed

Definitions

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

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

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

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

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

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

Transport Stop
Encourage greater intensity and connectivity around transport stops.

Strategic Route and/or Primary/Secondary Freight Route

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

Arterial Road

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

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

Promenade
Enhance waterside interface through increased development of the waterside and surrounding areas.

Train Line

Tram/O-Bahn Line

Other Roads

Residential
Allow gradual low-rise residential development.

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

Residential Infill
Facilitate residential development to provide increased housing diversity and intensity.

Residential Character
Maintain identified character areas and protect from inappropriate development.

Industry/Employment
Facilitate industry/employment in strategic locations.

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

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

Encourage complementary mixed-use development in appropriate locations.

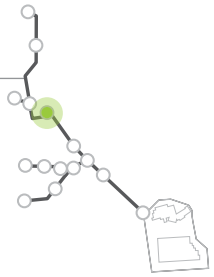
Corridor (Mixed Infill)
Encourage higher density development of several storeys.

Open Space (Park Lands)
Promote greater connectivity and integration of built form to the surrounding Park Lands.

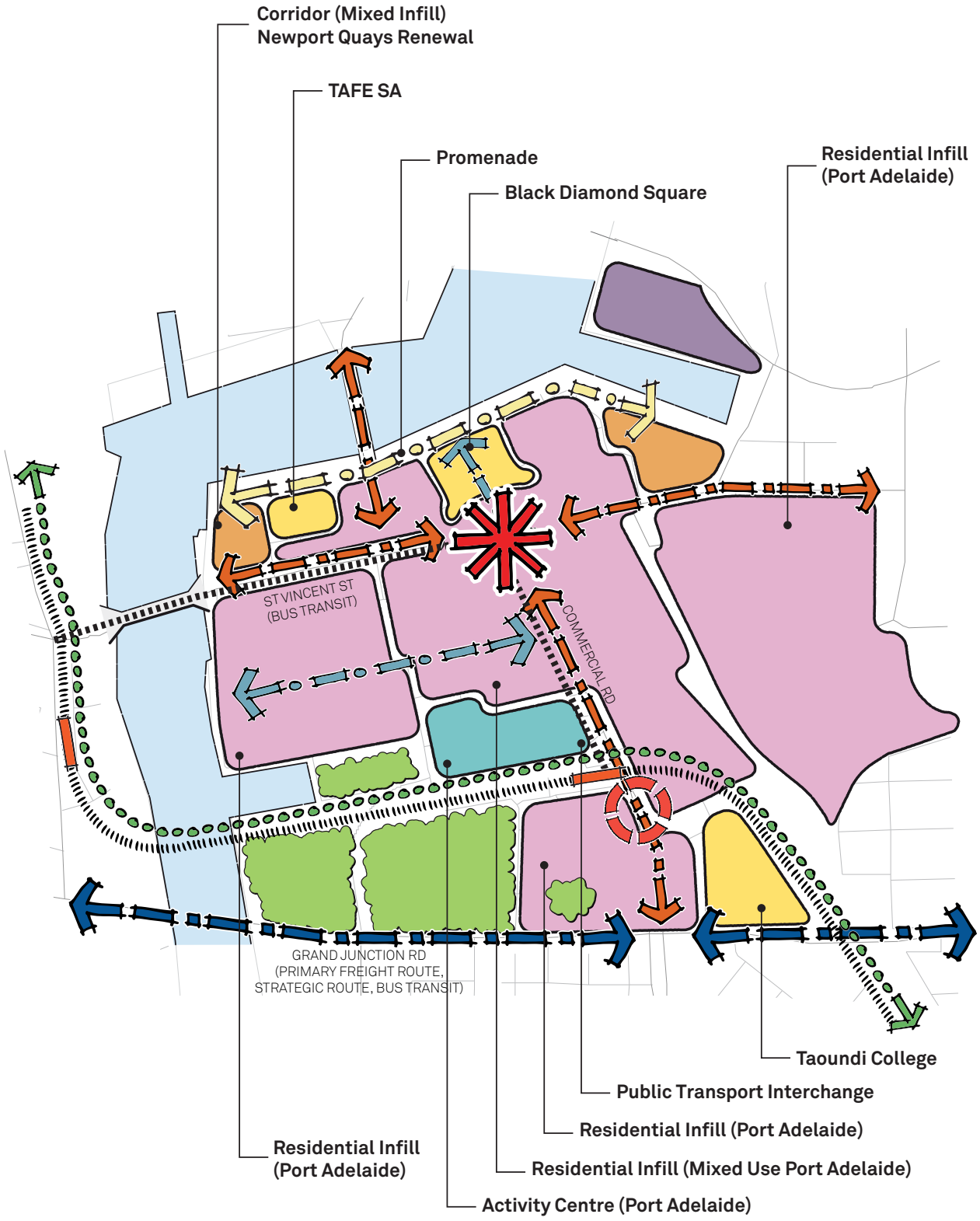
Institution/Community Facility
An area dedicated to education and general public use.

Open Space
Maintain and support existing open spaces.

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



Station 01_Port Adelaide TOD Station



0 200 400 800m

Tram alignment is indicative only and is subject to change as further evaluation of the cost and benefit of the Port Adelaide/ Semaphore Tramway is undertaken.

Station 01_Port Adelaide TOD Station

The Structure Plan proposes the following actions for the Port Adelaide TOD station area. We seek community input on these proposals.

Gateway

Intensify development at gateway with high quality built form and public realm.

Investigate the area between Grand Junction Road and the railway station as an entrance way to Port Adelaide.

Promenade

Strengthen the Port side promenade through the Newport Quays developments and strengthen the connection with the broader revitalisation of the Port core.

Corridor (Mixed Infill), Newport Quays Renewal

Achieve quality mixed-use renewal as part of the planned Newport Quays development.

Activity Centre, Port Adelaide

Facilitate renewal as a key mixed-use development incorporating 'large-footprint' retail, commercial and high density residential (4–8 storeys) to capitalise on proximity to rail station and views to the south and east over open space and water.

Introduce the opportunity to develop key buildings on Commercial Road north and south of the rail overpass bridge.

Integrate the redevelopment with the greenway for improved accessibility to the train station.

Integrate a Park and Ride facility for public transport commuters into developments.

Investigate urban design solutions to link the Port Canal and the Port Mall shopping areas.

Residential Infill, Port Adelaide

Facilitate appropriate redevelopment of the Woolstores precinct as a mixed use area, with emphasis on a unique residential character, celebrating the historic warehouses, with consideration for nearby activities of environmental significance and existing industry.

Implement legible pedestrian connections through to Commercial Road and the Port core.

Enhance and draw pedestrian activity towards Black Diamond Square.

Monitor the effects of changing industrial and servicing uses (near St Vincent Street East).

Encourage development south of Brock Street.

Investigate how to manage the interface between residential and other land uses for development north of Brock Street.

Industry/Employment

Promote non-residential development that interfaces satisfactorily with surrounding development to the north.

Residential Infill (Mixed Use Port Adelaide)

Instigate and actively facilitate revitalisation of the Port core as a mixed-use centre.

Encourage greater activation of the State Heritage Area north of St Vincent Street with retail, tourist, commercial and community uses that celebrate the special historic character of the precinct.

Facilitate redevelopment of sites south of St Vincent Street, encouraging retail and commercial activities at street level and commercial and residential at upper levels.

Reinforce the role of Dale Street as a key street in the Port centre and strengthen the legibility of cross-block links through retail complexes.

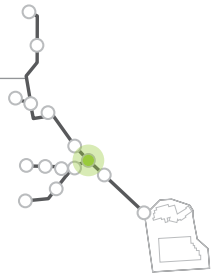
Explore the potential for areas of higher density and new sympathetic development including appropriate mixed use.

Investigate urban design solutions to link the Port Canal and the Port Mall shopping areas.

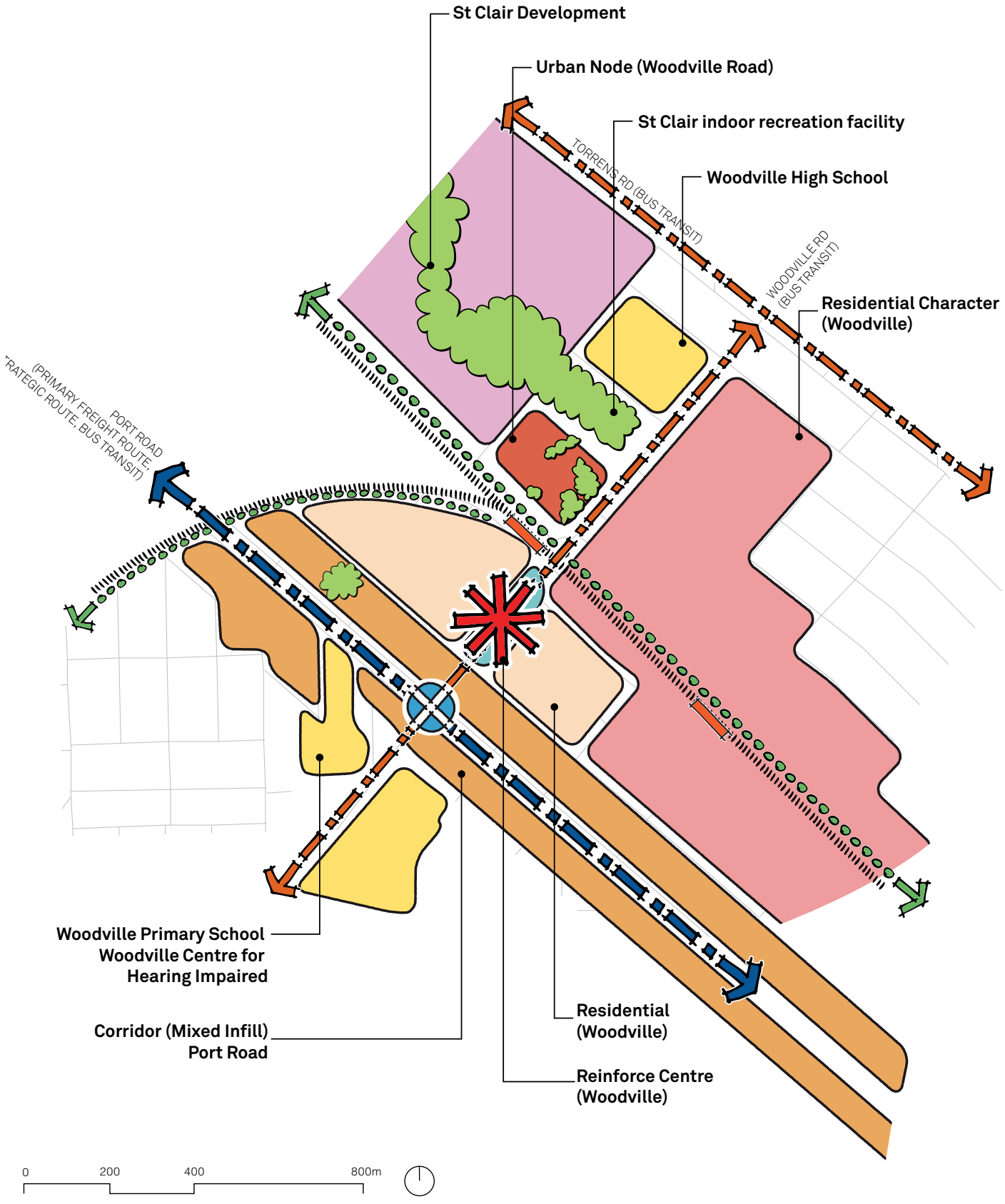
Recognise the important role of museums in this area and encourage and integrate further sympathetic development.

Recognise the market and tourism roles of the Fisherman's Wharf precinct.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Port Adelaide approximately 2000



Station 02_Woodville TOD Station



Sector Plan 02_Woodville TOD Station

The Structure Plan proposes the following actions for the Woodville TOD station area. We seek community input on these proposals.

