

CITY OF ADELAIDE DRAFT CITY PLAN – ADELAIDE 2036 CONSULTATION SUMMARY

~~DRAFT VERSION – 26 JULY 2024~~

UPDATED 15 AUGUST 2024

Background

The draft City Plan - Adelaide 2036 report (draft City Plan) was developed and informed by three previous engagements:

- City Plan Studio drop-in sessions and stakeholder forums, (in-person), 1 – 15 September 2023
- Your Say Adelaide mapping survey (online), 1 March – 8 April 2024
- Local Area Focus Groups (in-person), 18 - 30 April 2024

The draft City Plan was on public consultation from 18 June to 16 July 2024. This consultation summary report summarises the feedback received from this public consultation.

A detailed engagement report on all four public engagements on the City Plan will be provided to Council in August 2024.

Public consultation and responses

The public consultation invited the public and all stakeholders from previous engagements to provide feedback on the draft City Plan either by responding to survey questions or by providing their feedback in writing.

Table 1 summarises key themes and responses with reference to the structure of the draft City Plan. Table 2 summarises consultation from individual written responses. Table 3 summarises survey responses. Table 1 to Table 3 include an administrative response to consultation feedback.

The feedback from the public consultation will inform further updates to the City Plan.

Individual meetings were held with the following organisations and subject matter experts:

- Commissioner for Children & Young People

Response to Engagement and Submissions

A total of 51 members of the public provided feedback on the draft City Plan.

The response to the online engagement webpage was as follows:

- 4411 views of the draft City Plan engagement webpage, from 3666 users
- 926 downloads of the draft City Plan summary
- 768 downloads of the draft City Plan report
- 195 downloads of the engagement pack
- 197 followed the link to the survey
- 41 'engaged' visitors submitted feedback through the online survey or on a written form
- 10 'engaged' visitors submitted written feedback by email.

These are summarised in this consultation summary document.

Detailed written submissions were received from 18 organisations:

- Commissioner for Children & Young People
- Department of Climate Change, Energy, the Environment and Water
- Adelaide Airport Limited and Parafield Airport Limited (AAL)
- Australian Institute of Landscape Architects
- Lot Fourteen
- Australian Hotels Association (SA)
- City of Burnside
- Department for Environment and Water, and Green Adelaide
- North Adelaide Society
- Transport Action Network

- Community Alliance Mainstreet Sub-Committee
- Bike Adelaide
- City of West Torrens
- Purple Orange
- Kadaltilla / Adelaide Park Lands Authority
- Australian Institute of Architects
- State Planning Commission
- South Australian Water Corporation

Key themes arising from Consultation

The key themes arising from written responses to the consultation workshop and meetings include (refer to Table 1 and Table 2):

- Broadly positive support for the draft City Plan.
- Overwhelming support for the draft City Plan's proposed priorities and strategies for shaping a vibrant, sustainable and inclusive future city.
- The Local Area Framework should strengthen references to:
 - Local and State Heritage Places
 - Locally significant places and elements, built form
 - Role of main streets and precincts
 - Role of students and visitors
 - Role of small business
 - The night time economy.
- Interest in additional detail and clarity regarding the implementation of some of the City Wide Strategies such as the tram loop.
- The data and indices used in the City Plan require further explanation and a glossary.
- Support for recognition in the City Plan that the City of Adelaide is a 'city of neighbourhoods'.
- The Local Areas do not adequately reference the role of existing main streets in visitation and vitality of the neighbourhoods.
- The target 50,000 population is at odds with current ABS based City of Adelaide growth forecasts.
- The current and future conservation value of the Adelaide Park Lands to the City of Adelaide and its National Heritage listing should be reinforced.
- Collaboration with adjoining local governments is required to improve connections to surrounding suburbs.
- General support for the proposed expansion of public transport loop but further investigation on its mode and detailed alignment are needed.
- New developments need to have regard to local character, scale and interface treatment.
- Improved experience as an active transport user e.g. fewer cars, pedestrian priority at traffic lights and lower speed city speed limits.
- Further recognition of and expansion on need for active transport connectivity across the city, particularly for cycling.
- Importance of the roles of greening, open space, social infrastructure, and main streets to support the future population.
- Importance of identifying and prioritising development of vacant and underutilised sites.
- Support from the State Government and adjoining Councils to work collaboratively on future transport and infrastructure planning.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
GENERAL COMMENTS	
Commissioner for Children and Yong People Better engagement with children and young people is sought to ensure that the voices of children and young people are incorporated into consultation processes and that Adelaide meets their needs now and in future.	Noted. A meeting was held with the Commissioner to workshop future improvements to engaging with children and young people in Council's future key policies and strategies.
City of Burnside <i>Parking</i> The City of Adelaide would be aware of the external traffic and parking impacts associated with events occurring in Victoria Park/Pakapakanthi (Park 16), particularly as it affects the Burnside suburbs of Dulwich, Rose Park and Eastwood. Noting the current zoning along Fullarton Road and Greenhill Road is Urban Corridor (Boulevard) and that larger developments in the City of Burnside may be assessed by the State Commission Assessment Panel, the provision of adequate parking associated with new developments in these areas should be a key consideration to minimise future car parking issues.	Noted. Event parking is outside the scope of the City Plan. The development potential referenced will occur in the City of Burnside and City of Unley adjacent the Adelaide Park Lands. Car parking requirements for new developments in these areas are addressed through the Development Assessment Process. The CoA Integrated Transport Strategy due for public consultation early in 2025, will consider impacts of events on the transport network. An 'events and works' discussion paper is currently being prepared. On 25 July 2024, Council requested administration prepare a report on access to the City of Adelaide relating to event usage in Victoria Park / Pakapakanthi (Park 16).
Australian Institute of Landscape Architects SA (AILA) <i>Digital tool</i> AILA supports the ambition and leadership shown by the City of Adelaide in preparing a digital tool to guide and test design scenarios for the city in a 3D format which is understandable for designers as well as the public. This tool is anticipated to enable better high-level decision-making about the built form of our city and make discussions richer during the planning and approval stages of projects.	Noted. The draft City Plan has been developed in consultation with State Government Agency, Planning and Land Use Services, to ensure datasets and methodology can be replicated by other local government areas. The City of Adelaide is supporting/collaborating with other local government areas to inform the Greater Adelaide Regional Plan (GARP) process.

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AILA supports this as a means of making design, as a process, more accessible to the public and raising the profile of design professions. AILA understands the leadership role the City of Adelaide is taking in developing a tool of this nature to assist with the planning and development of the city. AILA recommends the City of Adelaide explores how this tool can be replicated by other Local Government jurisdictions- particularly the adjoining Councils to strengthen the impact / reach of the City Plan and ultimately embed its importance and function in the planning and design decisions for our city across metropolitan Adelaide.	
Australian Institute of Architects <i>What we would like to see:</i> • Data showing the current distribution of housing, including mapping of housing types and the density. Information about occupation of existing housing stock would also be useful to determine the percentage of vacant and underutilised properties and the extent of use of residences for short term accommodation. • Indication of how the Kaurna Context statements will inform implementation of the Draft Plan. It would also be interesting to consider how these statements can be incorporated into strategies that enable interpretation and build public knowledge. • Discussion of strategies to support and sustain activation of buildings at street level. Multi-use development with retail/services at lower levels and residential/office accommodation above is strongly supported as it supports a safer and more pedestrian friendly city. However, this is only effective where ground floor tenancies are occupied, and occupants do not obscure the windows. • Inclusion of measurable targets within the implementation plan and transparent reporting of progress.	Noted. CoADE includes mapping showing distribution of housing types and density. Individual vacancy data is not captured in CoADE as it is not publicly available and would be very difficult to keep live due the constantly changing data. Context statements will be incorporated into Healthy Country protocols. Noted. The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated

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A commitment to work to the City Plan until 2036, including strategies for amendments that respond to feedback. City shaping is a long-term project and requires consistency to achieve optimal outcomes. While we understand that future Councils may not choose to continue with implementation of the plan, what mechanisms can be embedded to reduce this outcome?	Transport Strategy, all of which include specific and measurable targets The City Plan has been developed as a key input into the GARP to embed within long term planning priorities for the city.
Australian Institute of Architects <i>Concerns</i> - The document is lengthy, which may discourage engagement and application. Review to identify and reduce the repetition of information would provide a leaner and more accessible document. - The only quantified targets in the Draft Plan relate to the number of residents and workers aimed for by 2036. Inclusion of progressive targets relating to each of the Urban Design Framework priorities and the City Wide Strategies would facilitate the proposed annual review and measurement of success.	Noted An abridged version of the City Plan will be made available following endorsement and adoption. Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based. The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets
Department for Energy and Water DEW and Green Adelaide are supportive of many of the concepts and options in the Plan to guide for sustainable growth and development in the City of Adelaide, including meaningfully embedding our First Nation people's perspective, concepts to contributing to biodiversity with open space and greening, increased emphasis of active and public transport, and intent to develop environmentally sustainable policies for development.	Noted. The City of Adelaide has submitted to the draft Urban Greening Strategy consultation by Green Adelaide seeking to partner on Healthy Country Plan.

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Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Data</i> The Inner Urban Ring is a critical area that showcases the interplay between urban development and green spaces. Including this area in data mapping will highlight the importance of Park Lands within the urban fabric by providing a clear visual representation of how green spaces integrate with and enhance the surrounding urban areas. This detailed mapping will underscore the significant role that Park Lands play in improving the quality of life, supporting biodiversity, and offering recreational opportunities. Moreover, it will demonstrate the importance of preserving and expanding open green spaces in future urban development scenarios, ensuring that the city's growth is balanced with the need for natural environments. By doing so, the data mapping will provide valuable insights into how Park Lands contribute to sustainable urban planning and help guide future development to prioritise green space accessibility and environmental health. Recommendations: • Expand the scope of data mapping to include the Inner Urban Ring, providing a detailed spatial analysis of Park Lands and their benefits. • Use data to illustrate the connectivity and accessibility of Park Lands within this area, emphasising their role in urban liveability with the ability to anticipate future demands on open green space.	Mapping inner growth corridors and strategic sites in the inner urban ring is in train as an outcome of the Adelaide Park Lands Management Strategy and will be incorporated into the City Plan digital tool. The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government's Open Space Strategy as part of the Greater Adelaide Regional Plan.
Australian Institute of Landscape Architects (AILA) <i>Data</i> AILA fully supports and understands the in-kind efforts made across Government to unlock datasets to enable the generative and scenario testing power of the City Plan.	Noted. The City of Adelaide Digital Explorer (CoADE) will continue to be updated and applied throughout the lifetime of the City Plan.

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AILA recommends that the City of Adelaide confirm continued support from other agencies in keeping this data up to date with new datasets when they become available to keep the tool current and relevant. The connection to the SA Property and Planning Atlas (SAPPA) and other mapping tools used by the planning and design agencies in government, and by professionals in private practice is imperative to keeping the City Plan relevant and useful to these professions and durable in the longer term.	
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Indices</i> Walkability is a key indicator of urban quality of life and sustainability, as it directly impacts the health, accessibility, and overall well-being of city residents. A walkable city encourages physical activity, reduces reliance on cars, and fosters social interactions, contributing to a more vibrant and connected community. Park Lands are crucial in promoting walkable environments by providing safe, pleasant, and attractive spaces for walking and recreation. The presence of trees, plants, and water features in the Park Lands helps to create a more pleasant microclimate, reducing urban heat island effects and improving air quality. These environmental benefits further enhance the attractiveness of walking as a mode of transportation and recreation. The draft City Plan should therefore clearly outline how it articulates 'walkability' and access to open space, in current and future data mapping scenarios. Articulating the simplicity of that step will help quantify the value of Park Lands to the future growth and development of the city. Recommendations: Describe how the draft City Plan defines and measures 'walkability'.	Noted. The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website. <i>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</i> <i>Technical notes to support use and interpretation of the digital tool will be developed.</i>

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Define the criteria for access to open space within the draft City Plan. Detail how current and future data mapping scenarios incorporate 'walkability' metrics	
The North Adelaide Society Inc. <i>Indices & Clarity</i> Definition and clarity about the various “indices” to which draft refers ought to be transparent and fully disclosed, including the source, basis, and criteria applicable to each index and how the index is assessed to apply in the circumstances. The understanding about, and utility of, an index depends on the veracity and relevance of its criteria and how they are their weighted and assessed. For example, no information is given about the criteria, source, rationale, or elements of the “Overall Accessibility to Amenity Index”. If amenity/ies are the qualities applicable to a site, precinct, or area (locality), whether unique or more widely applicable, then the descriptor of that index connotes an assessment of amenity and accessibility, neither of which are defined save that accessibility refers to a maximum 15 minute walk. Similarly, it seems most odd how the “Active and Public Transport Useability Index” appears to operate given the “low...high” assertions applicable to various “local areas” of the City Plan. For the “local areas” of the City Plan within North Adelaide, there are very many routes that operate along Hill Street; Jeffcott Street; O’Connell Street; Ward Street; and Melbourne Street; as well as the much used and valued City Connector Bus.	The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website. <i>A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan</i> <i>Technical notes to support use and interpretation of the digital tool will be developed.</i> The Indices and associated figures have been reviewed <i>Comments about availability of public transport in North Adelaide are noted. This index is also about ability to walk and cycle which is poorer in these areas.</i>
Australian Institute of Landscape Architects (AILA) <i>Clarity</i> AILA applauds the background research and collation of material and data sets that underpin the City Plan. However, the document itself is lengthy and difficult to navigate.	

