RENEWING OUR URBAN FUTURE
UNLOCKING SOUTH AUSTRALIA’S POTENTIAL
We want the quality of life enjoyed by South Australians to continue improving.

With a population of 1.2 million people Adelaide has all the benefits but none of the stresses of a big city. Adelaide is consistently rated as one of the world’s most liveable cities, and recently Lonely Planet named our capital city in their Top 10 Cities to Visit for 2014.

With a clear vision and aspirational targets for urban renewal, economic development and place making priorities, we are determined to unlock our state’s full potential. We are determined to achieve accelerated urban revitalisation and growth through partnerships with the private sector and an unwavering commitment to conversations and engagement with communities.

It’s about more than just enhancing the vibrancy of our city. We want to ensure the current quality of life enjoyed by South Australians continues to improve. We recognise the need to put people at the centre of urban planning and to revitalise communities by creating high quality places that bring people together. We want all residents to enjoy convenient access to housing, transport, jobs and services in the future, while benefiting from increased local, national and global scale private sector investment in our state.

Our planning reforms and services will help make this happen as we respond to the changes in the way we live, and the way we will live into the future, sustaining our culture, society and economic prosperity. People and economies prosper in places where it is easy to do business, be creative and live a healthy lifestyle.

THE GOVERNMENT OF SOUTH AUSTRALIA IS COMMITTED TO MAKING OUR CITY & REGIONS BETTER PLACES TO LIVE, WORK, INVEST AND SPEND TIME. WE’RE ENSURING COMMUNITIES ARE INVOLVED IN DECIDING THE SHAPE OF TOMORROW’S URBAN ENVIRONMENT.

We want the quality of life enjoyed by South Australians to continue improving.
“By reforming the system, we believe we can boost the competitiveness of investment in our state and contribute to the ongoing prosperity of our people. This reform is an engine of economic growth.”

Hon John Rau MP, Minister for Planning

“A vibrant city relies heavily on the quality of the State’s planning system.”

Hon Hieu Van Le, The Governor of South Australia

Zoning and planning regimes, including existing centres’ policies, also act as an artificial barrier to new supermarkets being established with the likely unintended consequence of potentially impacting on competition between supermarkets.

Extract from the report of the ACCC inquiry into the competitiveness of retail prices for standard groceries, July 2008.

Planning guidelines regarding where retailers can locate are extremely complicated and often prescriptive and exclusionary.

**POPULATION GROWTH**
South Australia’s population is expected to **Grow** to 2.0 million people by the year 2030.

1,507,276 people are expected to live within the metropolitan area in 2035. An increase of 18.4% over the next 20 years.

**AGING POPULATION**
The proportion of people aged increased by 15.08% between 1996-2006 and continues to grow at 2.39%.

The proportion of South Australia’s population aged increased by 37.14% between 1996-2006 and continues to grow at 3.52%.

Within ten years the elderly dependent population will outnumber children in South Australia for the first time in history.

**CARBON FOOTPRINT**
30 dwellings per hectare and higher equals lowered transport energy consumption.

Transport energy consumption and CO₂ emissions are lower at higher densities.

Higher densities lead to greater scope for viable public transport services.

**ECONOMIC BENEFITS OF HIGHER DENSITY DEVELOPMENT**
Low density (Greenfield) FTEs 3616 per 1,000 dwellings

Higher density (infill) FTEs 6411 per 1,000 dwellings

**THE BIG PICTURE.**

**FALLING FERTILITY RATES**
Since the late 1970s the fertility rate in South Australia has been below replacement level.

1953 3.8%
1973 2.5%
1993 1.9%
2013 1.6%

**THE OLDEST STATE**
South Australia has the oldest population in Australia. 15.4% of the population is aged compared with 13.3% nationally.

65+

**VIBRANT MAIN STREETS**
Adelaide’s highest density areas have the most vibrant main streets:

Holdfast Bay >>> 3,000 people per km²
Unley >>>>>>>>>>> 3,000 people per km²
Prospect >>>>>>>> 2,600 people per km²
Norwood >>>>> 2,600 people per km²

**INFRASTRUCTURE COSTS**

Greenfield $62-89m per 1000 dwellings
Infill (major development) $25-45m per 1000 dwellings
Infill (re-subdivision) $15-25m per 1000 dwellings

Shifting 20,000 dwellings from greenfield to infill could yield $1.2 billion in infrastructure costs savings.