Reinforced Centre

Revitalise Woodville Road.

Have regard for the Woodville Village Master Plan.

Ensure connectivity with train station, open space network and proposed TOD site.

Create high quality public realm/open space.

Enhance Woodville Road between The Queen Elizabeth Hospital (TQEH) and the train line as a primary local network, through streetscape enhancements and marker elements at the Port Road intersection.

Continue a quality pedestrian environment north to Torrens Road.

Activity Centre

Have regard for the Woodville Village Master Plan.

Investigate the option of 3–4 storey shops and offices, with apartments above and rear car parking.

Incorporate appropriate mixed-use activities.

Investigate the potential for new uses of existing buildings.

Investigate the option of developing the station car park and incorporating a new public space adjacent the railway station.

Consider a new multi-deck car park at the rear of the Council Chambers.

Achieve appropriate development that interfaces sensitively with surrounding residential areas.

Consider the option of incorporating al fresco street activity on Woodville Road.

Urban Node, Woodville Road

Develop an active street frontage to Woodville Road to create a safe, attractive environment for pedestrian movement and links to services and facilities.

Have regard for the Woodville Village Master Plan,

Incorporate high quality open space into the development (22 per cent open space) and transition to the open space that adjoins the area.

Encourage development that provides an option to heavy dependence on private car use.

Encourage the option to access services and facilities without the use of a motor vehicle.

Introduce a range of medium-rise buildings that take advantage of scenic views and the proximity to the railway station.

Integrate new development with the surrounding land uses

Develop a mix of building heights between 2 and 6 storeys.

Allow for an iconic building in the centre of the development, close to the railway station, of up to 8 storeys.

Achieve a quality public frontage to Woodville Road and the station.

Incorporate appropriate mixed-use.

Corridor (Mixed Infill), Port Road

Facilitate appropriate mixed-use redevelopment along Port Road.

Encourage commercial uses with quality built form at street level and residential above (3–6 storeys).

Achieve appropriate interface treatments where development is adjacent to established character precincts.

Recognise Port Road as a primary freight route.

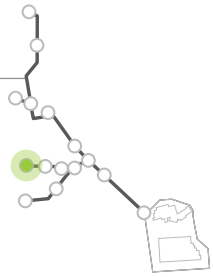
Residential Character, Woodville

Maintain identified character precincts as important contributors to the character of the Woodville area.

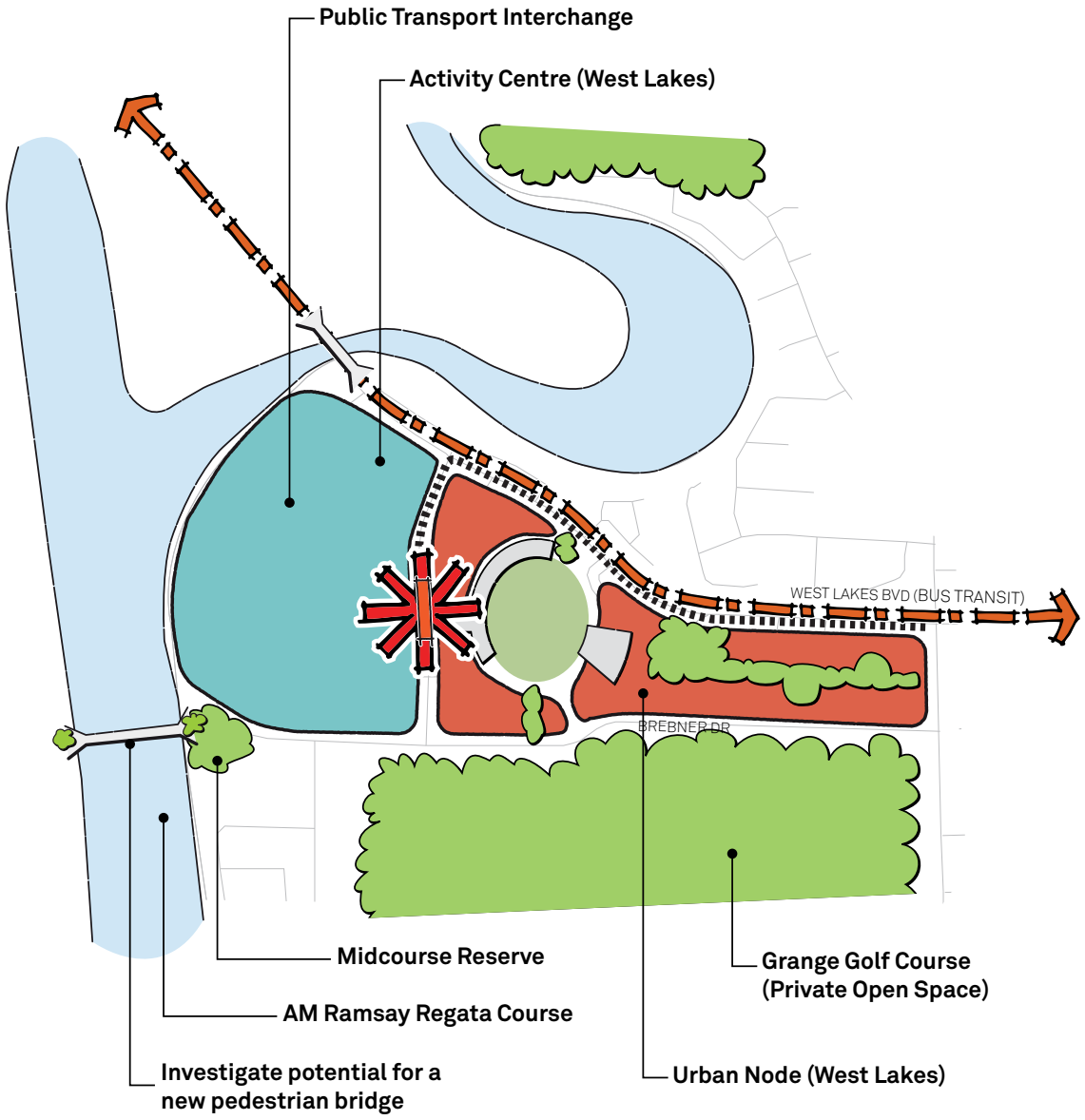
Residential, Woodville

Achieve appropriate new development that facilitates housing choice, but also maintains the feel and amenity of the area.

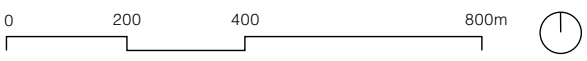
Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Woodville approximately 600



Station 03_West Lakes TOD Station



Alignment of tram route is indicative and is subject to change as further evaluation is undertaken



Station 03_West Lakes TOD Station

The Structure Plan proposes the following actions for the West Lakes TOD station area. We seek community input on these proposals.

Reinforced Centre, West Lakes

Investigate the option for the tram route to run along Turner Drive and terminate with a centrally located station between the shopping centre and AAMI Stadium.

Investigate the option to create a central plaza close to the existing food court and tram station as part of activating the shopping centre edge with cafes and restaurants.

Pedestrian Bridge

Investigate the potential for a pedestrian bridge between the lakeside park on Brebner Drive across the lake to Bluelake Circuit, to extend the walkability of the TOD catchment and provide beach access for the high density residential developments.

Activity Centre

Encourage pedestrian and transport links between the Activity Centre and the surround land uses.

Investigate the opportunity to further develop the West Lakes Centre zone as a mix of retail, commercial and, where appropriate, residential uses.

Facilitate high quality residential development along the lake side of Brebner Drive to advantage of the water views.

Consider building heights up to a maximum of 10 storeys.

Urban Node, West Lakes

See Desired Development Character.

Facilitate the gradual redevelopment of the AAMI Stadium site.

Integrate any new development with surrounding existing land uses.

Reinforce existing linkages and establish new linkages between the retail centre, new and existing public transport access points and any new residential development.

Encourage the development of a range of residential accommodation to provide a choice in housing options.

Design the precinct to encourage walking and cycling.

Take into account existing residential development when setting building heights and, where appropriate, take advantage of views over the lake and the golf course.

Maintain a general building height up to 6 storeys, with the majority in the 3–4 storey range.

Consider establishing an iconic (up to 10-storey) development along Turner Drive overlooking the centre and the lake.

Have regard for the AAMI Stadium Master Plan.

Desired Development Character

Redeveloping the AAMI Stadium precinct into a park-like setting could provide homes for a range of people, including couples, families and singles at various stages of their lives. This could be achieved by providing a range of housing, such as terraces, mews, townhouses and apartments, which could include homes for aged persons, affordable and family housing, student accommodation and luxury penthouses.

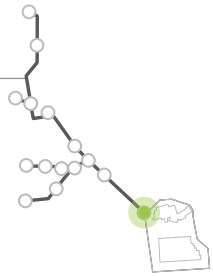
Future residents would have the ability to walk to services, shopping and public transport. The number of residents on site would support the extension of the tramline to West Lakes and provide a sustainable catchment for local businesses.

Buildings within the precinct could range in height up to six storeys, with most in the 3–4 storey range. Taller buildings would be sited to take advantage of views over the adjacent golf courses. Building heights would decrease closer to West Lakes Boulevard to integrate with existing homes.

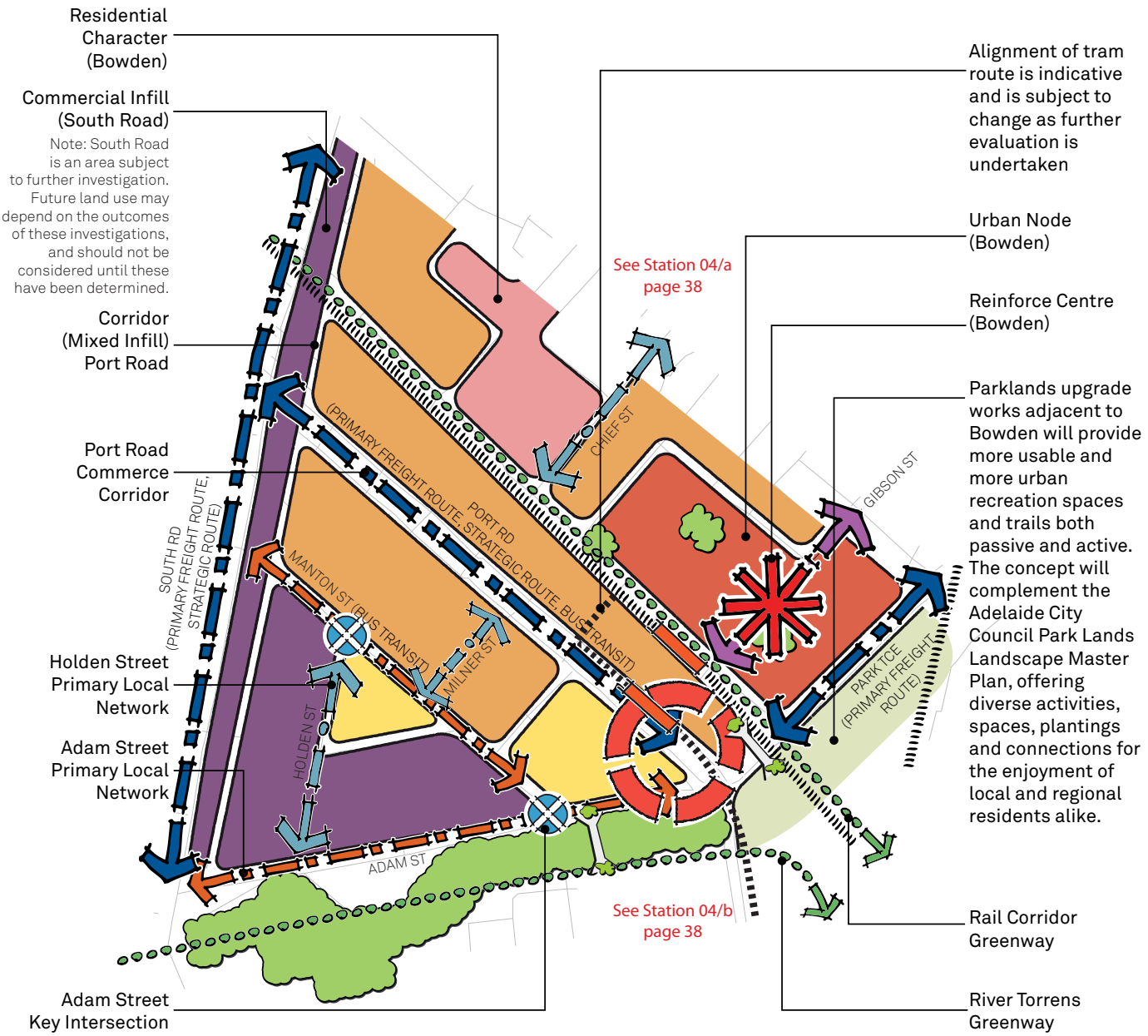
There may be the opportunity for an iconic building (up to 10 storeys in height) overlooking Turner Drive and across the shopping centre towards the lake.