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AILA SA recommends an abridged publicly facing document or online interface is produced that clearly articulates purpose and importance of the Plan and is written in an inclusive language without jargon for members of the public who might not be urban designers but who are interested in how cities work.	An abridged version of the City Plan will be made available following endorsement and adoption.
The North Adelaide Society Inc <i>Glossary</i> The “City Plan” needs a glossary of terminology, which would provide certainty of meaning, interpretation, understanding, and intent. There are a raft of words, phrases and expressions that are uncertain or interchangeable (e.g., city, City, City centre, CBD, City of Adelaide), and others that will be open to conjecture, misapprehension, or subjective interpretation. Definition will assist understanding and certainty of intent. For example: Activate; Active transport; Capitol Works; CBD; Central urban spine; City; City centre; City grid; City of Adelaide; City Plan; City squares; City wide; City wide spatial analysis; City’s main streets; Density; Development; Diversify APL uses; Economic centre; Evidence base; Green grid; Green Infrastructure; Green spaces; Growth; Heritage; Heritage site; Interventions; Light Rail Loop; Main east west connections; Mid-scale height; Missing middle of housing; Neighbourhood; Partners, our partners; Place based height strategy; Place based objectives for growth; Taller buildings; Transit diversity.	A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan
The North Adelaide Society Inc <i>Clarity</i> “We” appears multiple times but is neither defined nor attributed. Is “we” the Corporation of the City of Adelaide (CoCoA); the chief executive of the CoA; the planning function within the CoCoA; or the elected members of the Adelaide City Council who resolve in favour of the eventual “City Plan”?	Noted. Use of ‘we’ has been clarified in the final City Plan.

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Either the royal “we” should be defined, or non-personal expression or grammar used to avoid the indefinite and illusive “we”.	
The North Adelaide Society Inc <i>References</i> The draft City Plan includes many assertions and conclusions, some of which appear personal to the author and others refer to studies or findings, for example: “successful cities around the world have strong residential populations living locally” and “international studies report that urban design features which facilitate walkability and attract pedestrians have a positive effect on commercial and residential rents and sale values, and on retail revenues.” In a policy and implementation document such as the draft City Plan, the basis or primary source for an assertion or statement ought to be attributed and referenced.	Noted. Additional references and benchmarks have been inserted into the City Plan.
Lot Fourteen <i>Facilities and amenities</i> The plan generally doesn’t address/recognise the working/studying population that use the CBD facilities and amenities 5 days a week all day which impact on the urban design of the city and to be more specifically relevant for us is Local Area 4: North Terrace (page 122) with the Universities and the growing Lot Fourteen district.	The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses. The Local Area Framework has been updated to capture the role of workers and students in supporting and activating the city is adequately reflected. Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard. North Terrace Local Area 4 has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form

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	• Role of precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included: • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities.
Lot Fourteen <i>Economic Development Strategy</i> Need for alignment with feedback already provided to the CoA Economic Development Strategy (in May 2024).	The draft CoA Economic Development Strategy has been considered in the preparation of the draft City Plan and provides greater detail on the importance of institutions such as Lot Fourteen as drivers of innovation, creativity and collaboration.
Lot Fourteen <i>Visitors</i> Greater appreciation of the growing visitors that use the city's amenities.	The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses. The Local Area Framework has been updated to capture the role of workers and students in supporting and activating the city is adequately reflected. The City of Adelaide's draft Economic Development Strategy also captures the role of city in visitor attraction. • Goal 1: More than the gateway to South Australia • Goal 5: Australia's festival and creative capital.

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	Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard North Terrace Local Area 4 has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included to: • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities etc.
Community alliance main streets sub-committee <i>Visitors</i> A plan for a capital city there is no projection of a visitor-awareness, it seems inward- looking • Visitor attraction is critical to the health and vitality of the whole city. • The City of Neighbourhoods has a promising ring to it but seems to be simply a division of the map of the city into segments rather	The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses. The City of Adelaide’s draft Economic Development Strategy also captures the role of the city in visitor attraction. • Goal 1: More than the gateway to South Australia • Goal 5: Australia’s festival and creative capital

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than representing how residents and visitors experience and see the city. • Main Street precincts critical to the city's vitality such as the East End, Central Market, Gouger-Grote Streets precinct, Halifax Street precinct, and Leigh-Peel-Hindley Streets precinct are not foregrounded in any way. O'Connell Street-Tynte St is a precinct which should be worthy of the same consideration, despite loss of some human scale. Only Hutt St attracts specific comment.	Noted. The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality. All applicable Local Areas have been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included: • Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions.
Lot Fourteen <i>Lot Fourteen</i> The Plan could greater reflect the vision of the government for the city in terms of areas of economic growth - Lot Fourteen is a major contributor to the success of the city and with its prime location and future focus will continue to impact the city's growth in all aspects reinforcing the need to be more deeply involved as a key stakeholder in the city's future plans	Noted. The City of Adelaide's draft Economic Development Strategy expands on the role of Lot Fourteen in economic growth of the city. The Executive Summary and Local Area 4 – North Terrace have been updated to include reference to Lot Fourteen and the role it plays in supporting economic growth and visitation to the city. Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city's cultural and education boulevard.

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Community alliance main streets sub-committee <i>Support</i> We see much that is hopeful and positive: • Emphases on North-South, and East-West laneways and pedestrian and cycling linkages. • Walkability and public realm amenity • Greening, climate resilience and climate change awareness • Transit options- especially the city circle light rail. • Focus on activation of the squares • Hindley-Rundle St seen as a cohesive whole	Noted
Transport Action Network <i>Support</i> We strongly endorse the following elements: • Commitment to working with Kaurna peoples in the future development of the City. • Measures to increase the use of active modes of transport such as walking and cycling within the City and for access to the City. • Creating Grenfell/Currie Streets as a bus boulevard. • Creating a CBD tram loop. • Identifying specific areas (e.g. King William and Hutt Streets) for potential expansion of business activities. • Mixed use development and housing diversity with attention to the interface with adjacent developments and neighbourhood place making. • Increasing the City's population.	Noted

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Australian Institute of Architects supports the following elements of the Draft Plan: • the three Pillars that the Plan is founded on • The three City Metrics which will be used to review and measure the Plan's effectiveness. Specific targets within these three metrics should also be identified. • the definition of liveability as access to open spaces, public transport, community facilities and local services. Access to employment opportunities could also be added to this list of criteria. • the use of data to shape the future development of the City and as a mechanism to test implementation. A mechanism for adjusting the Plan in response to challenges identified through these reviews, which should occur periodically until 2036, or changes in factors beyond the Council's control, should also be articulated in the final Plan. • the high growth trajectory of 50000 residents and 22000 new jobs by 2036. Boosting residential and employment growth within the City should be prioritised over development at the fringes of Adelaide's metropolitan area. This is the most environmentally, socially, and culturally sustainable means of urban development and maximises the benefits provided by existing infrastructure and services. This growth needs to be managed and accompanied by renewal of existing services infrastructure in recognition of the increased loads. • referencing of the Draft Plan to other strategic documents, including the GARP and the State Planning Policies.	Noted. Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based. The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets. Employment/jobs is a separate metric outlined in the methodology in the Stage 1 & 2 report available on the City of Adelaide website. The City Plan has been developed as a key input into the GARP to demonstrate the growth potential of the city which can take advantage of existing services and infrastructure.
Community Alliance Main Streets Sub-committee <i>Small businesses</i> Hundreds of small businesses in hospitality and retail are in these zones	The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality including the role of small businesses in hospitality and retail.

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• They are vulnerable businesses- even modest up-zoning can inflate rents in these zones that rely on low rents to allow colourful niche businesses to exist. • These zones are the relaxation, socialisation, destination-shopping, cultural and hospitality zones for the whole metro area. Along with Rundle Mall they are the deeply functional core of the city. • Young adults are seen as critical to the state's future by all levels of government. It is they who disproportionately who relax, work or conduct business in these precincts.	All applicable Local Areas have been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included: Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions.
Purple Orange <i>Co-design</i> The City of Adelaide should adopt genuine co-design approaches including a full diversity of stakeholders for the development of all council plans, strategies, frameworks, and similar documents, among other projects. The City of Adelaide should undertake specific engagement activities with the disability community to ensure the draft City Plan – Adelaide benefits from their experiences, insights, and ideas before proceeding toward adoption. Although the draft City Plan contains many important objectives, there appears to have been little to no engagement specifically with the disability community (pages 24-25) and, in many respects, this is reflected throughout the document. We respectfully recommend the City of Adelaide address this shortcoming before proceeding further toward the adoption of this Plan. Indeed, utilising genuine co-design processes that include a full diversity of stakeholders should be adopted as a standard approach for the development of all council	CoA held a workshop with its Access and Inclusion Advisory Panel on key elements of the draft City Plan. The Access and Inclusion Advisory Panel is City of Adelaide's advisory body on plans, strategies, frameworks and projects and will be invited to contribute to projects or policies arising from the City Plan implementation. Further engagement can be undertaken through implementation and delivery of the City Plan. The Implementation Plan has been updated to include the Disability Access and Inclusion Plan 2024-2028.

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plans, strategies, frameworks, and similar documents because this enables a full range of perspectives and experiences to contribute toward better outcomes.	
Purple Orange <i>DAIP</i> The City of Adelaide should review the draft City Plan – Adelaide 2036 to ensure it is consistent with, and reflective of, the commitments in the City of Adelaide Disability Access and Inclusion Plan 2024-2028, including implementing universal design principles. According to recent data from the Australian Bureau of Statistics (ABS), people with disability make up more than 20 per cent of the population, however the draft City Plan largely overlooks how they will be included and welcomed. Although the draft City Plan indicates it has been informed by the Disability Access and Inclusion Plan 2024-2028 (DAIP) (draft City Plan, page 27), few of the DAIP's commitments seem to be present – indeed, the aforementioned instance is the only appearance of “disability” within the 198-page document. It is critically important that DAIP actions are integrated into all elements of an organisation's work and not siloed as the responsibility of a single team, irrespective of the strength and commitment of members of that team.	The DAIP commitments to universal design principles have been strengthened through the inclusion of the importance of universal design principles in the following sections of City Plan: • Housing Diversity for a Growing Population • Urban Design Elements • Strategy 7 – New Housing Models • Strategy 8 – Designing for Urban Life, Diversity and Density Universal design has been included in the Glossary.
Purple Orange <i>Universal Design Principles</i> Further, despite the draft City Plan's focus on urban design and spatial planning, the DAIP's commitment to “ensure Council-led public space and streetscape upgrades incorporate universal design principles” (page 23) is absent, with “universal design principles” not mentioned anywhere in the draft	The DAIP commitments to universal design principles have been strengthened through the inclusion of the importance of universal design principles in the following sections of City Plan: • Housing Diversity for a Growing Population • Urban Design Elements • Strategy 7 – New Housing Models • Strategy 8 – Designing for Urban Life, Diversity and Density Universal design has been included in the Glossary.