**TOTAL 20 YEAR COST PER HOUSEHOLD**

<table>
<thead>
<tr>
<th></th>
<th>City Apartment 2 Bedroom</th>
<th>Middle Ring Semi Detached 3 Bedroom</th>
<th>Middle Ring Housing 3 Bedroom</th>
<th>Fringe Housing 2 Bedroom</th>
<th>Fringe Housing 3 Bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Cost</td>
<td>$268,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
</tr>
<tr>
<td>Interest Repayments</td>
<td>$311,000</td>
<td>$255,000</td>
<td>$331,000</td>
<td>$331,000</td>
<td>$331,000</td>
</tr>
<tr>
<td>Purchase Price</td>
<td>$443,000</td>
<td>$363,000</td>
<td>$471,000</td>
<td>$471,000</td>
<td>$471,000</td>
</tr>
<tr>
<td>Total</td>
<td>$1,022,000</td>
<td>$924,000</td>
<td>$1,108,000</td>
<td>$1,035,000</td>
<td>$1,035,000</td>
</tr>
</tbody>
</table>

**MIGRANTS ‘AGING IN PLACE’**
26.8% of South Australia’s overseas-born population are age 65+.

**INFRASTRUCTURE COSTS**

Greenfield $62-89m per 1000 dwellings
Infill (major development) $25-45m per 1000 dwellings
Infill (re-subdivision) $15-25m per 1000 dwellings

Shifting 20,000 dwellings from greenfield to infill could yield $1.2 billion in infrastructure costs savings.

**TOTAL 20 YEAR COST PER HOUSEHOLD**

<table>
<thead>
<tr>
<th></th>
<th>City Apartment 2 Bedroom</th>
<th>Middle Ring Semi Detached 3 Bedroom</th>
<th>Middle Ring Housing 3 Bedroom</th>
<th>Fringe Housing 2 Bedroom</th>
<th>Fringe Housing 3 Bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Cost</td>
<td>$268,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
</tr>
<tr>
<td>Interest Repayments</td>
<td>$311,000</td>
<td>$255,000</td>
<td>$331,000</td>
<td>$331,000</td>
<td>$331,000</td>
</tr>
<tr>
<td>Purchase Price</td>
<td>$443,000</td>
<td>$363,000</td>
<td>$471,000</td>
<td>$471,000</td>
<td>$471,000</td>
</tr>
<tr>
<td>Total</td>
<td>$1,022,000</td>
<td>$924,000</td>
<td>$1,108,000</td>
<td>$1,035,000</td>
<td>$1,035,000</td>
</tr>
</tbody>
</table>

**INFRASTRUCTURE COSTS**

Greenfield $62-89m per 1000 dwellings
Infill (major development) $25-45m per 1000 dwellings
Infill (re-subdivision) $15-25m per 1000 dwellings

Shifting 20,000 dwellings from greenfield to infill could yield $1.2 billion in infrastructure costs savings.

**TOTAL 20 YEAR COST PER HOUSEHOLD**

<table>
<thead>
<tr>
<th></th>
<th>City Apartment 2 Bedroom</th>
<th>Middle Ring Semi Detached 3 Bedroom</th>
<th>Middle Ring Housing 3 Bedroom</th>
<th>Fringe Housing 2 Bedroom</th>
<th>Fringe Housing 3 Bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Cost</td>
<td>$268,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
<td>$306,000</td>
</tr>
<tr>
<td>Interest Repayments</td>
<td>$311,000</td>
<td>$255,000</td>
<td>$331,000</td>
<td>$331,000</td>
<td>$331,000</td>
</tr>
<tr>
<td>Purchase Price</td>
<td>$443,000</td>
<td>$363,000</td>
<td>$471,000</td>
<td>$471,000</td>
<td>$471,000</td>
</tr>
<tr>
<td>Total</td>
<td>$1,022,000</td>
<td>$924,000</td>
<td>$1,108,000</td>
<td>$1,035,000</td>
<td>$1,035,000</td>
</tr>
</tbody>
</table>
The BIG PICTURE. cont.

The growing understanding of the role of urban design in community health suggests that we must re-evaluate how we plan for population growth. In comparison with other similarly populated cities, Greater Adelaide is spread over a large amount of land.

We’re expecting the population to grow, however in a manner that’s different to what we’ve been used to seeing. The average age of the community is growing older and people are forming smaller sized households. In many areas, the housing stock is ageing and unable to meet the demands arising from population change.

The spread of housing in the post-war period has resulted in people today living further away from their jobs, services, family and friends. While this pattern of development has perhaps helped to give us an enviable quality of life, it is not sustainable in the long term. Allowing this model of low density, car-dependent growth to continue can have some unintended consequences.