Development may be encouraged to have a smaller footprint, which in turn could maximise the ability to develop quality public open spaces and landscaped plazas. Parts of Max Basheer Reserve could be a dedicated public reserve for informal recreation. The design of the precinct would encourage recreation pursuits such as walking and cycling between locations and connectivity to surrounding areas. Energy efficiency and water conservation outcomes would also be encouraged.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): West Lakes approximately 1800



Station 04_Bowden TOD Station



Recognise the strategic importance of South Road

Station 04_Bowden TOD Station

The Structure Plan proposes the following actions for the Bowden TOD station area. We seek community input on these proposals.

Residential Character, Bowden

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

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

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

Pedestrian Bridge

Make the landmark bridge across Park Terrace for pedestrians and cyclists only, to serve as a safe and convenient link to the City and Park Lands for the whole north west metropolitan area(as part of the proposed greenway to Outer Harbor) and specifically for the Bowden project.

Corridor (Mixed Infill), Port Road

Facilitate mixed-use redevelopment as a key component of the Bowden TOD and support its role as a commerce corridor.

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

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

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

Incorporate a high standard of public realm and design.

Commercial Infill, South Road

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

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

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

Bowden Village Centre

Create a high street along Gibson Street.

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

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

Develop the high street in accordance with the Bowden Urban Village Master Plan.

High Street, Gibson Street

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

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

Urban Node, Bowden

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

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

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

Have regard for the Bowden Village Master Plan.

Gateway, Port Road

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

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

Commercial Infill, Hindmarsh

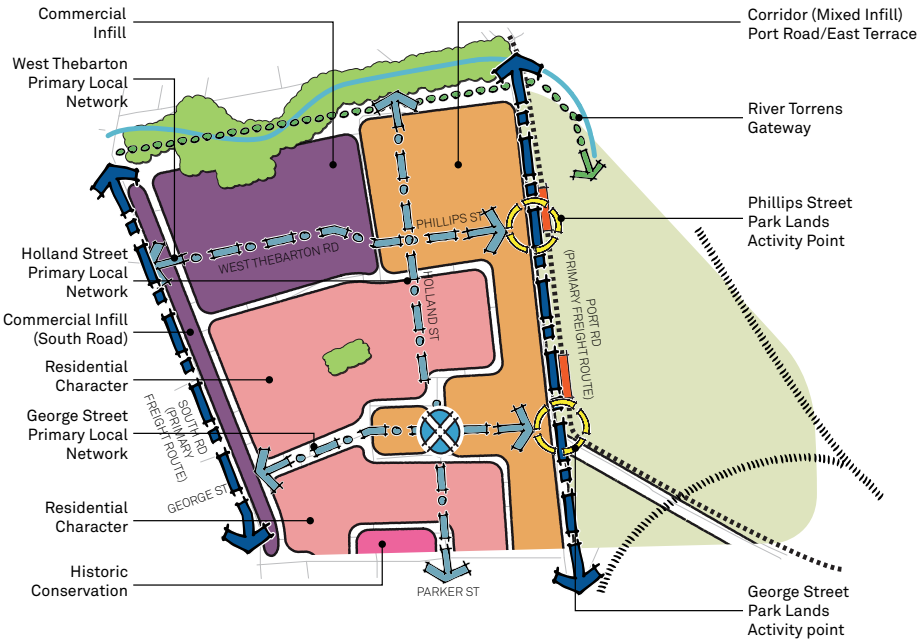
Facilitate the redevelopment of properties fronting Manton Street and Adam Street.

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

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

Station 04_Bowden TOD Station

Station 04/a_Bowden TOD Station



Station 04/b_Bowden TOD Station

River Torrens Linear Park

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

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

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

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

Gateway, Torrens Road

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

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

Corridor (Mixed Infill), Torrens Road

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

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

Facilitate greater diversity of housing and accommodation types by infill.

Increase infill development and streetscape character at Chief Street intersection.

Corridor (Mixed Infill), Chief Street

Facilitate mixed-use redevelopment complementary to Bowden Centre.

Encourage active street frontages.

Achieve sensitive interface where redevelopment is adjacent to character areas.

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

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

Residential Infill, Renown Park

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

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

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

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

Residential Infill, Brompton

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

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

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

Corridor (Mixed Infill), Port Road/East Terrace)

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

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

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

Residential Infill, Bowden

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

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

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

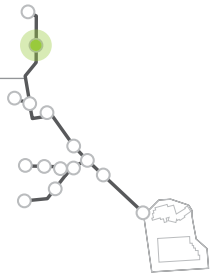
Commercial Infill, Bioscience Technology Precinct

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

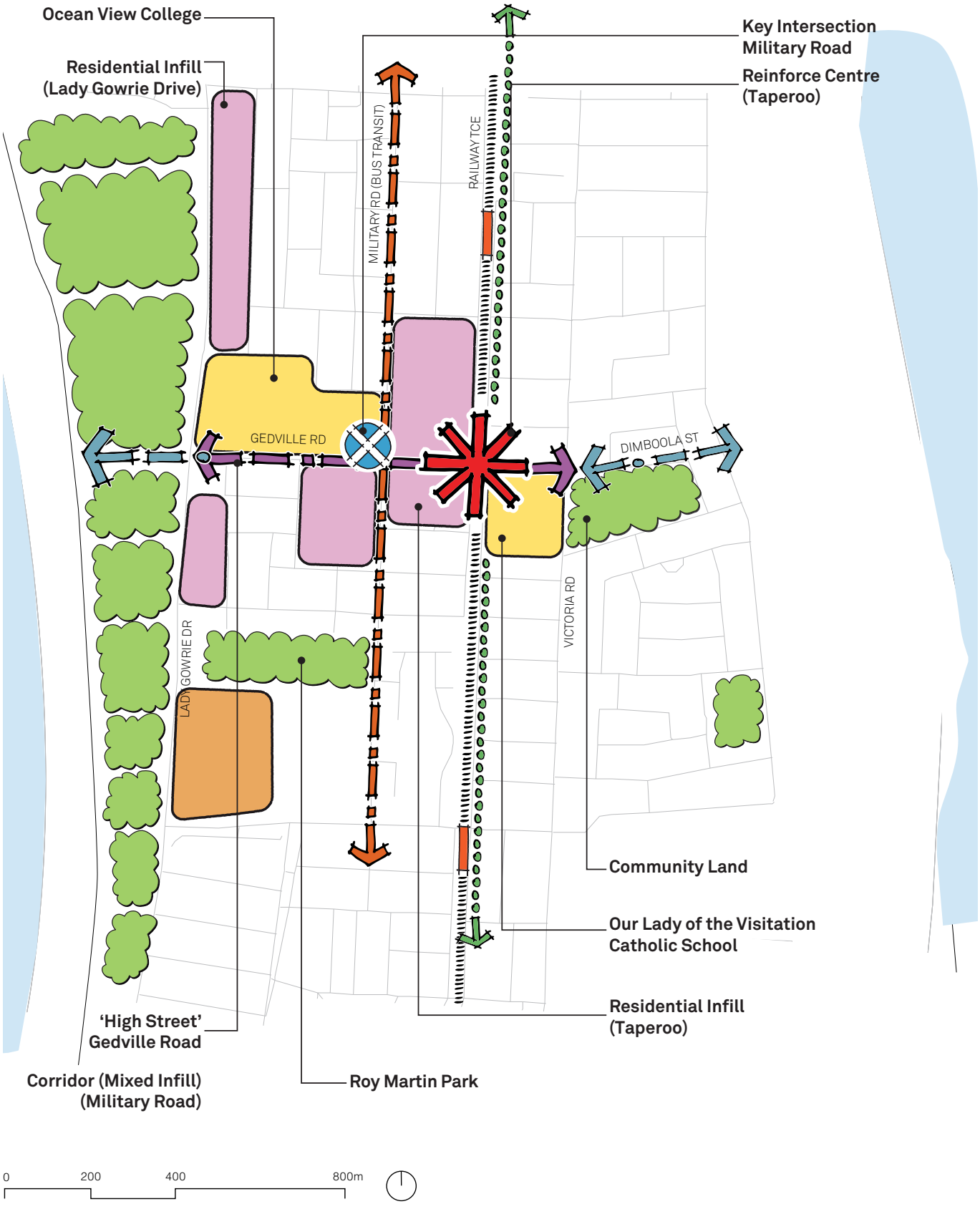
Facilitate gradual infill of low to medium density commercial redevelopment close to the city, and accessibility to recognised freight routes (4–8 storeys)

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

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Bowden approximately 2400



Station 05_Taperoo Neighbourhood Station



Station 05_Taperoo Neighbourhood Station

The Structure Plan proposes the following actions for the Semaphore station area. We seek community input on these proposals.

Reinforced Centre, Taperoo

Upgrade Taperoo Station and the intersection of Gedville Road and Railway Terraces to form the centre of the high street and broader Taperoo area.

Generate a pedestrian friendly environment.

Investigate options for improving pedestrian connectivity.

Key Intersection, Military Road

Investigate the option of establishing a neighbourhood square, i.e. a key public realm space that acts as an important linkage point.

Create a community gathering space that complements the adjacent retail and residential uses.

Investigate linkages with adjacent stations.

High Street, Gedville Road

Develop Gedville Road as the neighbourhood high street linking key destinations and services.

Implement high quality streetscape including marker elements at the intersection with Victoria Road.

Place sensitive recreation facilities at the intersection with Lady Gowrie Drive, celebrating the view over the sand dunes and beach.

Residential Infill, Taperoo

Encourage the redevelopment of key sites fronting Gedville Road and Military Road as medium density, low-rise (1–3 storeys) residential, focusing on Housing SA properties.

Create small retail and commercial tenancies at street level, opposite existing retail, to strengthen neighbourhood high street.

Provide housing diversity with new residential development to act as an exemplar for further infill in surrounding blocks.

Facilitate low-rise residential development that provides housing diversity in proximity to coastal amenity, rail station, neighbourhood shops and school.

Achieve appropriate developments that interface sensitively with surrounding established residential land through lot size/height ratios.

Manage the development of new residential development with existing land uses, particularly the interface with establish industry.

Corridor (Mixed Infill), Lady Gowrie Drive

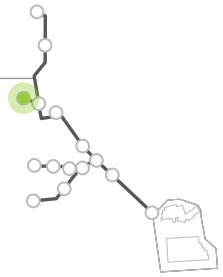
Facilitate low- to medium-rise residential development that provides housing diversity close to coastal amenity.