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Purple Orange <i>Terminology – accessibility</i> The City of Adelaide should avoid using language including access, accessible, and accessibility in contexts where the more appropriate terminology of availability, presence, or proximity would be a more accurate and clear description. The “Accessibility to Amenity Index” should be renamed to adopt a more accurate label, such as “Proximity to Amenity Index” or “Availability of Amenity Index”, in order to avoid confusion with the provision of genuine accessibility. We are also extremely concerned about the way the term “accessibility” is used throughout the document, particularly in relation to the “accessibility score” or “walkability rating”, also known as an “Accessibility to Amenities Index”, that measures presence and proximity of amenities (page 38 and throughout) but appears to be unconcerned with genuine accessibility. While the methodology of rating the extent to which services and amenities are readily available and located close to people is likely to be very useful, the terminology used should be amended to ensure accuracy and clarity. Accessibility is a very important principle and is widely used to denote the extent to which people with disability, older people, people with short-term injury, and others can access a space, service, event, or information. Since 2008, Australia has been a signatory to the United Nations Convention of the Rights of People with Disability (UNCRPD). Article 9 provides a clear articulation of the significance of the term “accessibility” to ensure people with disability can access services and amenities “on an equal basis with others” and requires the “identification and elimination of obstacles and barriers to accessibility” including in the public realm that is a key focus of the draft City Plan. The Commonwealth Disability Discrimination Act 1992 ascribes the same clear meaning to the term and provides the legislative basis for the ‘Disability (Access to Premises — Buildings) Standards 2010’ (among others), which	Noted. The Accessibility to Amenity Index has been replaced with the Proximity to Amenity Index throughout the City Plan. Other references to accessibility have been changed to connectivity, proximity or availability to better reflect the intent of the measures referred to.

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includes the following definition at Part A1.1: “accessible means having features to enable use by people with a disability”. Likewise, the South Australian Government is committed to Australia’s Disability Strategy 2021-2031 (ADS), with Principle 6 being “accessibility”, which can be applied using the “prompting questions” of “Can people with disability access all aspects of the proposal, including the information, technology, services, and location?” and “Have the principles of universal design been applied?” Based on these international, national, and subnational precedents, we strongly urge the City of Adelaide to apply the same meaning to the term “accessibility” throughout its draft City Plan as is widely used elsewhere. The terms “proximity” or “availability” are more accurate for what the score/rating/index actually measures. Therefore, we suggest the adoption of either “Proximity to Amenities Index” or “Availability of Amenities Index” to ensure the metric is clearly understood and is not confused with policy objectives intended to deliver genuine accessibility. This will also ensure consistency in the meaning of the term between the City Plan and the DAIP, the latter of which applies the meaning as described above.	
The North Adelaide Society Inc. <i>Population</i> ABS population projections do not align with the ambition of 50,000 people by 2036	The City of Adelaide Strategic Plan 2024-2028 sets a population targets of 50,000 residents by 2036. The ambition for a population of 50,000 residents by 2036 is based upon the growth capacity within the City of Adelaide, not on projected population figures. The population target of 50,000 residents by 2036 has been recognised as being above current forecast growth in ‘The Case for Investment and Value Creation’ section.
Transport Action Network <i>New Transport connections</i>	Noted.

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CBD tunnel linking the northern (Gawler) and southern (Seaford) train lines. The ADL Metro tunnel should include stations at the existing Adelaide Railway Station, Pultney-Rundle Streets, Victoria Square and, potentially, Whitmore Square.	The CoA Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
The North Adelaide Society Inc. <i>Owners/renters vs. temporary residents</i> There is a substantive difference in liveability, spatial, and humanistic needs as between permanent residents (owners & renters) and temporary residents (students & visitors), which is obfuscated by use of a global characterisation of “residents”. Just as is pertinent to differentiation of economic and cultural human activities, there should be granulated differentiation and consequent strategic intent vis a vis residential (e.g. gradually increasing the permanent residential population of the City of Adelaide while conserving the spatial elements of heritage and character of residential precincts and adjacent main streets).	The City of Adelaide aims to cater for the needs of all residents, be they long term or short term, and recognises the important contribution that they all bring to the character and liveliness of the city.
The North Adelaide Society Inc. <i>Adelaide Park Lands</i> The intergenerational value of the Adelaide Park Lands ought to be reinforced for the value it brings to the City of Adelaide, both environmentally and as a capital city. It is a world class feature yet is not referred to as such, nor is the Adelaide City Council’s support for its World Heritage Listing reflected.	Reference to the importance of the Adelaide Park Lands is made throughout the City Plan. <i>Strategy 1 – A Green City Grid has been updated to include advocating for the World Heritage Listing as part of Policy 1.3 – Partnering on the protection of the Adelaide Park Lands.</i>
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Adelaide Park Lands</i> Park Lands play a crucial role in urban development, exerting a significant economic influence by enhancing property values through increased attractiveness and desirability for nearby residents and businesses. They also serve as magnets for tourism, drawing visitors	The City of Adelaide’s draft Economic Development Strategy sets two key priority actions related to the Adelaide Park Lands: • The City of Adelaide is leading investigations to promote visitation to the Park Lands as a ‘Top 10’ South Australian destination with the advice of Kadaltilla/Adelaide Park Lands Authority.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
who contribute to local economies through spending on accommodations, dining, and recreation services. Park Lands also stimulate local business growth by providing venues for events and activities that promote community engagement and support entrepreneurial initiatives catering to Park Lands visitors and residents alike. Recommendations: • Strengthen the theme of economic influence to demonstrate how Park Lands attract investments, enhance property values, and stimulate local economies. • Use this economic data to guide open space funding on Park Lands areas where planned urban development is forecast.	• The City of Adelaide will advocate for an assessment of the economic, environmental, social and cultural contributions of the Adelaide Park Lands to the city and South Australia.
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Connections with State Government Plans</i> Aligning the draft City Plan with State Government strategies, such as the Greater Adelaide Regional Plan, ensures coherence and maximises resource utilisation for Park Land protection and enhancement. This alignment facilitates a unified approach to urban planning, where city and state objectives complement each other, leading to more effective and efficient use of resources. By harmonising local plans with broader state initiatives, the City of Adelaide can leverage state-funded programs, technical expertise, and policy support, enhancing the capacity to coordinate on the Park Lands. This coordination helps in prioritising projects that align with both city and state goals, ensuring that investments in Park Lands are strategically directed towards areas that will yield the highest benefits in terms of environmental sustainability, recreational opportunities, and community well-being. Additionally, aligning with State Government plans fosters collaborative efforts in addressing urban challenges, promoting innovative solutions, and achieving long-term sustainability goals.	Noted. The City Plan will be a key document informing the CoA's submission to the GARP, which is due for public consultation in September 2024. The 'strategic context' in Section One of the City Plan addresses how the City Plan aligns with key state government plans. The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government's Open Space Strategy as part of the Greater Adelaide Regional Plan.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Recommendations: • Review and integrate relevant state government plans and policies that affect the Park Lands. • Ensure the draft City Plan reflects state-level priorities and initiatives, creating a unified approach to urban and environmental planning. Add a new section to the draft City Plan that outlines the document's alignment with relevant State Government Plans.	
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Connections with existing Council Strategies</i> Consistency with existing council strategies, such as the Adelaide Park Lands Management Strategy, ensures that Park Lands initiatives are part of a broader, cohesive framework for urban development. This alignment helps integrate Park Land planning with other urban development goals, creating a unified approach to enhancing the city's green spaces. The draft City Plan should reference the Adelaide Park Lands Management Strategy's goals, principles, and guidelines, demonstrating how it builds upon and supports these existing strategies. By doing so, the draft City Plan will reinforce the existing strategy and provide a clear, consistent direction for future Park Land development and preservation efforts. Recommendations: • Cross-reference current council strategies to identify interactions and gaps related to Park Lands. • Create a new section that clarifies the bridge between the draft City Plan and other existing Council strategies, such as the Adelaide Park Lands Management Strategy.	The draft Adelaide Park Lands Management Strategy was a key reference document in the development of the City Plan. These two strategies have been developed to work cohesively. As such, repetition of the goals, principles and guidelines of the APLMS is not necessary in the City Plan. The 'strategic context' in Section One of the City Plan addresses how the City Plan aligns with key CoA documents. Kadaltilla's decisions are based on the APLMS however as the City Plan is the spatial depiction of City of Adelaide strategies, there are strong linkages between the APLMS and the City Plan. The City of Adelaide has provided relevant datasets to State Government Agency, Planning and Land Use Services to support the development of the State Government's Open Space Strategy as part of the Greater Adelaide Regional Plan.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Clarify how the draft City Plan sits in relation to the Adelaide Park Lands Management Strategy, and how it should be used by Kadaltilla in relation to decision-making.	
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) <i>Investment Opportunities</i> Identifying and leveraging investment opportunities is essential for enhancing Park Lands, which in turn drives city development and growth. Investing in Park Lands presents a unique opportunity to fundamentally reshape city development, which should be easily evidenced through data mapping analyses. Cities can fast-track transformative changes in urban landscapes by allocating resources to enhance and expand Park Lands' infrastructure. Data mapping should illustrate how strategic investments in Park Lands will integrate seamlessly with broader city-wide development strategies, showcasing potential transformations beyond the traditional city grid. Such strategic planning not only envisions how Park Lands can evolve but also demonstrates the tangible benefits of these investments, including increased recreational opportunities, improved environmental sustainability, and enhanced community cohesion, ultimately yielding a more vibrant and resilient urban environment. Recommendations: - Highlight successful case studies of Park Lands investments that have led to significant urban development and community benefits. - Expand the draft City Plan footprint on page 61, even graphically, at the high-level principals to demonstrate the relationship between the Park Lands and the spatial plan. - Ensure that the mapping identifies city-wide strategies and illustrates their application to Park Lands, beyond just the city grid.	The draft Adelaide Park Lands Management Strategy was a key reference document in the development of the City Plan. These two strategies have been developed to work cohesively. The draft Adelaide Park Lands Management Strategy includes priority projects and a section on investment which has been considered in the development of the City Plan. The draft Adelaide Park Lands Management Strategy and the City Plan draw on the same datasets for assessing investment opportunities and priorities, and will be included in the City of Adelaide Digital Explorer (CoADE) platform for modelling and monitoring. The City of Adelaide's draft Economic Development Strategy sets two key priority actions related to the Adelaide Park Lands: - The City of Adelaide is leading investigations to promote visitation to the Park Lands as a 'Top 10' South Australian destination with the advice of Kadaltilla/Adelaide Park Lands Authority. - The City of Adelaide will advocate for an assessment of the economic, environmental, social and cultural contributions of the Adelaide Park Lands to the city and South Australia.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Enhance the data mapping to highlight the transformative impact of investing in the Park Lands on planned city development.	
State Planning Commission (SPC) <i>Alignment with Greater Adelaide Regional Plan (GARP)</i> The priorities work well together with the four outcomes that the State Planning Commission (SPC) identified in the GARP Discussion Paper released in 2023 which are: - A greener, wider and climate resilient environment - A more equitable and socially-cohesive place - A strong economy built on smarter, clear and regenerative future - A greater housing choice in the right places. The development of the new GARP is in progress and SPC is looking to build on the outcomes identified in the Discussion Paper and other significant strategic work being undertaken by Councils.	CoA has been actively engaging with Planning and Land Use Services in the development of the City Plan. The City Plan will be a key document informing the CoA's submission to the GARP.
SA Water <i>Infrastructure considerations</i> Whilst the draft is detailed, aspirational and focussed on the urban design of the city, SA Water would benefit from increased detail about the functional design and delivery. SA Water considers water as a resource critical in the provision of growth and supporting sustainable and liveable urban environments. City plan could be strengthened in relation to infrastructure (or public utilities) in respect to water supply, storage, wastewater or stormwater management to support sustainable and liveable urban environments.	Noted The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes. The State Government plays a critical role in infrastructure planning through the Greater Adelaide Regional Plan and State Infrastructure Strategy. As the City Plan is implemented, including any planning policy changes to facilitate growth, more detailed consideration will be given to local infrastructure requirements and opportunities to meet these requirements within development sites. The Integrated Climate Strategy identifies key priorities relevant to water resources and stormwater management in the city.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
As the forecast is planned to be high rise residential development, preference should be to promote sustainable developments which look to efficiently manage drinking water and wastewater to treat, store and reuse water within development sites. At the City-Wide level this should also consider the localised treatment and reuse of wastewater to support the retention of the Adelaide Parklands and enhance the public realm for a sustainable city. There is the risk that the desire to accommodate more growth without a considered and prescribed plan will off load costs for infrastructure capacity increases to utility providers and all customers, rather than incurred by those that benefit. Key consideration - SA Water suggests there is an opportunity to consider water in more detail to support effective city and urban planning, the impacts of climate change including water scarcity, hazards, or solutions including reduced supply (rainfall), increased demand, increased and more severe flooding. Areas for further consideration include: • Water supply planning • Wastewater planning • Stormwater planning • How to plan for City wide growth to 50,000 (doubling) by 2036 • How the City should deal with its water needs more sustainably at a local/neighbourhood level. • How development sites should deal with their water needs more sustainably on site. Sustainable infrastructure provision which is not a cost burden to current and future customers.	City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla)	Noted.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<i>Corrections</i> Some minor corrections required to the draft City Plans have been listed below: - On slide 14, point 6, consider redesigning the graphic to make it clear if the shape of the square changes. - On slide 14, point 13 should be “Hutt Street” and not “East Terrace”. - On page 61, redesign the graphic to demonstrate the relationship between the Parks Lands and the spatial plan.	Outcomes for Light Square / Wauwi will be progressed through the Master Plan, no changes required at this time. Local Area 11 – East Terrace has been renamed Local Area 11 – Hutt Street and mapping updated. Figure 4.2 Overview of the City Wide Strategies has been reviewed and updated to more clearly demonstrate the spatial elements of the Strategies.
SECTION 1 – EXECUTIVE SUMMARY AND INTRODUCTION	
Department Climate Change, Energy, the Environment and Water (DCCEEW) <i>Adelaide Park Lands</i> It would be beneficial to identify that the Park Lands are included on the National Heritage List when first introduced.	The National Heritage Listing of the Adelaide Park Lands has been included in the Role of the City Centre in Greater Adelaide, as well as in Strategy 2 – Open Space at Your Doorstep.
Adelaide Airport Limited and Parafield Airport Limited (AAL) <i>Population growth</i> Supportive of the growth of the city's population to 50 residents by 2036.	Noted.
SA Water <i>Population growth target</i> The City Plan is intended to provide a framework for effectively doubling the City of Adelaide’s population to 50,000 by 2036. This target exceeds population forecast of 36,059 by 2046. SA Water notes this forecast has been revised downwards by approximately 10,000 in the last year. Additionally, it is noted that this target	Noted. The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes. The ambition for a population of 50,000 residents by 2036 is based upon the growth capacity within the City of Adelaide, not on projected population figures. Given the city currently has this growth capacity changes to the Planning and Design Code are not required to achieve the growth.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
exceeds Plan SA's high projection forecast for the Adelaide LGA of 48,000 by 2041. If the 50,000 target is an ambitious vision rather than forecast position, consideration should be given to service and utility providers. It will be important to manage the risk of potential over investment and a misdirection of resourcing for growth that will not occur. Furthermore, if policy changes, particularly to the South Australian Planning and Design Code, are needed to expedite and support this growth this raises the concern that they take years to become enacted (indicated in the draft's Implementation section) resulting in a lag before any benefits can be truly yielded. Whilst the distribution of growth has been forecast spatially across the City of Adelaide it has not been forecast temporally over the life of the plan to 2036 and consideration would need to occur for SA Water to include into the 4-year regulatory cycle. Key consideration: SA Water is not able to commit to supporting uncertain growth that may not eventuate which is likely to impose additional costs onto current customers. In relation to implementation, the provision of water and public utility infrastructure to manage the proposed growth needs to be considered if SA Water is to consider any un-staged and sporadic growth in future regulatory submissions.	The State Government plays a critical role in infrastructure planning through the Greater Adelaide Regional Plan and State Infrastructure Strategy. The GARP should be the guiding document for SA Water and other State based infrastructure investment. As the City Plan is implemented, including any planning policy changes to facilitate growth, more detailed consideration will be given to local infrastructure requirements and opportunities to meet these requirements within development sites.
SA Water <i>Planning for growth</i> For SA Water to most efficiently discharge its duties and have growth investment approved by ESCOSA, clarity on long-term growth projections is imperative. Greater detail is needed on the medium term, timing and scale of individual development areas and associated investment needs.	Noted. The City of Adelaide will seek to partner with SA Water on infrastructure planning to support sustainable growth outcomes. The GARP should be the guiding document for SA Water and other State based infrastructure investment.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Network planning requires ongoing adjustment to respond to market demands and allow redistributing network growth where required. Regular revision of growth plans is required in coordination with councils and Planning and Land Use Services to reconfirm or change urban growth staging and predicted yields. Available capacity of existing and new water sources and treatment facilities, creation of infrastructure corridors, appropriate and timely land zoning, and allocation of space for water and wastewater infrastructure all need careful consideration and provisions made early in the development planning process. SA Water develops long-term master plans to maintain services to existing customers while also responding to new growth. Master planning is guided by but not limited to the following: population growth forecasts, government long-term plans, land zoning and composition, climate projections, asset age and condition, customer service standards and regulatory requirements. Key consideration - SA Water is committed to engaging with City of Adelaide to achieve alignment between the intent in SA Water's long term master plans and the development of the City Plan to ensure network availability and capacity are integrated into planning at the earliest stage and through future regulatory periods.	CoA is committed to reporting against the City Plan and particularly population growth to support PLUS and infrastructure authorities with their planning. <i>City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.</i>
Lot Fourteen <i>North Terrace</i> P 11 - No mention/recognition that North Terrace is a major boulevard to the city or a Tourist attraction as a cultural precinct throughout the year and more so during the festival time (Feb/March/July/December); and a Major Hub for university students and the growing innovation district such as Lot Fourteen with now 1700 population.	Noted. P 11 is a summary of the City Wide Strategies. <i>The Executive Summary and Local Area 4 – North Terrace have been updated to include reference to Lot Fourteen and the role it plays in economic growth and visitation to the city.</i> <i>Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city's cultural and education boulevard.</i>