The reliance on roads and vehicles, which consumes more land and energy, delivers infeasible infrastructure economies and it makes fixed-rail transport unviable. Continued growth in this manner decreases amenity and affordability for all.

Furthermore, low density urban growth can waste primary production land and impact on the state’s natural assets and resources. Adelaide is fortunate to be surrounded by rich farmland, coastline and various areas of biodiversity, all of which will play a valuable role in our future.

Open space is a key component of a liveable city. As the city grows, existing green space must be protected and better utilised.

In order to unlock employment, investment and liveability for our future, we have to fundamentally change the way we build and operate our towns and cities.

We need to move from car-dependent, low density suburbs to walkable, mixed-use medium density communities that are close to transport, jobs and services.

Attracting investment to South Australia will be vital to our future. Growing our economy and creating jobs requires new businesses and infrastructure from the private sector.

Increasingly, our future prosperity depends on the role we play on the international stage. Our state must compete with other locations to provide liveability that is competitive on a global scale, to ensure businesses are encouraged to propose mutually beneficial investment, and to ensure we maintain a highly skilled and sought-after workforce. We must make a deliberate attempt to define the role we wish to play globally. We must understand our opportunities and be flexible enough to adapt when circumstances change.

The reputation of our capital city will play an important role in this. Adelaide must continue to grow into a highly functional city with high quality housing in locations close to services and recreational activities.

The city must continue to become a centre that attracts people to live, work, invest and spend time.

This can be achieved if we create the conditions for communities to thrive, and for investors, entrepreneurs and businesses to build, create and grow.
REFORMING OUR PLANNING SYSTEM

Our ability to understand and adapt to trends will require a planning system that provides the opportunity to evaluate our current position and decide what we all would like our future goals to be. It must be a system that gives people the opportunity to be involved in the early stages of decisions that will affect their lifestyle – both now and in the future.

It must be a system that quickly and definitively gives effect to these decisions. Plans are only valuable if they are delivered. We need to remove red tape, streamline decision-making, simplify regulations and foster certainty and efficiency in the planning process.

An independent expert panel has completed a two year consultation process and delivered its report on changes to the planning system.

Our planning system must be the most competitive in the nation if we are to attract and retain the investment we need to provide jobs and housing for future South Australians.

In order to develop and prosper, decisions about how we want our cities, towns and industries to grow must take into account transport planning side by side with future land use. Planning will need to consider how we can best connect people to places and businesses to markets.

The finalised Integrated Transport and Land Use Plan (ITLUP) lays the groundwork for this coordinated approach. It identifies new ways of connecting people to the places where they want to be and will set out more efficient ways for businesses to connect with their suppliers and markets.

ACHIEVEMENTS

• Completed independent review of the planning system.
• 22 recommendations, 4 major reports and over 800 pages of published information.
MODERNISING
OUR PLANNING SYSTEM AND
UNDERTAKING LEADING RENEWAL
PROJECTS WILL DELIVER A NEW AND
MIXED-USE URBAN FORM, BETTER
CONNECTED LIVING PLACES AND MAKE
IT EASIER TO INVITE AND ATTRACT
INVESTMENT AND ECONOMIC ACTIVITY
IN OUR STATE.

WE WILL ACHIEVE OUR VISION IN 3 WAYS:
In order to realise this vision, a more efficient urban environment is needed, underpinned by more appropriate forms of housing in more accessible locations to suit the changing population make up.

Properly maintaining our valuable transport assets and making better and more efficient use of existing infrastructure is essential to managing growth in travel demand with limited funding and resources.

Adelaide's inner and middle suburbs are rich in transport and infrastructure, are close to jobs and services, and support many thriving communities. Therefore, there will be an increased emphasis on urban infill for new housing in place of expanding the footprint of the city.

The release of the The 30-Year Plan for Greater Adelaide five years ago outlined this vision and started the process of change. Its population and dwelling targets, land supply assumptions, and locations for infill were aimed at achieving high quality living standards. The long term target to achieve a 70/30 annual split of infill housing as opposed to continued urban sprawl will be reviewed and measures will be identified to ensure this target is met or exceeded.

Adelaide’s outward growth will be managed through a new legislated urban boundary, allowing decisions about urban growth to be carefully planned and transparently debated. Importantly, infill opportunities will be aggressively pursued to ensure that the boundary does not result in unnecessary escalation of house prices. A growth boundary is counterproductive if it encourages landowners within the boundary to withhold supply. The best solution to this is to ensure an abundant supply of development options within the boundary by vigorously promoting infill and uplift in suitable areas.