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

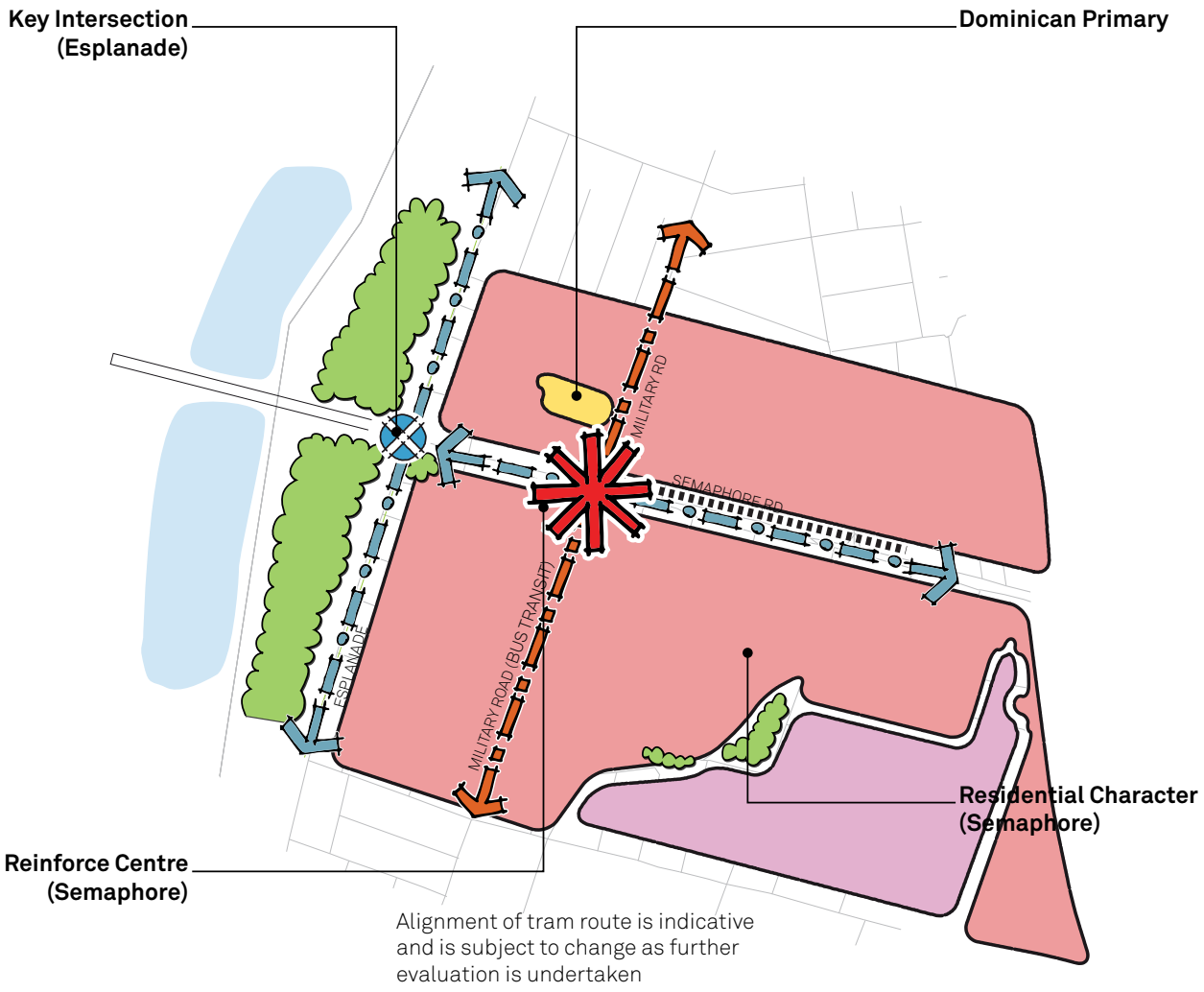
Facilitate development that appropriately manages the interfaces between industrial and residential uses (particularly issues of air and noise pollution).

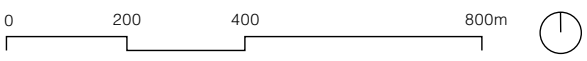
Establish pedestrian walkways and link new with existing open space

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Taperoo approximately 200



Station 06_Semaphore Village Station





Station 06_Semaphore Village Station

The Structure Plan proposes the following actions for the Semaphore station area. We seek community input on these proposals.

Reinforced Centre, Semaphore

Create a quality pedestrian-focused streetscape around the future tram station to act as a catalyst for private redevelopment and improvements to surrounding properties.

Develop the area around the intersection of Semaphore Road and Military Road as the centre of activity.

Semaphore Road

Create a central focus in the street, catering for the maximum walking catchment from surrounding residential areas, and encourage pedestrian movement in both directions along the full length of Semaphore Road.

Residential Character, Semaphore

Facilitate infill redevelopment of non-character main street properties as retail/hospitality at street level with residential above (total built form 2–3 storeys).

Ensure redevelopments respond to their setting in the character precinct through quality contemporary architecture that respects nearby character built form.

Facilitate gradual infill of non-character sites with low-rise residential redevelopment that provides housing diversity close to the tram station, shops and school.

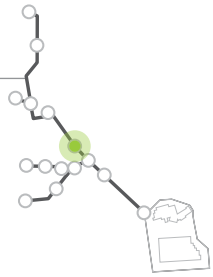
Achieve appropriate developments that interface sensitively with adjacent character precincts.

Key Intersection, Semaphore Road

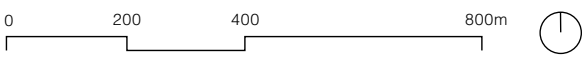
Enhance and encourage the development of the community gathering space to complement the adjacent retail and residential activity, and link it to the high quality open space.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Semaphore: further detailed investigations required.

Artist's Impression



Station 07_St Clair Neighbourhood Station



Station 07_St Clair Neighbourhood Station

The Structure Plan proposes the following actions for the St Clair station area. We seek community input on these proposals.

Reinforced Centre, St Clair

Achieve a neighbourhood-scale retail centre as part of the St Clair development with strong connections to the new rail station and adjacent public realm and greenway.

Urban Node, Woodville

Facilitate redevelopment as high density residential (4–8 storeys) to create a southern 'sister' neighbourhood adjacent to the new St Clair development.

Ensure (where possible) strong connections to the St Clair neighbourhood shops and open space.

Create pedestrian links to Woodville Road.

Ensure that new development interfaces sensitively with existing built form.

Focus any higher building close to the railway station.

Increase the intensity of land use closer to the centre.

Include appropriate mixed use.

Corridor (Mixed Infill), Port Road

Facilitate mixed-use redevelopment along Port Road to strengthen the neighbourhood station area.

Encourage commercial uses with quality built form at street level and residential above (3–6 storeys).

Achieve appropriate interface treatments where development is adjacent to established character precincts.

Residential Character, Cheltenham

Maintain identified character precincts as important contributors to the character of the Cheltenham/St Clair area.

Residential Infill, St Clair

Achieve quality medium density residential and public open space as part of the planned St Clair development.

Residential Infill, Cheltenham

Facilitate low-rise (2–3 storeys) residential redevelopment that provides a quality edge to Cheltenham Parade.

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

Urban Node, Woodville Road

Develop an active street frontage to Woodville Road to create a safe, attractive environment for pedestrian movement and links to services and facilities.

Have regard for the Woodville Village Master Plan.

Incorporate high quality open space into the development (22 per cent open space) and transition to the open space that adjoins the area.

Encourage development that provides an option to a heavy dependence on private car use.

Encourage the option to access services and facilities without the use of a motor vehicle.

Introduce a range of medium rise buildings that take advantage of scenic views and the proximity to the railway station.

Integrate new development with the surrounding land uses.

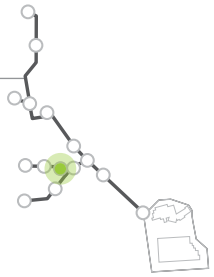
Develop a mix of building height in the range of between 2 and 6 storeys.

Allow for an iconic building in the centre of the development, close to the railway station of up to 8 storeys in height

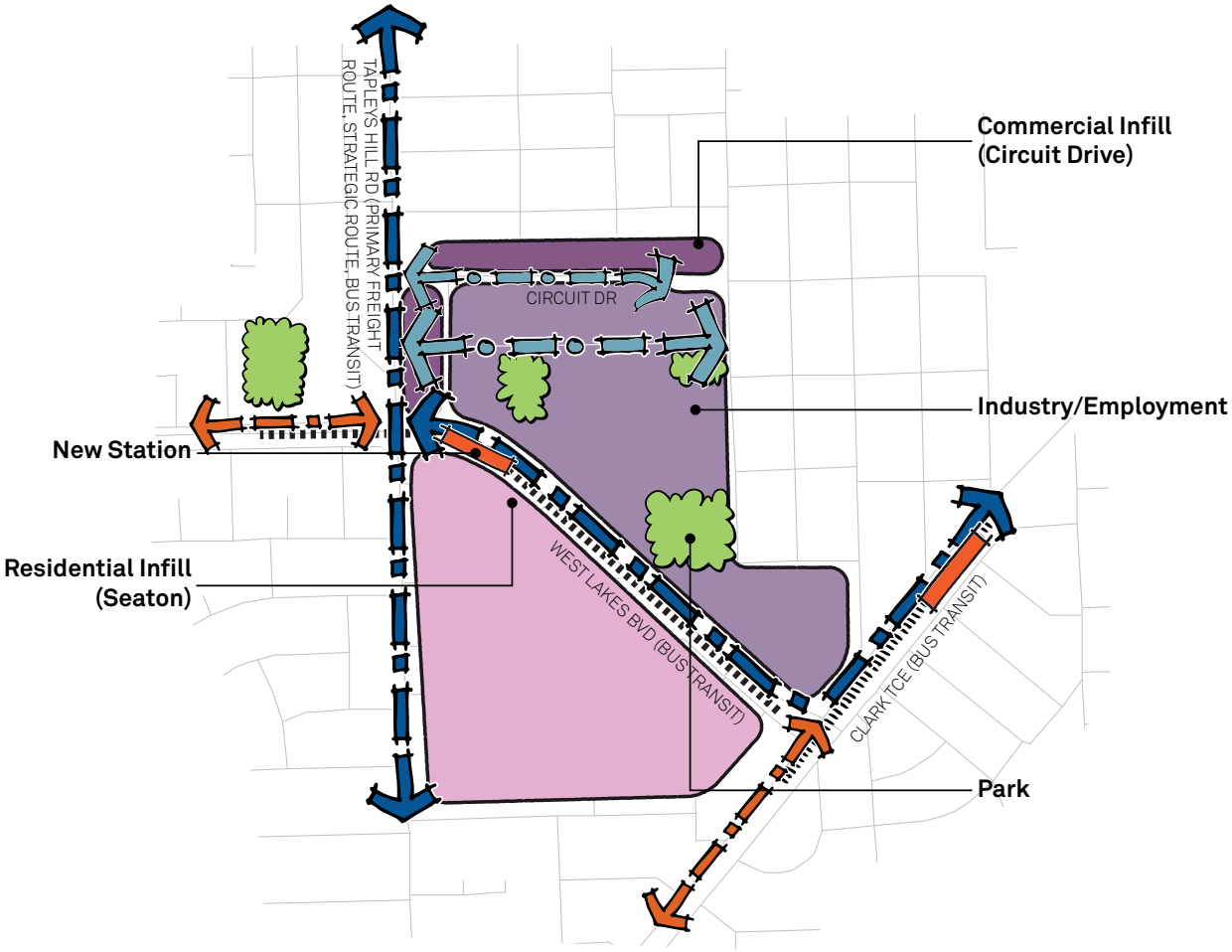
Achieve a quality public frontage to Woodville Road and the station.

Incorporate appropriate mixed use.

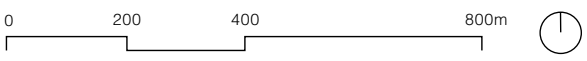
Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis):
St Clair approximately 700



Station 08_Hendon Neighbourhood Station



Alignment of tram route is indicative and is subject to change as further evaluation is undertaken



Station 08_Hendon Neighbourhood Station

The Structure Plan proposes the following actions for the Hendon station area. We seek community input on these proposals.