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Lot Fourteen <i>State Government Infrastructure</i> Under ‘Strategic Context’ (page 26+), consideration should be given to including an additional heading related to State Government infrastructure projects (not just strategies/plans/policies) which are shaping the Adelaide CBD. This obviously includes Lot Fourteen, but also the new RAH, new WCH, Festival Plaza, Aquatic Centre redevelopment, Tapangka on Flinders development, etc	Important infrastructure projects are referenced in the Local Area Framework Plan Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard.
Australian Hotels Association (AHA) <i>City Plan purpose</i> The ambition to create a well designed city that meets the diverse needs of residents and city users is welcomed by the AHA SA. Particularly if an ancillary outcome of the identified ambitions and targets is to reduce the adverse impacts experienced by our members in recent times as a result of public congregation issues, asking for money, drinking, drug use and brazen theft.	Noted.
Australian Hotels Association (AHA) <i>Housing</i> The AHA SA supports a diversity in housing options and neighbourhood design models that will see the conversion of underutilised sites for housing. Residential growth in the CBD will help to drive the economic recovery of the CBD hospitality industry, with many venues still struggling to return to pre-COVID levels of patronage.	Noted.
SECTION 2 – CARING FOR COUNTRY	
Australian Institute of Landscape Architects (AILA) <i>Digital tool</i>	Caring for Country is a priority of the City of Adelaide and State Government through the draft Adelaide Park Lands Management

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AILA SA acknowledges the efforts made to embed Kaurna culture in the City Plan, however it remains unclear how Kaurna knowledge and input can continue to be explored through using the tool. This needs more consideration to ensure the Kaurna input to date is not tokenistic and opportunities for cultural thinking and expression are not designed out of the Plan in the future.	Strategy and the City of Adelaide's Stretch Reconciliation Action Plan and Integrated Climate Strategy. The City of Adelaide has made commitments in these strategies to developing stronger engagement protocols with Kaurna.
Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) The inclusion of Kaurna voice in the city planning process is essential for honouring and integrating Indigenous perspectives and knowledge, ensuring that the cultural significance of the land is not only acknowledged but also respected and preserved for future generations. By actively engaging with the wider Kaurna community, the draft City Plan can authentically reflect their values and traditions, fostering a more inclusive and sustainable approach to urban development that respects the deep connections between people, place, and history. Recommendations: • Establish formal mechanisms for wider Kaurna community engagement throughout the planning process. • Incorporate further Kaurna cultural heritage and values into the draft City Plan. • Ensure that Kaurna's contributions are not just consultative but influential in decision-making processes.	Caring for Country is a priority of the City of Adelaide and State Government through the draft Adelaide Park Lands Management Strategy and the City of Adelaide's Stretch Reconciliation Action Plan and Integrated Climate Strategy. The City of Adelaide has made commitments in these strategies to developing stronger engagement protocols with Kaurna.
SECTION 3 – URBAN DESIGN FRAMEWORK	
GENERAL	
Australian Institute for Landscape Architects (AILA) <i>Measurable targets</i> Support the priorities	Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the

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It is noted that population growth is the only target quantified in the City Plan. Clear measurable targets are recommended in support of each of the Priorities listed in the City Plan. Measurable targets will benefit the aims and objectives of the Plan as measurable targets hold authorities accountable to improvements and provide members of the public and private entities with metrics for change over time in measuring success.	data and indices through the City of Adelaide Digital Explorer (CoADE) on which the City Plan is based. The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets.
PRIORITY 1 – A GREENER AND COOLER CITY	
DCCEEW Support for this priority	Noted.
Bike Adelaide Support for this priority	Noted.
SA Water <i>Collaboration and investment</i> The priority for a greener and cooler city is critical for the liveability of all urban areas in the 21st century, and sustainability is a key theme of the draft. SA Water would suggest the priority about sustainability to include water – its capture, storage, use and reuse. Given the City of Adelaide is forecast to have reduced rainfall, delivering the City Plan and a greener and cooler city for population growth needs to make mention of sustainable and more innovative use of water. There is a need to quantify the volume and location of future water demands for greening, so these demands can be integrated into future integrated water management planning. To meet this additional water demand, this may require a combination of localised solutions (i.e. Water Sensitive Urban Design), small-scale decentralised recycled water and stormwater	The City of Adelaide is an active participant in the State Government's current review of integrated water management governance being co-lead by SA Water and the Department for Water and Environment. <i>City Plan Priority 1 – A Greener and Cooler City has been strengthened to include reference to water sensitive urban design principles and sustainable water management planning.</i> CoA's submission to the Urban Greening Strategy supported the future water demand modelling action and identified that the CoA is undertaking a strategic water assessment with State Government support.

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schemes, as well as large-scale centralised augmentations to balance water demands across the regions. We recommend the Strategy consider how water is prioritised when resources are limited (during drought) and more broadly, consideration be given to how these greening investments are managed over their full lifecycle to ensure security/public safety, drought resilience, and renewal are all managed effectively, as well as consideration given to long term financial sustainability and asset management. SA Water recommends collaboration and investment in the following activities to realise the aspirations and ensure there is adequate water for greening: • a shift to an Integrated Water Management (IWM) planning approach for the public realm and new development including via: ○ increased use of recycled water (Glenelg Adelaide Recycled Water scheme (GARWS Scheme) and stormwater, shifting towards a circular economy and reduce discharge to the River Torrens and the Gulf St Vincent, ○ development and implementation of a water efficiency plan for Council and the community, including the adoption of smart technologies, ○ embed water sensitive urban design principles and practices in capital works, asset renewal and maintenance programs, and new development, and ○ capacity building to ensure the workforce is suitably skilled for an IWM future. • development of financial and economic frameworks to support adoption of green and blue infrastructure investments	

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that better support the use of all water supplies for the establishment and maintenance of new greening. Key consideration - SA Water understands greening requires water and that, without water, some of the performance targets detailed in the Strategy may not be met. Water Sensitive Urban Design (WSUD) alone will not meet these targets. Governance frameworks are required to prioritise and manage trade-offs carefully to ensure there is enough water for greening.	
Australian Institute of Architects Support This is vital to make the city more resilient to climate change. However, it should be part of a broader strategy that includes education of energy consumption through strategies including improved building performance, increasing water sensitive urban design and utilisation of heat reflecting building and paving materials.	Noted. The Integrated Climate Strategy has a long term priority for all homes and businesses to be electrified or powered by renewables. It also identifies key priorities relevant to water resources, stormwater management in the city and sustainable development.
PRIORITY 2 – TRANSIT DIVERSITY	
Bike Adelaide Welcome this priority. It would be counter productive to this priority not to reassess and reallocate road space for cars to other uses: transit diversity cannot be a meaningful priority without actually investing in other transport options and making it safer	Noted. The Transport Diversity priority has been strengthened to clarify that the City Plan will inform City of Adelaide's advocacy for increased transport diversity through expansion of public transport services as well as prioritising increased opportunities for active transport and cycling infrastructure.
Bike Adelaide The Active and Public Transport Usability Index is not reflective of active transport experience in the city. For example, the extremely high usability at the North Terrace/King William Street intersection may be so for public transport, but is far from the case for cycling,	Noted. The Transport Diversity priority has been updated to decouple Cycling and Public Transport.