Significant amounts of housing will be built in areas close to transport, creating high and medium density housing located close to employment, retail, entertainment and other services. Much of this growth will be underpinned by an expanded network of light rail links.

Investment in public transport will be complemented by initiatives to encourage active travel. An increasing understanding of the health benefits for communities and growing concerns about the sustainability of vehicle-based transport means that cycling and walking must start to play a greater role in how we get around. Cycling and walking networks will be extended and better connections with public transport established to give commuters more options. Urban environments will be designed to be more pedestrian and cyclist friendly to encourage trips around the local area to be made by foot or cycle.

Public space will play an increasingly important role in this urban environment, with a network of open space precincts linked by greenways, tree-lined streets and green roofs and walls.

**ACHIEVEMENTS**

- Integrated Transport and Land Use Plan released.
- Inner city growth corridors rezoned, 21 projects approved worth around $260 million.
- Adelaide city rezoned, 54 projects approved worth around $1.6 billion.
- New urban renewal legislation.
- Regeneration of key areas such as Bowden and Tonsley.
- Barossa Valley and McLaren Vale protected from urban sprawl.
TWO
Supporting the liveability and activation of our city and regions by attracting investment and making it easier to invest in our state;

One of the roles of planning is to ensure the right signals are sent to the market to attract interest and investment. Land use options are needed that support the growth of industry, whether existing or new, and create certainty about the location of major economic activity.

Interested investors with valuable propositions for South Australia must be welcomed and not blocked by bureaucracy. Assisting these proponents realise their plans requires a process that is easy to understand and navigate. It requires assessment that is quicker, simpler, user-friendly, efficient and transparent.

New initiatives have been introduced to bring new projects into the state and to expedite existing projects. Significant projects in the city and inner rim can now access a case management and design review service. Case managers are assigned to companies or proponents and are available to assist from project feasibility, through assessment of a proposal and post approvals. This service will be progressively expanded to other areas.

Proponents of investments with a value greater than $3 million that are considered to be of economic significance to South Australia will be assisted by the State Coordinator General.

ACHIEVEMENTS

- 60 projects worth $2.6b have accessed the pre-lodgement and design review service.
- 32 proposals with an estimated value of $348 million have been determined to be of economic significance by the State Coordinator-General and assigned to the Development Assessment Commission.
- An additional 88 proposals with an estimated value of $638 million have been referred to the State Coordinator-General for assistance.
- Over 20 years of zoned broadacre land to provide housing choice and affordability.
THREE

Ensuring more emphasis and effort is placed on early engagement on strategic directions, plans and policies;

Communities will play a greater role in determining how their city is planned through involvement at early stages of planning. A new charter of citizen participation will be developed to provide a clear and proactive framework for this public participation. The charter will ensure that more emphasis and effort is placed on early engagement on strategic directions, plans and policies.

This will include community input into new legislation to replace the Development Act. The new Act will integrate and streamline planning, transport and infrastructure legislation.

The development assessment process will be reformed to provide clear and simple pathways and provide staged and negotiated assessments.

Access to information and relevant policies will be improved with the establishment of a single planning portal. This will provide better access to information and relevant policies as well as online transactions and the submittal of online development applications. Options will be explored to include land-related data and allow transactions, such as e-conveyancing and environmental permits.

Councils will be assisted to continue the important role they play in the planning process. Discussions will be held with local government and the communities they represent to investigate how local government arrangements can be improved and reformed, particularly within metropolitan Adelaide.

A regional governance model will be explored for country South Australia to rationalise functions and resources and reduce duplication and inefficiencies.

ACHIEVEMENTS

- Full engagement on planning reforms—over 2500 people participated in over 150 events.
- Release of new investment website.
- New Kangaroo Island Commissioner drives closer engagement with the island community.
Over the next six months, the Government of South Australia will introduce a range of initiatives to help the state’s economy grow and build a better place for all South Australians to live.

These initiatives include:

- New planning legislation will create a better planning system, with more ways to interact with decision makers, a better rule book and a stronger focus on design.
- Greater Adelaide will have an updated plan that will better achieve our ambition to be one of the world’s great small cities—a city that is liveable, prosperous, connected and resilient.
- More people will be able to enjoy the benefits of an inner city lifestyle in well-designed contemporary housing that reflects the way people want to live.
- Better planning rules will open up our retail market for local and global investors alike, cutting red tape and helping to grow our service based economy.