New Tram Station, Hendon

Investigate the option to establish a new tram/train station as part of the West Lakes Boulevard route.

Industry/Employment

Focus on industrial and employment uses, and supportive commercial activities.

Manage interface with residential areas.

Commercial Infill, Circuit Drive

Strengthen and intensify existing commercial development.

Build a clear identity as a quality commercial and employment precinct with character, amenity and excellent access.

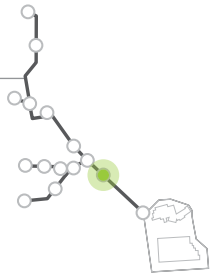
Residential Infill, Seaton

Facilitate low-rise (2–3 storeys) residential redevelopment that provides a quality edge to West Lakes Boulevard with opportunities for neighbourly casual surveillance.

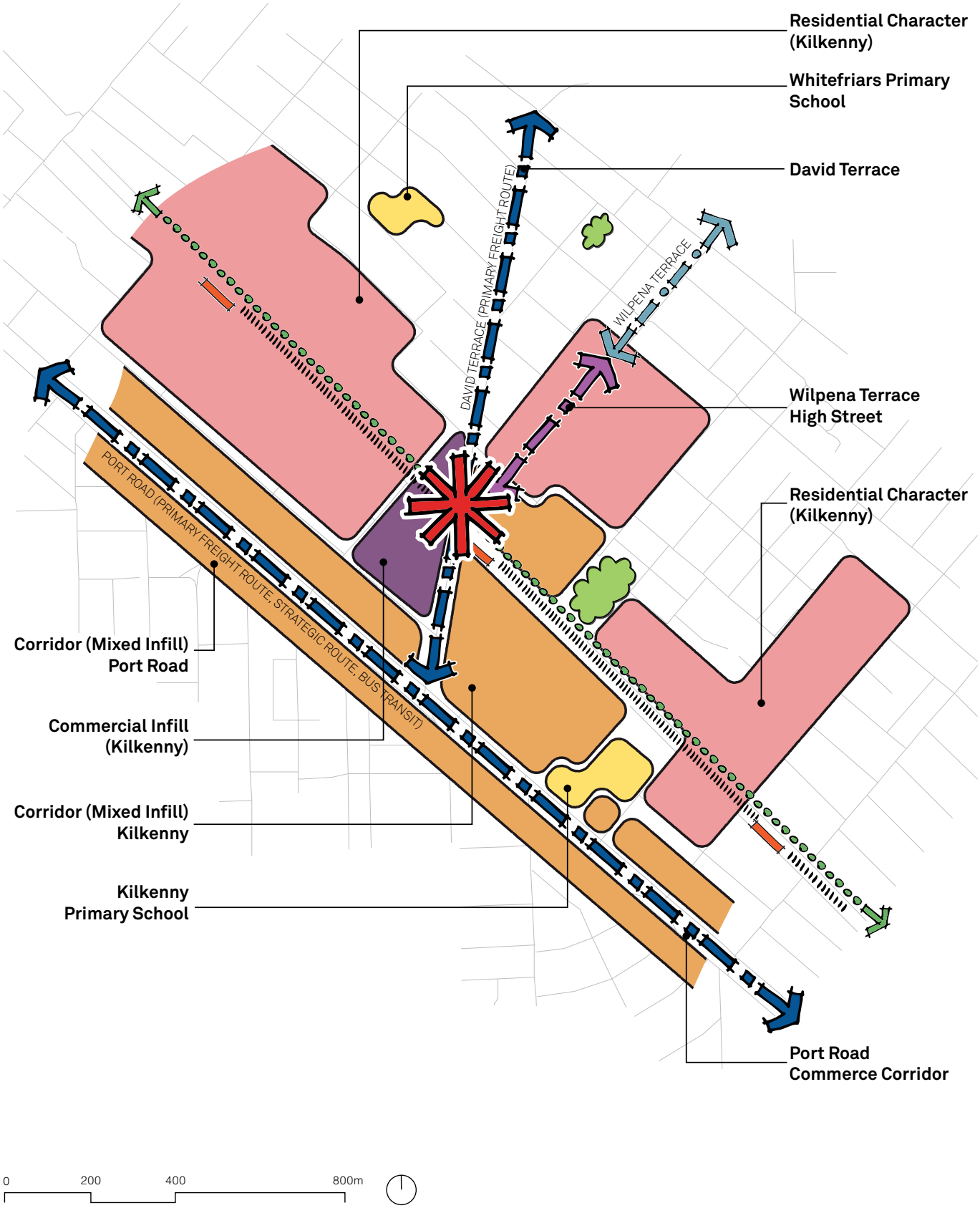
Continue the existing street grid of surrounding residential development into the renewal area.

Maximise legible connections, particularly to the town centre and the station.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Hendon approximately 20



Station 09_Kilkenny Neighbourhood Station



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Station 09_Kilkenny Neighbourhood Station

The Structure Plan proposes the following actions for the Kilkenny station area. We seek community input on these proposals.

High Street, Wilpena Terrace

Enhance Wilpena Terrace as a high street.

Establish streetscape enhancements and marker elements at Port Road and train line intersections.

Facilitate the conversion of character 'shop houses 'and cottages in neighbourhood retail and commercial developments (for example,similar to Queen Street, Croydon).

Residential Character, Kilkenny

Retain identified character precincts as important contributors to the character and amenity of the Kilkenny area.

Commercial Infill, Kilkenny

Strengthen and intensify existing commercial development.

Build a clear identity as a quality commercial and employment precinct with character, amenity and excellent access.

Corridor (Mixed Infill), Kilkenny

Facilitate mixed-use redevelopment along Port Road to strengthen the neighbourhood station area.

Encourage commercial uses with quality activated built form at street level and residential above (3–6 storeys).

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

Recognise and manage the interface with primary freight routes.

Where appropriate facilitate a staged renewal of existing commercial/industrial sites to create a mixed-use precinct.

Create street level retail/ commercial frontages to the high street and to Port Road.

Investigate the best strategic use for vacant and under-utilised sites.

Ensure strong pedestrian connections to the station and from Port Road across the train line to the neighbourhood park.

Achieve an appropriate interface with Kilkenny Primary School to the south-east.

Manage the interface of any residential renewal and existing land uses.

Consider the impact on existing industrial activity (including upgrade/expansion/ relocation).

Manage the interface issues of any incompatible land uses, specifically those shared with existing industry.

Consider the impact from existing industrial activities on both the street and proposed multi-storey levels (including such impacts as noise/air quality/lighting)

Corridor (Mixed Infill), Port Road

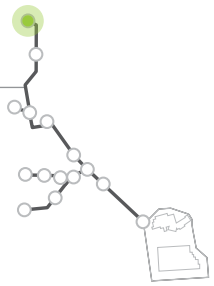
Facilitate mixed-use redevelopment as a key component of supporting the Wilpena Terrace as a high street.

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

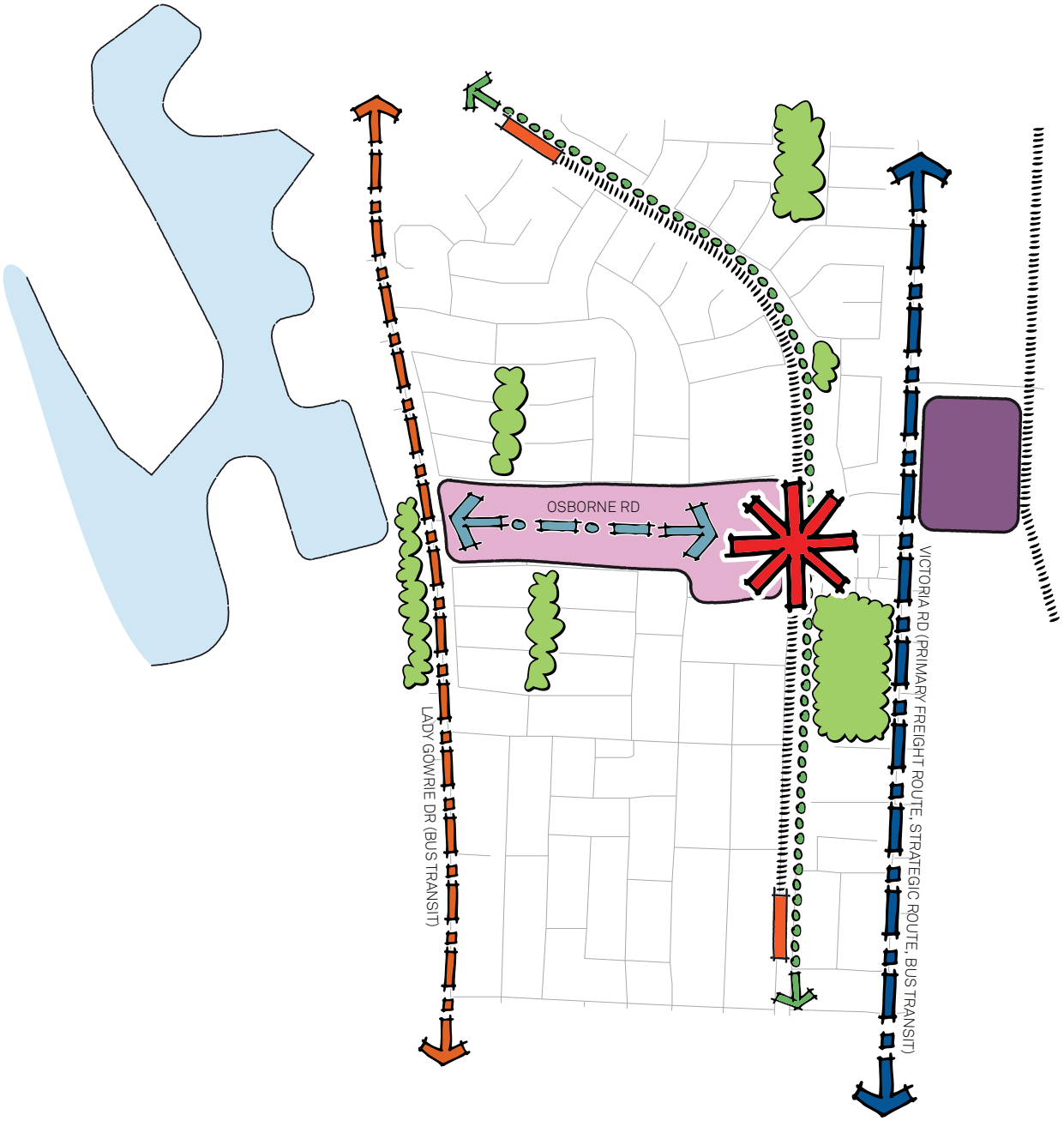
Achieve a sensitive interface where redevelopment is adjacent to established character precincts.

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

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Kilkenny approximately 600



Station 10_Osborne Village Station



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Station 10_Osborne Village Station

The Structure Plan proposes the following actions for the Osborne station area. We seek community input on these proposals.

Reinforced Centre, Osborne

Investigate ways to encourage the upgrade of the public realm and the pedestrian linkages with open space, retail activities, residential activates and community facilities.

Commercial Infill, North Haven

Facilitate the development of a commercial precinct in line with the Defence SA Master Plan.

Residential Infill (Mixed Use), Osborne

Investigate opportunities to develop mixed-use activities including residential accommodation above commercial and retail uses in the shopping centre.

Encourage home office activities, where appropriate, along Osborne Road.

Achieve appropriate development that interfaces sensitively with the surrounding established residential area.

Encourage infill development of vacant and underutilised sites.

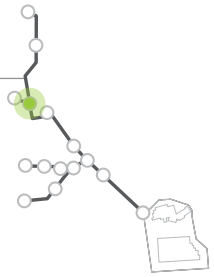
Seek housing variety on vacant and under-utilised land to have regard to the current built form.

Encourage redevelopment in general to be low-rise to 3 storeys.