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noting there are no cycling facilities on either road, cyclists are seldom able to easily ride on the footpath and heavy traffic volumes make it unsafe for most cyclists. It is more accurate to represent cycling network utility as almost entirely constrained to the Lark Lands and city fringe, with low/moderate utility where there are existing on road bike lanes.	
Australian Institute of Architects Support Improved transport within the City through increased walkability, active transport and public transport options are supported. Objectives regarding the reduction of private vehicle use and car parking within the City, and strategies for diverting traffic around the city should also be considered in consultation with other relevant stakeholders.	Noted. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
PRIORITY 3 – A CITY OF NEIGHBOURHOODS	
Australian Institute of Architects Support The identification of neighbourhoods enables a finer grain approach to planning future growth, which is important in the creation of a diverse, equitable and vibrant city. It will also better support development that strengthens the character and heritage of each neighbourhood. It will also foster pride and ownership in people who regularly use or reside in the neighbourhood and assist in building community.	Noted.
PRIORITY 4 – HOUSING DIVERSITY FOR A GROWING POPULATION	
State Planning Commission	Noted.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
<i>Development Potential</i> The Housing Diversity for a Growing Population section emphasises the need for a diversity of housing options, encouraging mixed use development and supporting good neighbourhood design. This section also includes a Land Use Potential Index (Figure 3.18 Land Use Potential Index) which synthesizes development potential metrics with development likelihood metrics. This data layer looks very interesting especially as we are now in the process of considering how and where Greater Adelaide will grow. This may be one of the areas that PLUS and the City of Adelaide can collaborate on in the development of the GARP and the implementation process that will follow the once the GARP is finalised.	The Land Use Potential Index was developed in collaboration with Planning and Land Use Services (PLUS). The City of Adelaide welcomes further opportunities to collaborate with PLUS in the development of the GARP.
Australian Institute of Architects Support Diversity in housing type, size and cost is vital to growing the city's residential population and ensuring that businesses have access to key workers as well as customers. Diversity of housing should be provided within neighbourhoods to support a mix of residents – age, household structure, ethnicity, socio-economic status etc – to create supportive, vibrant and sustaining communities.	Noted City of Adelaide's Housing Strategy – Investing in Our Housing Future outlines the city's 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.
SECTION 4 CITY WIDE STRATEGIES	
GENERAL COMMENTS	
Lot Fourteen <i>North Terrace</i> North Terrace is omitted from nearly all strategies – is it because it is considered complete as noted as most advanced Local Area?	Significant City of Adelaide and State Government investment has occurred on infrastructure and public realm along North Terrace. Some opportunities exist to improve active transport and access to services and amenities at the western end of North Terrace which are reflected in the relevant Local Area.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
	Strategy 5 – Enhancing East-West Streets has been revised to recognise the role of North Terrace as the city’s cultural and education boulevard. Local Area 4 – North Terrace has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included to: • Encourage protection of heritage character and significant landmark features and views. • Support development opportunities and take advantage of proximity to public transport. • Promote the pedestrian boulevard and connectivity to the diversity of cultural, entertainment, innovation and educational facilities etc.
Lot Fourteen <i>Schools</i> The Plan does not seem to recognise schools (including Adelaide Botanic High and Adelaide High) and universities in the strategies and principles. Our education offerings have specific requirements	The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses. All applicable Local Areas have been updated to strengthen references to:

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
and impacts that need to be considered as part of the city planning (e.g. transport impacts, public transport links, safety).	• Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.
Purple Orange <i>Graphics</i> Elevations describing the policies include steps, see page 66. Indeed, the diagrams in Figure 4.6 depicting City Plan Policies (pages 66-67) include elevations and, in the case of “residential frontages”, stairs to reach the housing that is separated from the street level by a “green interface”. These examples do not adhere to universal design principles, Choice and inclusion for people living with disability would not be accessible to many people with disability or older people, and would not comply with the National Construction Code 2022 (NCC 2022) Liveable Housing Design Standard that will be implemented in South Australia in October this year	All diagrams that include steps have been reviewed and edited.
City of West Torrens <i>Connections with surrounding suburbs</i> In regard to increasing public transport usage we seek to provide joint advocacy to the State Government for upgrades to the Mile End Station, increased connections across James Congdon Drive and to the Park Lands.	Noted and support joint advocacy through the GARP. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
City of West Torrens <i>Connections with surrounding suburbs</i> Given the proposal for significant residential development along Port Road at Thebarton, the City of West Torrens is keen to collaborate	Noted and support joint advocacy through the GARP. Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

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with the City of Adelaide on matters concerning the western parklands, particularly Bonython Park/Tulya Wardli (Park 27). Council is currently undertaking improvements to pedestrian and cycling access to the Park Lands along the Torrens Linear Trail and seeks to continue the connection of the trail to the Park Lands under Port Road	
City of West Torrens <i>Connections with surrounding suburbs</i> I would like to bring to your attention the Henley Beach Road Visioning project which we are currently undertaking. This project will complement the outcomes envisioned in the City Plan, particularly those related to Glover Avenue. CWT sees the Henley Beach Road precinct as the main corridor to the western suburbs, beaches and sporting/cultural attractions and the airport. For this reason, Council has previously advocated for improved public transport options along Henley Beach Road.	Noted and support joint advocacy through the GARP. <i>Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</i> The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
City of Burnside <i>Connections with surrounding suburbs</i> The City of Burnside welcomes initiatives to partner with CoA and State gov’t to improve public transport patronage and active transport options into and throughout the city.	Noted and support joint advocacy through the GARP. <i>Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</i> The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
City of Burnside <i>Connections with surrounding suburbs</i> It would be useful to see further discussion around the city’s relationship with directly adjoining Local Government Areas as it is not possible to access the city without travelling through them.	Noted and support joint advocacy through the GARP. <i>Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.</i>

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Long-term thinking around transportation to and from the city into neighbouring suburbs is a key component of this. The provision of better commuter cycling routes and a simpler, faster, connected bus network and other initiatives to manage the traffic congestion on arterial roads are key aspects of this theme.	The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
Transport Action Network <i>Connections with surrounding suburbs</i> The City Plan acknowledges the City's role as an investment, employment, cultural and tourist destination and as a Capital City 'shaping the future of our state' (p.26). This role would be more forcefully demonstrated with some greater attention to public transport access to the City from across Greater Adelaide. Local Governments play a vital role in advocating for better public transport and the City Plan is an essential forum for this advocacy.	Mapping inner growth corridors and strategic sites in the inner urban ring in train as an outcome of the Adelaide Park Lands Management Strategy. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will consider public transport. A public transport discussion paper is currently being prepared.
State Planning Commission <i>Alignment with State Planning Policies</i> The City Wide section of the Plan provides a series of strategies and includes an indicative approach to how these strategies may be implemented. Many of these approaches are also linked to and indicate how they may support the delivery of a relevant State Planning Policy. This line of sight between the overarching state goals for the planning system and implementation at a Council level is very important.	Noted. The City Plan has been purposefully aligned with the sixteen State Planning Policies, providing additional focus and relevance to these at a Council-wide level.
STRATEGY 1 – A GREEN CITY GRID	
DCCEEW <i>Support</i>	Noted.
City of Burnside <i>Pedestrian and cycling paths</i>	Noted.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