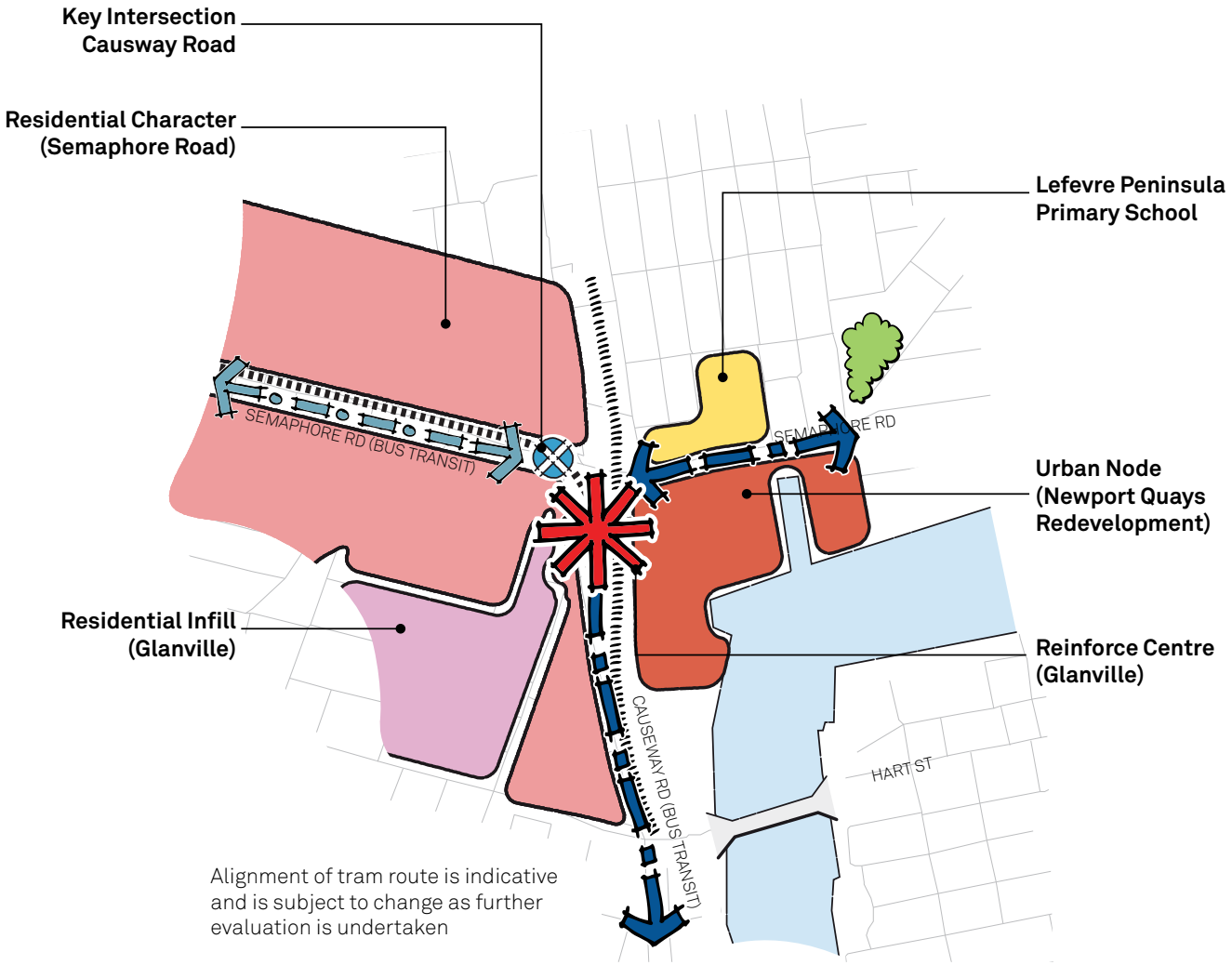
Consider an opportunity for 4-storey development in conjunction with redevelopment opportunities at the Centre, adjacent the rail station.

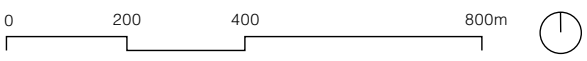
Manage the interface between any residential development and the surrounding land use.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Osborne – approximately 80



Station 11_Glanville Neighbourhood Station





Station 11_Glanville Neighbourhood Station

The Structure Plan proposes the following actions for the Glanville station area. We seek community input on these proposals.

Reinforced Centre, Glanville

Integrate the existing rail, bus and future tram through a new modal interchange.

Efficiently resolve this area of complex movement intersections.

Address the junction of Semaphore Road and Causeway Road as an important gateway intersection.

Achieve legible pedestrian access from all key directions.

Create viewing opportunities across the transit zone through Newport Quays to the inner port.

Urban Node, Newport Quays Redevelopment

Support the planned residential development.

Achieve quality interface and connections to the transit zone.

Create legible access to the water front.

Facilitate viewing opportunities from the centre through to the Port.

Residential Character, Semaphore Road

Strengthen the eastern entry to Semaphore Road.

Determine the best location for Semaphore Road East tram stop as part of the future tram route.

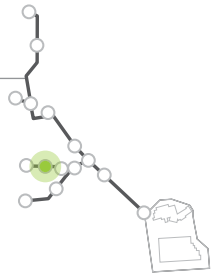
Protect the feel and character of the area.

Residential Infill, Glanville

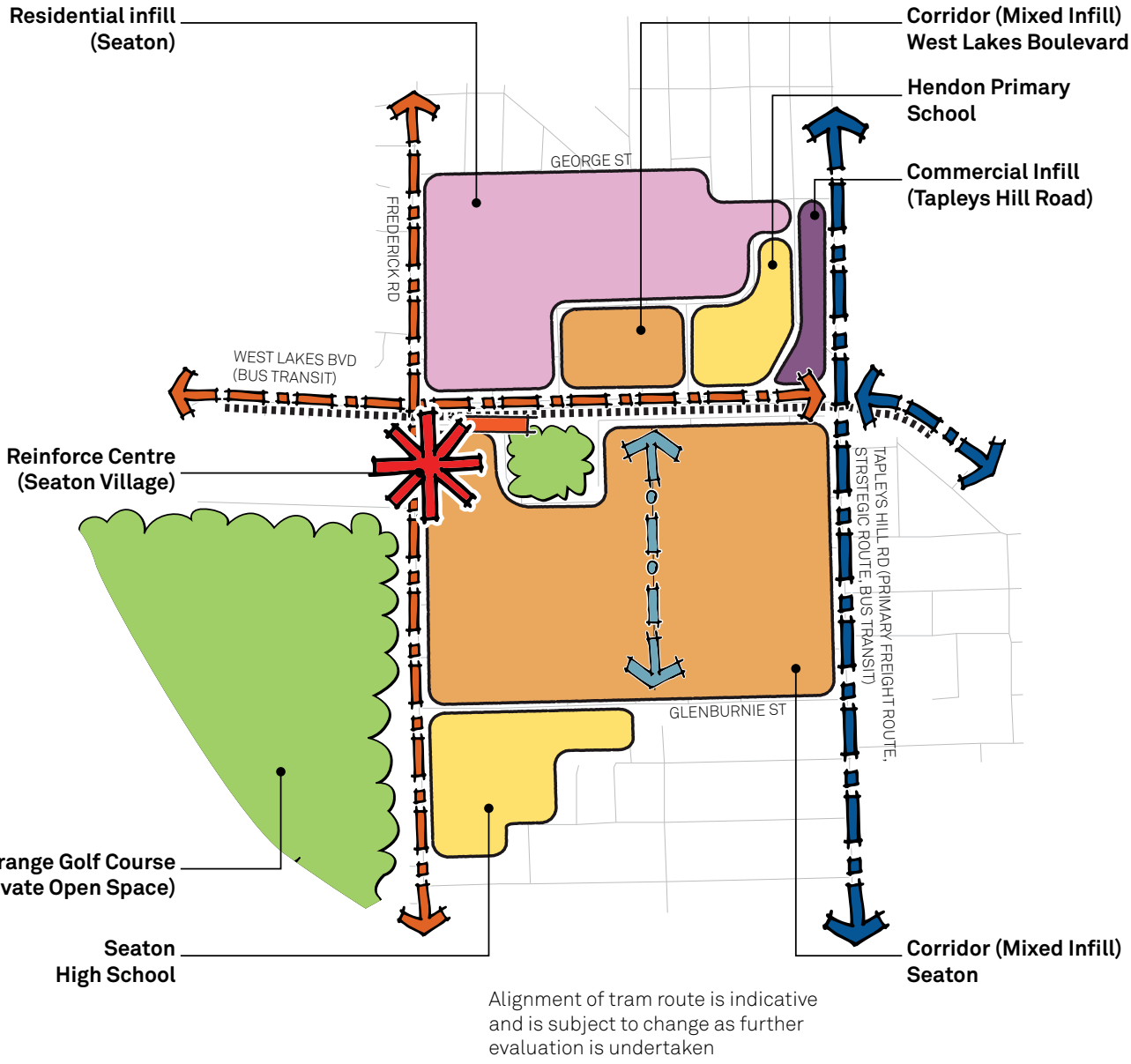
Facilitate mixed use infill along the Causeway Road frontage.

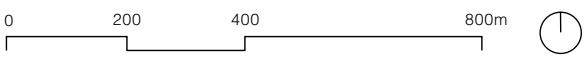
Facilitate low-rise medium density residential infill to maximise proximity to transit, Semaphore Road and the waterfront (2–3 storeys).

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Glanville approximately 90



Station 12_Seaton Village Station





Station 12_Seaton Village Station

The Structure Plan proposes the following actions for the Seaton station area. We seek community input on these proposals.

Reinforced Centre, Seaton

Investigate the opportunity to locate a future tram station on West Lakes Boulevard close to the Frederick Road intersection.

Investigate potential community and/or convenience retail uses at street level as part of the renewal to the south, to strengthen the station and existing park as a focus for Seaton Village.

Corridor (Mixed Infill), Seaton

Encourage the redevelopment of Housing SA residential precincts as low- and medium-rise housing (2–6 storeys)

Create strong frontages to West Lakes Boulevard, particularly adjacent to the tram station.

Provide clear and direct street connections through the precincts to the future tram station and other surrounding destinations.

Enhance the public domain to provide a setting for increased residential development.

Emphasise residential use.

Commercial Infill, Tapleys Hill Road

Facilitate redevelopment of properties fronting Tapleys Hill Road as new commercial developments to maximise the benefit of their proximity to the Hendon commercial precinct.

Encourage 'shop top' housing above street level where appropriate.

Manage issues of air quality and noise.

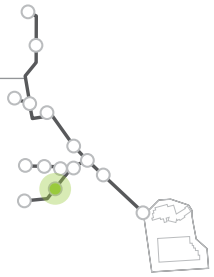
Manage the interface with a primary freight route.

Residential Infill, Seaton

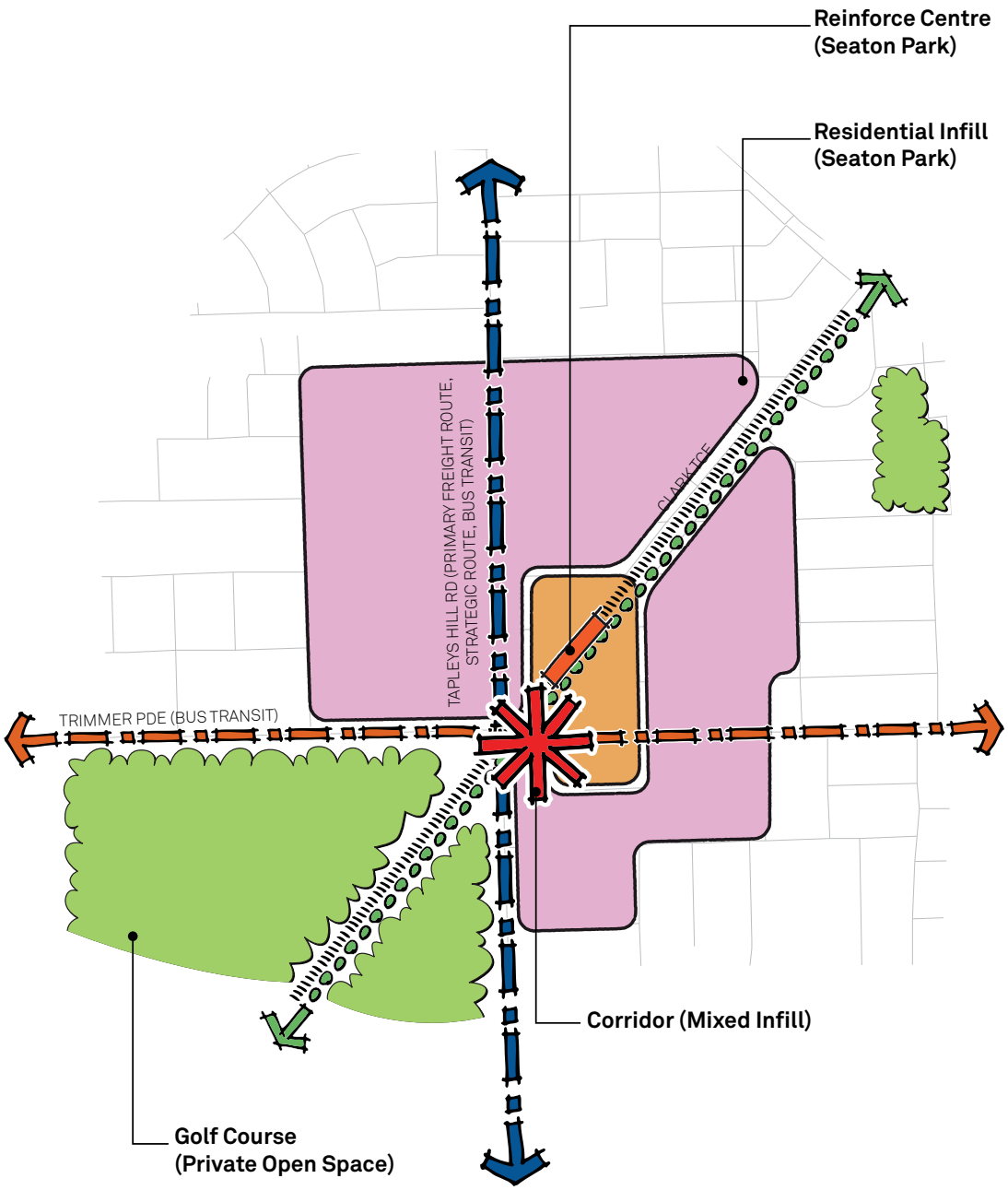
Facilitate low-rise (2–3 storeys) residential redevelopment that provides housing diversity close to transport and facilities at West Lakes.

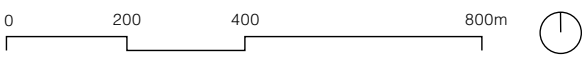
Achieve appropriate developments that interface sensitively with surrounding established residential use through lot size/height ratios.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Seaton approximately 205



Station 13_Seaton Park Village Station





Station 13_Seaton Park Village Station

The Structure Plan proposes the following actions for the Seaton Park station area. We seek community input on these proposals.

Reinforced Centre, Seaton Park

Upgrade the station and surrounding streetscapes to form the centre of Seaton Park village activity and encourage redevelopment in surrounding blocks.

Promote opportunities for open space and high quality public realm.

Promote linkages to and around the station.

Residential Infill, Seaton Park

Facilitate low-rise (2–3 storeys) residential redevelopment that provides housing diversity close to transport and services.

Ensure developments interface sensitively with surrounding established residential areas through lot size/height ratios.

Corridor (Mixed Infill), Trimmer Parade and Clark Terrace

Investigate the redevelopment of the former Balfours site and adjacent properties as a retail and commercial centre with 'shop top' housing above (2–6 storeys).

Create small retail and commercial tenancies that provide an active built edge to the rail station and Trimmer Parade.

Develop 'shop top' housing to provide housing diversity and act as a catalyst for further infill.

Encourage mixed-use infill fronting Trimmer Parade to reinforce the village centre.

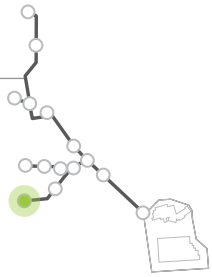
Encourage retail, commercial and home office use at street level with residential above (2–4 storeys).

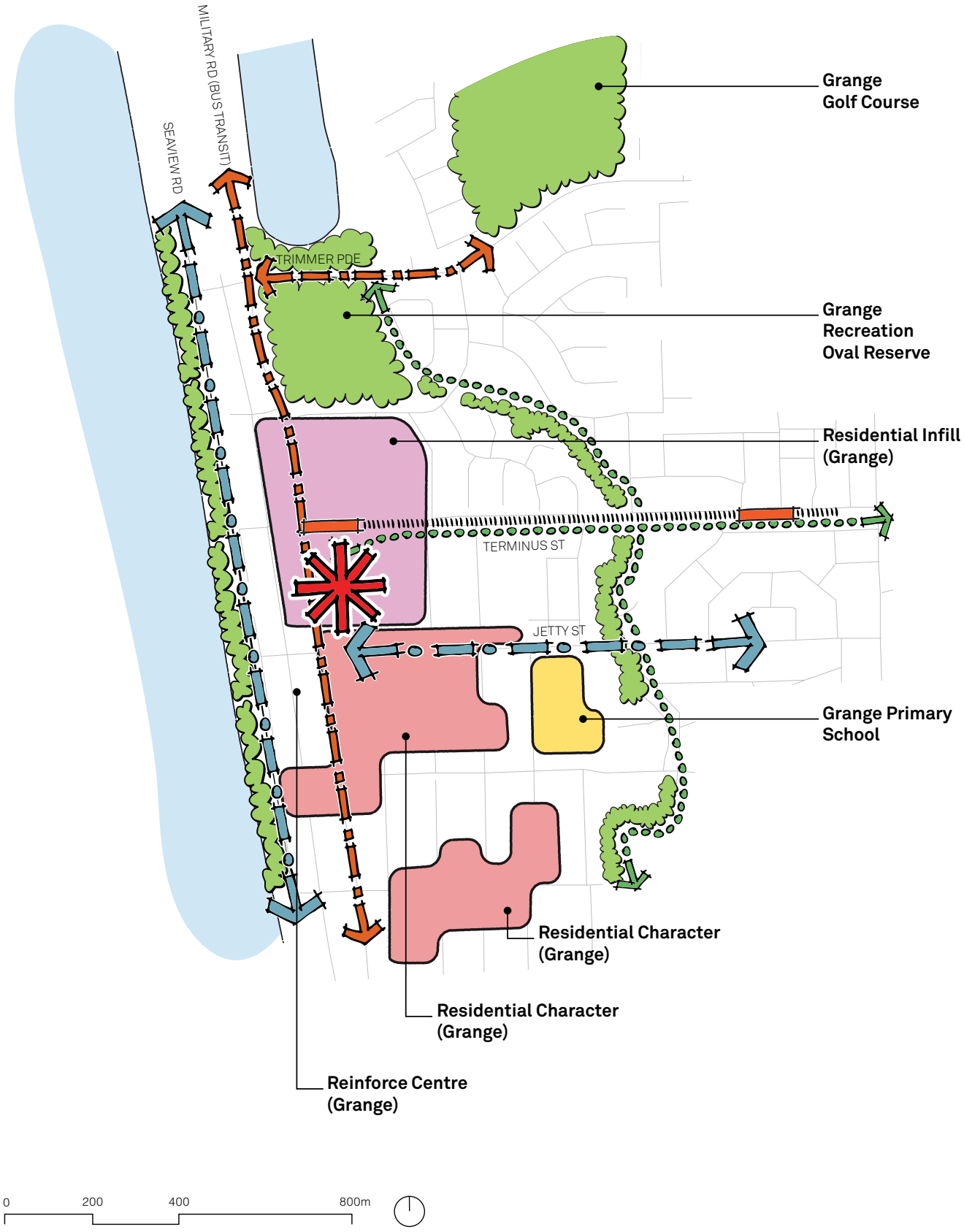
Enhance existing streetscapes to reinforce arrival at Seaton Park Village.

Focus mixed use infill around Clarke Terrace and Trimmer Parade.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Seaton Park approximately 107

Station 14_Grange Village Station





Station 14_Grange Village Station

The Structure Plan proposes the following actions for the Grange station area. We seek community input on these proposals.

Reinforced Centre, Grange
Maintain and strengthen the Jetty Street beach front as the character focus and community recreation destination.

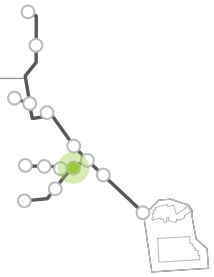
Residential Infill, Grange
Facilitate low-rise (2–3 storeys) residential redevelopment that provides housing diversity close to coastal amenity, the rail station, neighbourhood shops and open space.

Encourage retail and commercial development at street level along Military Road with 'shop top' living above.

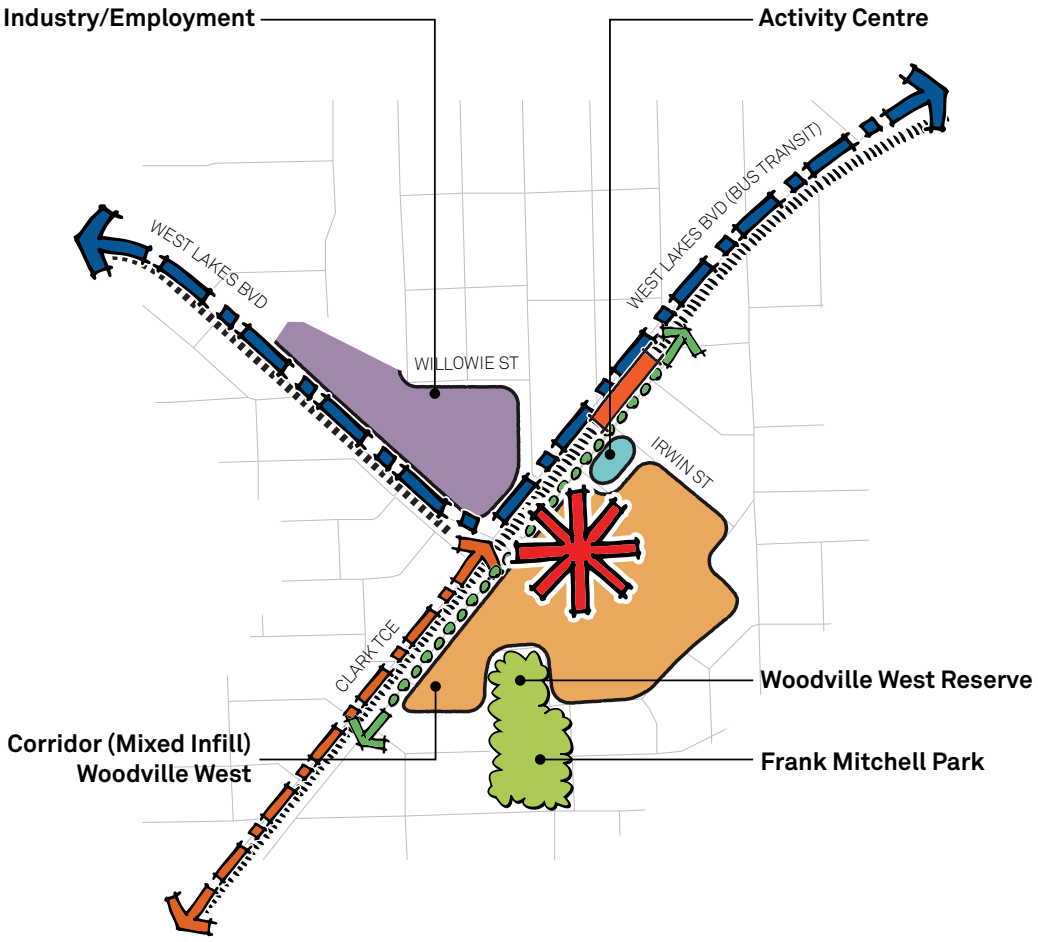
Achieve appropriate developments that interface sensitively with the surrounding established residential properties through lot size/height ratios, particularly with adjacent character precincts.