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It is pleasing to see that key cycling and pedestrian paths will be prioritised to connect with the inner suburbs along key routes including the Glenside Bikeway. Safe road crossing points, particularly around the Greenhill and Fullarton Road interface is of key concern for the City of Burnside.	
City of Burnside <i>Pedestrian and cycling paths</i> Policy 1.3 - We support the intention to enhance pathways and connections to and from the Parklands. The text refers to the Adelaide Parklands Trail by prioritising connections to inner suburbs, however the associated maps on Pages 65-69 don't reference parklands connections. Further detail on the mechanism to achieve this and how such connections will be implemented would be worthwhile.	Strategy 3 – Strengthening the City Spine and Strategy 5 – Enhancing East-west Streets have been updated to include connections to adjoining suburbs outside the city.
Australian Institute of Architects This directly supports the greener, cooler city strategy. It could be strengthened by including policies that advocate for co-ordinated underground infrastructure when maintenance and new work is undertaken. Strategies for greening areas with limited footpath width or problematic underground services should be included. These may include planters or arbours that minimise impact. Inclusion of requirements for WSUD and tree planting on all at-grade carparks, as well as on vacant sites, would also greatly increase opportunities for urban greening and assist with maintaining healthy green spaces.	Noted.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
STRATEGY 2 – OPEN SPACE AT YOUR DOORSTEP	
DCCEEW <i>National Heritage Listing</i> (page 69) This page indicates that the National Heritage listing will be considered in the design of the city squares. There is an opportunity here to add a couple of sentences about how the activation of the city squares and the Park Lands might align with the National Heritage values – e.g. as a space for recreation and group activities or in alignment with the Garden City principles of an accessible planted space in an urban environment.	The National Heritage Listing of the Adelaide Park Lands has been included in the Role of the City Centre in Greater Adelaide, as well as in Strategy 2 – Open Space at Your Doorstep.
City of Burnside <i>Open space</i> This strategy refers to activating the City Squares and Adelaide Park Lands for local recreational uses to address the accessibility gaps and foster vibrant, inclusive neighbourhoods. It is acknowledged that access to open space is a key criterion for residents living within the City. It would be worth noting, however, that these open space areas are frequently used by the wider community and consequently provision made for shared use is appropriate. It is worth noting that the City of Burnside is currently working on an Open Space Layer to complement the Burnside City Master Plan. It will provide a holistic perspective to managing our City's open spaces, parks and reserves and will consider emerging sport and recreation trends, demographic forecasts, environmental aspects, public art, amongst other things. There are likely to be many areas of overlap in the provision of open space between our respective councils, particularly for western City of Burnside residents.	Strategy 2 – Open Space at Your Doorstep is about shared use of open space. The draft Adelaide Park Lands Management Strategy (APLMS) (currently on consultation) discusses the role of the Adelaide Park Lands as an accessible landscape and open space system for all South Australians. The City of Burnside is represented on the Steering Committee for the APLMS review. The draft APLMS also discusses how the Adelaide Park Lands supports the adjoining Council's network of open spaces.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Australian Institute of Architects We note the need for open space for use by residents has been specifically identified in 2.8. We strongly support this recognition that increased population with the City will required facilities priorities for local use. The diversity of open space identified in 2.6 is also strongly supported.	Noted.
STRATEGY 3 – DEVELOPING THE CITY SPINE	
Bike Adelaide Support this strategy, noting the current lack of contiguous north-south cycling corridor. King William St is a key route between the city and North Adelaide but is a somewhat hostile environment to any road user outside of a car. We strongly support the priority to advocate for and develop a tram extension along O’Connell St. We strongly support the O’Connell St redevelopment to include a separated bikeway, linking the city, North Adelaide and allowing movements into the city core from Park Land trails. An unbuffered or unprotected bike lane on such an important corridor will do little to facilitate more cycling journeys between the two areas.	Noted. Strategy 3 – Strengthening the City Spine has been updated to include improved cycling amenity and safety. The City of Adelaide’s Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
Australian Institute of Architects Improved connection between south and north Adelaide is strongly supported. This will be positive for locals and visitors.	Noted.
The North Adelaide Society Inc <i>Does not support</i>	Noted. The land north and south of the River Torrens is Adelaide Park Lands and as such is not appropriate for ‘ribbon development’.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
The notion of a “City Spine Strategy” is not supported if it connotes or infers non parklands land use – ‘ribbon development’ – along King William Road north and south of the River Torrens.	
STRATEGY 4 – ACTIVATING NORTH-SOUTH LANEWAYS	
Community Alliance Main Streets Sub-Committee <i>Public space</i> The plan focuses on linear elements such as streets but not the public spaces or plazas where people gather and relax, aside from the city squares which are a slightly different case, and mostly under-used. Successful public spaces are in the East End (especially Ebenezer place), Peel and Leigh Streets, Moonta St, Rundle Mall, and other places. Many European cities have enormous pedestrianised city centres as drivers of their visitor economies. We suggest the city could be looking for more streets that could be pedestrianised, or part-pedestrianised. Jan Gehl saw visitor-friendly public spaces, walkability and city character as critical to Adelaide’s economic regeneration, not a sideshow. Government and Council subsidise a huge array of festivals and events to encourage visitors but we are seeing reduction of the public space that visitors might ‘hang out’ in. Contemporary examples are the possible Cranker-Roxies-site development’s impacts that space and on Union St and the wider East End, and the projected tower on the was once-to-be-open-space Festival Plaza. These Main Street precincts are more or less the sum total of the city’s visitor-attractive zones and deserve special focus. In our view building height limits in these particular precincts should not ever be increased as up-zoning increases land value which puts upward pressure on rents (apart from any building height issues).	Strategy 2 – Open Space at Your Doorstep is about shared use of open space and increasing access to public space. The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city’s vitality. Note: Peel and Leigh Streets are not part of the city’s Main Streets. The City of Adelaide has been advocating to the State Government for review of catalyst sites. Through the 2022/23 review of the planning system the State Government has committed to review catalyst site policy. All relevant Local Areas have been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Some of these Main Street precincts such as Peel and Leigh Streets are not even represented on Council's map (below), Disconcertingly this City Council map does not agree with the State Government's Location Viewer map (below again) which does not make any acknowledgement of most of these critical Main street precincts. It potentially allows these human-scale areas to be blanketed in high rise or very high rise. In our view this would destroy the very amenity that makes them attractive to visitors and so do enormous damage to the city. Catalyst provisions are still in place for the City and North Adelaide. They are highly problematic and add a wildcard element to any plan that City Council makes.	
Bike Adelaide Supports the focus on activating north-south laneways, however we express concern that this has focussed on walkability, rather than active transport broadly. We posit there is an assumption in the Plan that a walkable street is a cyclable one, or that improvements to laneways will automatically support cycling because car traffic is still supported. Neither are true in all cases, given walking and cycling seldom occurs in the same spaces in our city, and that most streets are unsuitable for most cyclists who are not already very confident. This Strategy must pay specific attention for active transport laneways, not just walking. An option relevant to the Plan's intent is Gawler Place, which is currently one way and does not permit cycling contraflow. This corridor in particular is one of few that have potential to link the city core directly to the Torrens Linear Trail and therefore into North Adelaide via Frome Road or the inner eastern and western suburbs. This potential for active transport connectivity is not reflected in the Draft Plan as yet.	Noted. Strategy 4 – Activating North-south Connections has been reviewed in response to the feedback received. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
Australian Institute of Architects Activating north south circulation is supported and will provide a safer, pedestrian friendly routes through the City. The present established by the Riverbank to Adelaide Central Market provides interesting learnings. Greater consideration of the intersections of this route where it crosses the east-west streets is required, as the existing implementation to date is compromised by these junctions, which reduce continuity and amenity. It is also implied that indirect routes are less effective. However, meandering circulation has the potential to provide a more interesting journey, provided they are supported with wayfinding at direction changes. Wayfinding strategies can also increase visual interest and neighbourhood identity and provide opportunities for interpretive information.	Noted. Strategy 4 – Activating North-south Connections has been reviewed in response to the feedback received. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
STRATEGY 5 – ENHANCING EAST-WEST STREETS	
City of Burnside <i>Adjacent Councils</i> This strategy references Wakefield / Grote Gateways as being significant gateways into the city and facilitating movement between the City of Adelaide and neighbouring eastern and western suburbs, including the Adelaide Airport. While connection to the eastern suburbs is referenced in the strategy, the relationship with key feeder roads into the city further east is unclear i.e. Britannia Roundabout and Kensington Road. It would also be worth highlighting in this Strategy the importance of maintaining the active transportation routes through Victoria Park to adjoining suburbs.	Noted. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
Bike Adelaide	Noted.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

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Support for this Strategy, however the Plan should identify the continuity of these east -west routes in the Park Lands and how they are connected with the broader walking and cycling network. This strategy is key in promoting modal shift to active travel into the city core.	The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
Australian Institute of Architects East-west routes within the city are a feature of the Light's Plan. Enhancing them is supported. However, this enhancement should focus on improving amenity and circulation within the City as opposed to prioritising traffic flow through the city between the western and eastern suburbs. In addition, Further consideration needs to be given to the way dedicated bus and cycle lanes are implemented to provide safe, effective circulation. Study of the Grenfell/Currie Street busway and Frome Street bike way should be undertaken to inform future models.	Noted. The City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025 will include transport network considerations.
STRATEGY 6 – ESTABLISHING THE CITY LOOP	
Transport Action Network <i>North Terrace Tram Boulevard</i> Creating a CBD loop to: • improve access to/from areas currently under-served by quality public transport, • improve access to current activity centres, and • facilitate easy access to areas planned for future CBD form and residential development. We see some important challenges with the CBD loop proposed in the Draft City Plan. • West Terrace will not be attractive for mixed use and housing development if traffic volumes remain at current levels.	The route for the proposed City Loop has not been determined in the City Plan. This is a medium to long term proposal that will be further progressed through advocacy to the State Government's Greater Adelaide Regional Plan, the City of Adelaide's Integrated Transport Strategy and tested through City Plan digital tool. The suggestions on the route for a proposed City Loop are appreciated.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
• Changing the function of West Terrace (as acknowledged in the Plan) is highly desirable and needs to ensure traffic is not diverted into other City streets. • • The Department for Transport needs to start planning to change the function and consequently the traffic on West Terrace in the short term. • Development on West Terrace is limited to the eastern side of the road which limits potential tram patronage. We propose two alternative City Loop route options: • North Terrace, East Terrace, Hutt Street, Angas (or Halifax) Street, King William Street, Grote Street, and Gray Street to North Terrace. Benefits of this Route: • Captures major trip generators along North Terrace and the East End as per the route proposed in the City Plan. • Serves the city's south-east neighbourhoods and facilitates potential extension of the CBD form on Hutt, King William, and Grote Streets • Serves Central Market and major trip generators at Victoria Square. • Gray Street captures patronage from both sides of the street and serves proposed uplift on West Terrace. • Left turn from Gray Street towards the RAH to stop in central terminating aisle allowing for, layover, change of vehicle direction and transfer of passengers to other services. • Avoids a rebuild of the West Terrace/North Terrace intersection.	

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- Ensures that all trams pass through the RAH stop, and provides a redundancy/go around option for trams heading west if there is a disruption (protest, accident, mechanical). North Terrace, East Terrace, Hutt Street, Angas Street, Victoria Square South West (diagonal - joining with the City - Glenelg Line), Grote Street, Morphett Street, Light Square (one or both sides of the central park), Currie Street and West Terrace to North Terrace. Benefits: - Captures major trip generators along North Terrace and the East End as per the route proposed in the City Plan. - Serves currently city south-east neighbourhoods and facilitates proposed intensification of activities on Hutt, King William, and Grote Streets. - Serves Central Market and major trip generators at Victoria Square. - Captures patronage from both sides of Morphett Street and major trip generators around Light Square. - Enables transfer of passengers onto bus services along Currie Street. - Facilitates uplift on northern end of West Terrace, serves the RAH and allows for transfer to other tram routes, avoids time penalty of turns onto North Terrace (associated with the Gray Street option).	
City of Burnside <i>Adjacent Councils</i>	The route for the proposed City Loop has not been determined in the City Plan.

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Consideration could be given to how the proposed City Loop interacts with neighbouring Councils and/or if there is any potential to consider this network within a larger context, particularly bearing in mind the current congestion around the outside loop of the Park Lands.	This is a medium to long term proposal that will be further progressed through advocacy to the State Government's Greater Adelaide Regional Plan, the City of Adelaide's Integrated Transport Strategy and tested through City Plan digital tool. This will include targeted engagement with adjacent Councils.
Transport Action Network <i>North Terrace Tram Boulevard</i> Creating North Terrace as a tram boulevard to: • complement the pedestrian role of Rundle Mall and enhance pedestrian access to and along Rundle and Hindley Streets, • complement the role of Grenfell/Currie Streets as a Bus boulevard and bolster public transport options to the City (see accompanying maps of network proposals), and • enhance transfer to other tram routes to improve access around the City of Adelaide.	The suggestion of a car-free North Terrace will be shared with the team developing the City of Adelaide's Integrated Transport Strategy, due for public consultation in early 2025. A public transport discussion paper is currently being prepared.
Bike Adelaide Support for this Strategy, but active transport amenity will deliver greater gains in accessibility.	Noted.
Australian Institute of Architects Planning for a light rail loop is strongly supported. Opportunities to further extend light rail to surrounding areas should also be considered. Future planning to coordinate light rail with urban greening is important.	The route for the proposed City Loop has not been determined in the City Plan. This is a medium to long term proposal that will be further progressed through advocacy to the State Government's Greater Adelaide Regional Plan, the City of Adelaide's Integrated Transport Strategy and tested through City Plan digital tool.
STRATEGY 7 – NEW HOUSING MODELS	

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City of Burnside <i>Adjoining Councils</i> While no key sites and places for growth are identified bordering the City of Burnside, it would be worth acknowledging and considering the strategic work being undertaken by adjoining Councils to address housing options and how this may impact the demand and supply of housing within the city limits. It is also worth considering what opportunities there may be to collaborate on long-term liveability strategies which may benefit both of our councils.	City of Adelaide's Housing Strategy – Investing in Our Housing Future, outlines the city's 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.
Lot Fourteen <i>Student housing</i> Student accommodation should be referenced under– New Housing Models, noting the importance and high demand for student accommodation to support our universities (and Lot Fourteen).	City of Adelaide's Housing Strategy – Investing in Our Housing Future outlines the city's 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice. This includes student housing.
Australian Institute of Architects Diversity of housing types is strongly supported, with exploration of shop top and adaptive reuse models a unique opportunity for the City. Consideration of what the term 'missing middle' means within the City context is suggested as this may differ from options that suit suburbs in the greater metropolitan area.	City of Adelaide's Housing Strategy – Investing in Our Housing Future, outlines the city's 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice. Missing middle has been included in the glossary of key terms
Australian Hotels Association (AHA)	City of Adelaide's Housing Strategy – Investing in Our Housing Future outlines the city's 10-year plan for housing in the CBD, setting

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The AHA SA agrees that a focus on the ‘missing middle’ in regard to housing models will deliver a broad range of housing options to welcome all ages, cultures and socio-economic cohorts.	ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.
STRATEGY 8 – DESIGNING FOR URBAN LIFE, DIVERSITY AND DENSITY	
Australian Institute of Architects The importance of good design and recognition of the interconnection between private development and the public realm are welcomed. Consideration of glare from highly reflective building facades, wind at ground level deflected by tall buildings and access to sunlight at ground level are all important factors that should be considered in the City Plan 2036.	Noted Strategy 8 – Designing for Urban Life, Diversity and Density has been updated in response to the feedback received.
Adelaide Airport Limited (AAL) <i>Building heights</i> AAL is supportive of development in the CBD and the Council’s plans to increase population, especially where this aligns with the State’s strategic objectives around attraction of new international students and skilled migration. Our role in supporting development in the CBD that encourages the economic vibrancy of the city, while protecting South Australia’s airspace through Obstacle Limitation Surfaces (OLS) is critical. The Commonwealth Government, through the <i>Airports Act 1996</i> and the Airports (Protection of Airspace) Regulations 1996 regulates the airspace and determines the OLS. They are established in accordance with the International Civil Aviation Organisation (ICAO) specifications which have been adopted by Australia’s Civil Aviation Safety Authority (CASA). The OLS defines the airspace to be protected for aircraft operating during	Noted. The City Plan’s Land Use Potential Analysis includes the Obstacle Limitation Surfaces (OLS) as a criteria.

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the initial and final stages of flight, or when manoeuvring in the vicinity of the airport. The protection of the immediate airspace around Adelaide Airport is essential to ensure that we maintain a safe operating environment and to provide future growth for the Airport and therefore the State.	
Australian Hotels Association (AHA) <i>Electrification</i> With regard to strategies related to designing for urban life, diversity and density, I take this opportunity to reiterate the AHA SA's position expressed in previous rounds of consultation with regard to the Council's priority for all homes and businesses to be electrified and powered by renewables – and that is, that the food service sector needs dedicated consideration by the Council. Hotels and the broader food service sector want to retain gas as their preferred cooking method – there is no viable equivalent yet.	We note the AHA position relating to challenges in electrification within the food sector, and in particular for kitchens operating with high volumes and/or short service windows. The Integrated Climate Strategy has a long term priority for all homes and businesses to be electrified or powered by renewables, acknowledging that commercial kitchens may be later to transition as fit for purpose solutions become available.
Community Alliance Main Streets Sub-Committee <i>Public space</i> Densification of the city is necessary to help curb urban sprawl, increase housing supply and to additionally invigorate our streets. • But competent densification can support simultaneously revitalisation AND housing increase. Adelaide is a beautiful city but cannot afford to 'cook its goose' with the clumsy densification that is currently on offer. The Cranker is a contemporary example of this sort of problem. Tall buildings have no place in human-scale Main Street precincts that essentially need only to attract visitors. • The visitor precincts that are our Main Street precincts are the key to the character, vitality and the economy of the city and must be at the core of any city plan, along with pedestrian and bicycle passageways and transit routes.	The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality. Strategy 2 – Open Space at Your Doorstep is about shared use of open space and increasing access to public space. All relevant Local Areas have been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

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SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
• A public-spaces focus goes a long to resolving sustainability issues and greening issues as attractive public spaces increase foot and bike traffic and takes cars off the road.	
State Planning Commission <i>Alignment with Planning and Design Code</i> Strategy 8 - Designing for Urban Life, Diversity and Density talks specifically about a set of principles which seek to unlock the growth potential of the city and ensuring it is a desirable place to live, work and visit which include: • Protection of solar access to public spaces. • Reinforcing prominence of key places and streets, whilst protecting the amenity of these places • Protecting and responding to heritage and character in the city The built form principles behind this include references to: • Height transition to lower densities. • Solar access to residential. • Consistent street wall heigh. • Ground level activation. • Adequate building separation upper-level setback. • Awnings to shelter street environments. • Solar access to open space. While these are all important issues in the planning tools box, we would in the first instance also seek to ensure consistency with the relevant Planning and Design Code Policies in the relevant general Modules and Overlays.	Noted. City of Adelaide acknowledges that development must be consistent with the Planning and Design Code policies. Strategy 8 identifies the long term built form outcomes for the city and will be used to inform future amendments to the Planning and Design Code, if required, to align Code Policy with the City Plan Strategy.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
SECTION 5 LOCAL AREA FRAMEWORK	
GENERAL COMMENTS	
The North Adelaide Society Inc. The conclusion that “Wellington Square, O’Connell Street, and Melbourne Street local areas show limited capacity for growth” is supported. It reasonably reflects the reality and particular character, history, heritage and intergenerational cultural value of the neighbourhoods within those local areas	Noted.
The North Adelaide Society Inc. Consideration of “Local Areas” and the neighbourhoods therein is supported. However, the inclusion of “other place-based interventions that support the priorities of the City Plan”, is not supported unless the “intervention” is support of the “Local Area”. The liveability of a local area ought not be oppressed, suppressed or subjugated by the “intervention”, otherwise it would diminish or neuter the priority described as “A City of Neighbourhoods”	The City Plan, Urban Design Framework and Local Area Framework are all premised on improving and supporting the Local Area. Use of the term interventions has been replaced with actions.
State Planning Commission <i>Support</i> Translating broader concepts to a community and neighbourhood level helps to makes the implementation of the Plan easier to achieve. I also note one of the important components of these interventions are based on the current planning and zoning policy. These neighbourhood frameworks provide a good foundation for us	Noted. Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to adjust the Planning and Design Code to enable development to achieve the outcomes identified in the City Plan.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
to work together on how to ensure the city can accommodate your identified population target of 50,000 residents by 2036.	
SA Water <i>Recycled Water Supply to the City</i> SA Water owns the Glenelg to Adelaide Recycled Water Scheme (GARWS) and provides about 700 ML of recycled water to the City of Adelaide. The pipeline completes a loop around the city from Greenhill Rd, West Terrace to North Adelaide. Numerous inner squares and corridors are not fed by the GARWS. The water quality and dual reticulation standard means it is fit for most landscaping uses. In relation to the Local Area Framework the following areas are supplied by the GARWS Scheme: • North Terrace – new RAH site and Lot 14 • West Terrace – along cemetery to Adelaide High School and RAH • King William Street – South Terrace end only • Wakefield Gateway – SAPOL, SA Water House and Victoria Square • East Terrace - via Victoria Park • Whitmore Square is currently serviced by GARWS. The remaining sites identified in the Local Area framework are not currently serviced through this scheme. In order to consider future connections in the context of any potential works relating to resilience of the GARWS network, SA Water may require additional pipework in case of outages which may be needed for growth and/or ageing assets. SA Water suggests the Plan look to	Noted. City of Adelaide acknowledge SA Water’s interest in establishing an ongoing relationship in relation to the GARWS and will progress this separately from the finalisation of the City Plan.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
consider areas of parklands which could support horticulture to support local communities within the CBD. SA Water is interested in establishing an ongoing relationship with key City of Adelaide staff to understand water security and growth needs for the future and to consider additional storage in the parklands in areas where there is high GARWS network demand. Key consideration - The 2024 to 2028 Regulatory Proposal does not include plans for any uplift to the Glenelg to Adelaide Recycled Water Scheme. Consideration should be given to sites that are linked to the CBD given their significance and interactions with CBD infrastructure.	
LOCAL AREA 1 - WELLINGTON SQUARE	
The North Adelaide Society Inc. Odd that there is no mention of state and local heritage listed built form.	The Local Area Framework has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form, valued characteristics and desired character
The North Adelaide Society Inc. <i>"Future investment opportunities include: • Improve public and active transport safety and priority with a focus on Jeffcott Street, Montefiore Road and connections to O'Connell Street, the Adelaide Park Lands and the inner suburbs"</i> Odd assertion There are many bus routes that travel along Hill Street, Jeffcott Street and Ward Street, in addition to the City Connector Bus, which is well used and highly valued by residents and visitors. Buses traversing this local area proceed to other areas of the city as they travel through inner suburbs.	Note the comments that public transport is performing well in this location. This place principle is about improving both active and public transport.

Table 1 Summary of key themes arising from written submissions on draft City Plan – Adelaide 2036

SUMMARY OF SUBMISSION (KEY THEMES)	ADMINISTRATION RESPONSE
The basis for the assertion is not evident. Improvements may include stop location. Increasingly use of electric buses will abate noise impacts.	
The North Adelaide Society Inc. <i>Population Growth</i> An increase from 2550 to 2600 would be a 2% increase by 2036 at a rate of 0.15% p.a. (0.12% 15yrs).	Noted.
The North Adelaide Society Inc. <i>Active and Public Transport useability index</i> • The criteria applicable to this index is not disclosed or self-evident. • While there may be fewer public transport services along Hill Street and the western end of Ward Street than along Jeffcott Street, each area is quite well served. • The City Connector bus also services this local area as well as east west streets and thus connects with O'Connell Street and other areas of the city in a manner that complements the other public bus services • It is difficult to comprehend the conclusions depicted in these Figures. • The indicated shadings do not reflect the residential experience.	The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website. Technical notes to support use and interpretation of the digital tool will be developed. Comments about availability of public transport in North Adelaide are noted. This index is also about walking and cycling which is poorer in these areas.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
GENERAL COMMENTS	
The city plan could also - build a human -centred philosophy to support a sustainable, safe, liveable city	The City Plan is developed based on a human-experience focused methodology which is essentially to make the city more accessible based on a 15 minute walking isochrone. The methodology can be found in the City Plan Stage 1 & 2 report available on the City Plan website. The City Plan has been strengthened in relation to the human experience and making the city more attractive for people to live, work and spend time in.
I'd note that the plan comprises 195 pages and includes extensive planning jargon making it difficult for citizens and rate payers to comment on	An abridged version of the City Plan will be made available following endorsement and adoption. A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan Technical notes to support use and interpretation of the digital tool will be developed.
The plan timeframe should be from 25-50 years Plan should be developed with the state government	The plan has been developed with the State Government and will be a key input into the Greater Adelaide Regional Plan. Modelling of growth potential has extended beyond 2036. The City of Adelaide Digital Explorer (CoADE) platform has been set up to monitor progress and to adapt the interventions over time.
Several indexes are mentioned in the Plan but are not sufficiently explained or developed, including the Green Infrastructure Index, Active and Public Transport Usability Index, and the Neighbourhood Index. ³ These factors underpin the City Plan's fundamental	The methodology for developing the City Plan indices can be found in the City Plan Stage 1 & 2 report available on the City Plan website.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
assumptions and are not contestable due to their lack of transparency. Such information could be placed in an appendix or footnoted The growth figures of the city plan should consider current and future development approval. There also could be greater recognition of the cultural importance of the existing local and state-listed buildings (and contributory items) and any intention of the City of Adelaide to expand these listings.	A review of language has been undertaken to use plain English, and a Glossary of key terms has been added to Section 7 of City Plan Technical notes to support use and interpretation of the digital tool will be developed. The Local Area Framework has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form, valued characteristics and desired character. Future investigations for possible Historic Areas have been identified in the West Terrace, Whitmore Square, Hurtle Square and Hutt Street Local Areas.
The front end of the Plan needs much more work to build the commercial and cultural life of the City. As written, it appears as aiming at a lot of residential growth with activated, resident friendly streets. Noting Covid has altered the work/home balance, the State's capital and in my view this Plan needs to do more work on the economic, office sector, as well as cultural life of the City. Great, world leading cities are full of people, as well as great attractions. I note the excellent work along North Terrace, but as the wider CBD densifies, more work should be done to envision future main streets rather than 'leave it to the market' which will be ok building by building but will not lead to a cohesive great main streets.	The Urban Design Framework, particularly the City Plan strategies aim to improve the experience of the city for residents, visitors (which includes students and workers) and businesses. The City of Adelaide's draft Economic Development Strategy also captures the role of city in visitor attraction. • Goal 1: More than the gateway to South Australia • Goal 5: Australia's festival and creative capital The Local Area Framework have been updated to better reflect the role the main streets and precincts play in the city's vitality.
Dog park does not come up when searched at all in this Plan. Noting something like 20% of apartment occupiers (excluding students) had a dog according to the 2008 PCA etc research in Adelaide, more work needs to be done on dogs. The wellbeing role of dogs is well	The draft Adelaide Park Lands Management Strategy (currently on consultation) discusses the role of the Adelaide Park Lands as an

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

SUMMARY OF FEEDBACK FROM WRITTEN LETTERS FROM INDIVIDUALS	ADMINISTRATIVE RESPONSE
known and Dog Cat Management manages the risks. As the CBD densifies, more work is needed to plan for dogs, including dog off leash. This is a spatial outcome	accessible landscape and open space system for all South Australians, including consideration of future dog parks.
Major landholdings are critical to build a great capital of SA, and more than a great place with 50,000 residents living, but where many of the State level destination attractors that one would typically find in a CBD struggle to find a home. The topical Crown and Anchor live venue risk is one example of where more work on ensuring and planning for cultural land uses needs to be done. The current Planning and Design Code certainly allows such land uses but I think should be reviewed properly to ensure the CBD's important venue role continues. Land value increases are the big risk for these smaller venues. SGS research from around 2018 is valuable informing this. A word search found no reference to live music, with the only music reference being the Hindley Street music hall. Research from the early 2000s showed that mixed use zones tended to become all housing unless actively planned to be mixed use. I think this aspect of the Plan needs serious more work.	Noted. The Local Area Framework has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.
<i>Reduction of car use in the City</i> This aim should be central to all the strategies in City Planning. The commitment to EV charging station may run counter to this as we keep assuming cars will always be central to how we get around and so keep planning on that scenario. It is not helpful to assume people will continue to use cars in the numbers they do now.	The City Plan Indices and City Wide Strategies prioritise improved experiences for active transport users to support a reduction in car use.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