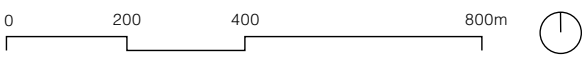
Residential Character, Grange
Maintain identified character precincts as important contributors to the character and amenity of the Grange area.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Grange approximately 65



Station 15_Albert Park Village Station





Station 15_Albert Park Village Station

The Structure Plan proposes the following actions for the Grange station area. We seek community input on these proposals.

Reinforced Centre, Woodville West

Develop a high quality pedestrian area as the centre of activity.

Station, Albert Park

Investigate ways to improve the public realm and to link the station with the existing and proposed new residential development.

Activity Centre

Investigate options for the revitalisation of the centre into a mixed use development providing for daily retail needs of residents.

Investigate ways in which the centre can be linked with the existing residential and the proposed new residential developments, and the Albert Park Station.

Corridor (Mixed Infill), Woodville West

Include a range of housing forms from medium to high density with built form up to medium-rise.

Develop a range of building heights that transition down to one and two-storey when they reach the interface with other low-rise residential development.

Develop a new urban form that capitalises on the proximity to Albert Park Station.

Include in the development compatible forms of non-residential development, such as small scale retail, cafes, offices, consulting rooms, and home based employment.

Ensure appropriate transition to adjacent low-rise residential areas.

Allow building heights in the order of 4 and 5 storeys at the central focus area of the precinct, ensuring that building heights scale down to one and two storey where they reach a transition point to surrounding low-rise residential development.

Industry/Employment

Focus on industrial and employment uses and supportive commercial activities.

Manage the interface with residential areas.

Provisional Station Plan dwelling yields to 2038 (subject to more detailed site specific analysis): Woodville West approximately 430

06 infrastructure

6.1 Infrastructure

SA Water and ETSA have provided general information about infrastructure, based on this draft Structure Plan. Adjustments and additional details may be required following community engagement. This will be reflected in the next version of the draft Structure Plan, which will be prepared for statutory public consultation.

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

6.2 Water and wastewater

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

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

The Structure Plan indicates that consideration will be given to the introduction of a mass transit route at various locations in the study area. Were this to be a tramline, it would be likely to result in the removal/ abandonment/relocation of existing pipes and services and/or construction of new pipes and services. The introduction of a tramline would also limit the space available for additional water and/or wastewater infrastructure needed to service new development along corridors. Mechanical and/or cathodic protection of metallic pipes and services may be required to protect against induced/stray currents.

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

6.3 Electricity network

Initial analysis shows that present capacity is adequate to deal with the growth targets.

6.4 Public transport

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

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

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

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

The future directions for public transport are:

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

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

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

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

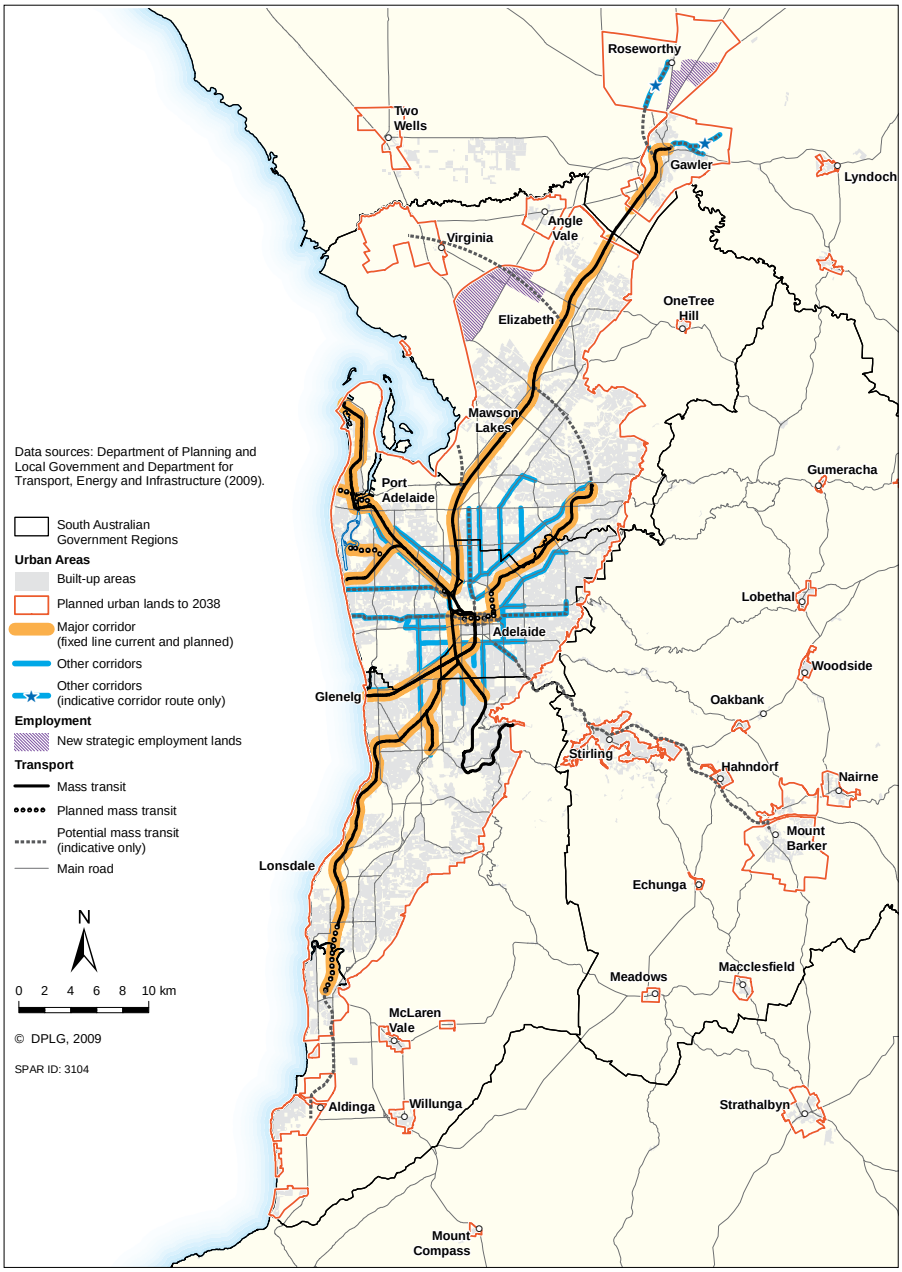
To be successful in the long term, Adelaide's public transport system must form the backbone of urban structure and development, and provide high quality services over many years. This framework is necessary to achieve the high quality and increased market share for public transport required by the objectives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

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

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

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

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



Map D4: Transit corridors for development

07 implementation – staging

We value community input. In order to encourage stakeholder participation in developing the Structure Plan, we do not wish to presume or pre-empt a particular outcome. This section has therefore been left open and will be finalised after stakeholder and community consultation on the draft Structure Plan is complete.

A complete Draft Structure Plan will be produced after this first round of community consultation, and will be open for further public consultation.

08 planning and governance

8.1 Planning Policy Module link to Structure Plan definitions

As part of the implementation of *The 30-Year Plan for Greater Adelaide*, a review of South Australia's Planning Policy Library (SAPPL) has begun. A number of new zones for Development Plans have been created to ensure a suitable policy framework is available to implement the new urban form envisaged by the Plan.

Table 8.1 below identifies the planning policy module(s) that would typically apply to areas defined by the Structure Plan.

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

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

STATION PLAN DEFINITION		CHARACTERISTICS* * These characteristics should all be read to have the word generally in front of them	RECOMMENDED SAPPL MODULE	COMMENT
	ACTIVITY CENTRE	Different types of nodes may have a different focus There could be retail nodes and commercial nodes	Activity Centre Module Affordable Housing Overlay Noise and Air Emissions Overlay Strategic Transport Routes Overlay (where relevant)	Note that general policy modules are required to support zone modules Applies to higher order activity Centres - ie District Centre or Regional Centre Apply overlays to areas where mixed-use developments are envisaged
	CORRIDOR (MIXED INFILL) Areas of active street frontage with compatible mixed use	Mixed-use developments primarily with residential focus Some areas could have a retail or commercial foci Built form up to 6 storey Residential density of 70+ du/ha	Urban Corridor Zone Affordable Housing Overlay Noise and Air Emissions Overlay Strategic Transport Routes Overlay	Note that general policy modules are required to support zone modules High Street Policy Area to apply in corridor areas identified as high streets Boulevard Policy Areas to apply in parts where large buildings are set back from the main road with space for landscaping (for example,Greenhill Road) Business Policy Area to apply in areas where commercial activity is a focus (for example, parts of Kent Town) Transit Living Policy Area to apply in areas where residential activity is a focus (for example, Marion Road)
	COMMERCIAL/OFFICE		Urban Employment Zone Commercial Zone	Note that general policy modules are required to support zone modules
	COMMERCIAL INFILL Strengthen and intensity commercial development	Mixed-use development with a commercial focus Compatable medium density residential development	Urban Corridor Zone Business or Boulevard Policy Area	Note that general policy modules are required to support zone modules Generally the Business Policy Area would apply, although there may be instances where the Boulevard Policy area is preferred
	INDUSTRY/ EMPLOYMENT	Focus of land use industrial May include supportive commercial activities	Urban Employment Zone	
STATION PLAN DEFINITION		**CHARACTERISTICS*** * These characteristics should all be read to have the word generally in front of them	**RECOMMENDED SAPPL MODULE**	**COMMENT**
	OPEN SPACE		Open Space Zone	
	CONSERVATION		Conservation Zone	

	**STRATEGIC ROUTE AND/OR PRIMARY/ SECONDARY FREIGHT ROUTE**		Strategic Transport Routes Overlay	
	**ARTERIAL ROAD**		Develop new Arterial Road Transport overlay	
	**INSTITUTION/ COMMUNITY FACILITIES**		Community Zone or existing zone	
	INFRASTRUCTURE/ UTILITIES		Industry Zone, Infrastructure Policy Area	Depending on the impact of the infrastructure it may need to be incorporated into an Industry Zone, however, some infrastructure will exist in the predominant zoning of the area

Table 8.1 Station Plan Definition Link to SAPPL Modules

Building Heights

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

09 recommendations and conclusions

We value community input. In order to encourage stakeholder participation in developing the Structure Plan, we do not wish to presume or pre-empt a particular outcome. This section has therefore been left open and will be finalised after stakeholder and community consultation on the draft Structure Plan is complete.

A complete Draft Structure Plan will be produced after this first round of community consultation, and will be open for further public consultation.

Appendix 1
strategic investigations

Strategic investigations were undertaken to provide background information that assisted the preliminary development of this draft Structure Plan. These Strategic Investigations are the subject of a separate background technical paper and do not form a part of this draft Structure Plan. Further details of this material can be accessed at www.xxxxxxxxxx

Please note that as the strategic investigations document is for reference only comments are not being sought.

Appendix 2
opportunities and constraints

An analysis of opportunities and constraints was prepared, to provide background information to assist the preliminary development of the draft Structure Plan. Opportunities and constraints are the subject of a background technical paper and do not form a part of this draft Structure Plan. Further details of this material can be accessed at www.xxxxxxxx

Please note that as the opportunities and constraints document is for reference only comments are not being sought.