SECTION 1 – EXECUTIVE SUMMARY AND INTRODUCTION	
<i>Executive summary – Environmental Sustainability</i> Despite the Council's response to my earlier comments, it is clear that addressing the climate emergency is of a lower priority. It was not mentioned at all in the initial City Plan focus Groups I attend or the Council documents. 'Incentivising and enforcing supply of environmentally sustainable developments' may not be achievable and should also be questioned – especially when this strategy fails to account for and reduce consumption carbon, including embodied carbon.	The city is experiencing a housing and climate crisis. The City Plan is balancing environmental, economic and social objectives for the city and as such is seeking to sustainably grow the city's population. In the context of the Greater Adelaide Regional Plan and forecast growth for Greater Adelaide, growth is better located in the city relying on existing infrastructure and services and supporting local business. City of Adelaide's Integrated Climate Strategy has a strong focus on sustainable developments.
<i>Adaptive Reuse</i> Support adaptive reuse and repurposing which is entirely consistent with sufficiency and circularity principles. However, any savings in embodied carbon and resource use are likely to be negated by much increased new building activity. The City of Adelaide and Lord Mayor still appear to view adaptive reuses as conserving embodied carbon. I reiterate that the carbon associated with existing building is already spent. Instead, the focus must be on reducing new embodied carbon generated by new construction activities.	Noted. In the context of the Greater Adelaide Regional Plan and forecast growth for Greater Adelaide, growth in the city benefits from existing infrastructure and services and supporting local business.
CITY PRIORITIES	
<i>Housing diversity for a growing population</i> Increase in population and housing diversity should not mean a loss of planning vigilance. There should be a proper balance between the interests of the developers on the one hand and those of the local residents on the other, so as to avoid sub-standard development (over-size buildings, over-dense building complexes, loss of privacy and light, incongruous design features etc) and allowing in all cases proper consideration of any relevant heritage factors	Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place. Implementation of City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the intent of Strategy 8 – Designing for Urban Life, Diversity and Density.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

It is concerning that the City of Neighbourhoods' 'people' priority is listed at 3 when it could be raised to at least priority 2 to provide a framework for people's relationship to the other priorities. Putting people at the centre of city design and planning informs the design of neighbourhoods on a people scale.	The City Plan Priorities are numbered to help navigation of the survey not reflecting order of importance and have been considered in all of the Strategies. The 'City Plan Policy Summary' table in the 'Implementation Plan' section describes how all the priorities are taken into consideration in the proposed City Wide Strategies. <i>The City Plan has been strengthened in relation to the human experience and making the city more attractive for people to live, work and spend time in.</i>
<i>A city of neighbourhoods</i> City of Neighbourhoods could be more linked to the City of Adelaide's existing Main Street development program	The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality.
CITY WIDE STRATEGIES	
<i>Strategy 1 - A Green City Grid</i> There are some streets in the CBD that could use the buildings on either side to hold up simple infrastructure to grow plants along them thus providing a living green nature option. There are also some narrow throughways that are not marked on maps that provide good shade for most of the day and these with minimal work will encourage people to use them.	<i>Strategy 1- A Green City Grid has been updated to:</i> • <i>recognise the importance of this strategy to people in the city</i> • <i>Include recognition of the contribution of private gardens, roof gardens and food gardens towards achieving this outcome.</i> Detailed and further investigation will be considered through the Implementation stage upon approval of the City Plan.
<i>Strategy 2 – Open Space at Your Doorstep</i> Europe has perfected this model and we should look to replicate it. Medium density (5-6 storeys), mixed use living needs to surround each of the Squares in Adelaide. They are largely unused at present because they are surrounded by low density residential or commercial	Noted.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

<i>Strategy 4 – Activating North South Laneways</i> Support potential north south links – these are critical to increasing pedestrian permeability in parallel with increasing densification. Each will need proper investigation and progressive implementation. Market to Riverbank shows what is possible and the benefits. A link something like Chinatown to Hindley slightly to the west seems a sensible next immediate opportunity.	Noted.
<i>Strategy 5 – Enhancing East-West Streets</i> At least two of these streets (one North, one South) should be closed to car traffic and converted to pedestrian/cycling focused thoroughfares	Noted. Detailed and further investigation will be considered through the implementation stage upon approval of the City Plan. This will also be considered in the City of Adelaide's Integrated Transport Strategy which is currently being developed.
<i>Strategy 6 - Establishing a City Loop</i> Support in principle - subject to no significant loss of tree cover as a result and support infrastructure must be kept as un-obtrusive and as low-key as possible, avoiding unsightly and intrusive elements. The light rail stations/hubs should allow for future suburban links to the major arterial roads of the city. These roads will need to be serviced by trams/trains in the near future as the become focal points for new medium density housing. Does this Plan fail to acknowledge the long term under CBD train extension? Whilst likely to be beyond the 10 years of this actual Plan, this Plan should at least acknowledge the mooted location rather than be silent in total. Such an investment is nation building, reliant on Australian Government funding. This Plan should include at least the alignment and approximate station locations. This is fundamental to long term integrated densification of land use planning with transport planning.	Noted. The route for the proposed City Loop has not been determined in the City Plan. This is a medium to long term proposal that will be further progressed through advocacy to the State Government's Greater Adelaide Regional Plan, the City of Adelaide's Integrated Transport Strategy and tested through City Plan digital tool.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

Trams are a good mode of public transport but the State Government's proposal to create a city loop that cuts straight through Whitmore Square is counterproductive to maintaining an existing, well used, cool public space. Looking at the city map and thinking about the purpose of the tram loop I wonder about possibilities of meeting the need for improved access to Public Transport through scheduled (electric) minibuses. The minibuses could service several shorter routes that intersect with or are near other existing bus and tram routes and so make transport more easily available to even more people than what is proposed by Tram Loop.	
<i>Strategy 7 – New Housing Models</i> <i>Design Solutions</i> This seeks to amend the Planning and Design Code to 'embed sustainable design principles into housing design, enhance energy and resource efficiency...' As outlined above, resource and energy efficient design solutions alone will be ineffective in constraining resource consumption. This where sufficiency has an important role to play. This may include design of housing for sharing of amenities, reactivating empty housing and the like.	Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.
<i>Strategy 8 - Designing for Urban Life, Diversity and Density</i> Height restrictions - There should be both an upper and a lower limit. No new development in the city should be able to take place in the CBD below 3-4 storeys High rise limited to the terraces <i>Heights</i> Once again there is no consideration of the impact of higher and more building growth on the city's emissions, including embodied, which detracts from is objective to halve emissions by 2030 and achieve net zero by 2035 (pg 27).	All Local Areas have been strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Detailed and further investigation will be considered through the implementation stage upon approval of the City Plan.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

The approach is said to enable balancing density with preserving unique features and heritage character. It is unclear if this will support building above and overpowering heritage, as in the case of the Crown and Anchor Hotel, Grenfell Street or 281 Waymouth Street. The determination of maximum theoretical heights for buildings should consider the embodied carbon impact. It is concerning to read (p. 55) that 'Higher Density (8-storey plus high-rise developments) cater to the demand for vertical living, offering spectacular views... 'These are not a justifiable reason for the higher embodied carbon associated with that form of construction.	Implementation of the City Plan includes a Code Amendment Program that will be a mechanism to make improvements to the Planning and Design Code to guide development in accordance with the Priorities and Strategies proposed in the City Plan.
Local Area Framework	
<i>General</i> The organisation of the City of Neighbourhoods in the City Plan by streets/terraces/gateways and squares emphasises the city's built form rather than the above characteristics supporting residents' sense of place The information on these city areas is confined to current population figures followed by growth and densification estimates. It could reflect the issues raised by population growth and the characteristics of the existing population	All Local Areas have been strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.
<i>Melbourne Street</i> I support - recognising the unique character and village feel of Melbourne Street, p 120 shop top housing (as long as building heights remain at current levels 3 storeys in Melb st West, 4 in Melb St East). Concerns regarding p 120 proposing the extension of the main street character west of Jerningham Street. This is a largely residential area, with business fronting Melbourne Street, and does need further development of retail or night time economy.	Noted. Melbourne Street Local Area has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

Concerns regarding more residential growth in the area, despite it being the most populous area of North Adelaide. Concern - Melbourne Street suggestion has a deficiency in retail and night time economy. Welcome given that it is a largely residential area. Nevertheless often antisocial behaviour late at night. Already housing diversity in the area do not understand the need to enable this further. Considers area very vibrant area, connected to public transport and queries the accessibility to open space when northern edge borders the Park Lands too.	• The night time economy. Additional Place Principles have been included : • Encourage protection of heritage character. • Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places. • Strengthen connection to the Park Lands and the CBD.
<i>Melbourne Street</i> Melbourne St east of Jerningham Street contains an abundance of restaurants, cafes, shops and small businesses to service the area. Promoting more retail and dining shops would seem uneconomic and would change the character of this area. Parking is already an issue in the Melbourne St area and those visiting the medical facilities would be disadvantaged by an increase of other types of activity. There is a wide diversity of housing types already, ranging from student accommodation, apartment and townhouse living, cottage row houses and larger residences. I would question why there is a need for diversity – it exists already. Shop top housing on Melbourne St east of Jerningham might seem ok in principle, providing developer greed doesn't see more multi-storey developments as was allowed in recent years. Melbourne St is not very wide and street parking essential for those visiting for medical reasons or for social activity (restaurants, shops). Buses already cause congestion in peak hours so additional buses need to be considered very carefully. I personally use the buses and the current service would seem more than adequate.	The Local Area Framework will be revised to strengthen references to building scale, State and Local Heritage and historic areas, and other locally significant places and elements. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice. Melbourne Street Local Area has been updated to strengthen references to: • Local and State Heritage Places • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included: • Encourage protection of heritage character. • Strengthen support for main street and economic activity – including ensuring new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

I agree that larger office buildings with large tenancy spaces being limited.	• Strengthen connection to the Park Lands and the CBD.
<i>Whitmore Square</i> Support - the light rail loop which would provide better connectivity to King William Street, Greening of Sturt St, Redevelopment salvation army site. Error: I wish to point out an anomaly: This is first listed as Neighbourhood 11, but later as 12. <i>Regeneration and provision of community services</i> I have selected Whitmore Square because of its special position in providing services for the homeless. As reported in my comments of 8 April on the Plan, I used the digital and 'pin drop survey' in a map to highlight on opportunity for regeneration of the around Millers Court, focused upon Baptist care and WestCare, to extend services for the homeless. This needs to be followed up. <i>Built form</i> The Plan claims that the area has 'significant growth potential', with a population increase of 5.5%, but should acknowledge the special character of the Whitmore Square precinct and its requirements for the homelessness services and social housing. The SW Corner of the City and the Square are presently characterised by a high number of small cottages, with an intimacy, friendliness, small-scale, and a strong sense of community. Many homeless and itinerants are welcomed here and generously assisted. To surround the square with high-density built form would be entirely inappropriate, while a light-rail corridor bisecting the Square would be highly contentious especially because of the significance of the Square for indigenous people. <i>Further consultation</i>	Noted Minor correction to numbering - Whitmore Square is local area 12 Whitmore Square Local Area has been updated to strengthen references to: • Locally significant places and elements, built form • Role of main streets and precincts • Role of small business • The night time economy Additional Place Principles have been included to: • ensure new development is designed to minimise conflict with commercial and leisure functions. • Guide development of strategic places. • Identify investigations for additional Historic Areas to be undertaken. Future investment opportunities have been added including: • Identify opportunities for a local level community centre • Review opportunities for an indoor sports centre Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place. A meeting was held with the respondent on 7 August 2024.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

I wish to suggest a more focused and inclusive explanation to the Whitmore Square and SW Corner Community should be conducted before the Plan is adopted. I can see that Focus Group 5 was formed earlier. However, I note that this includes a sprinkling of residents and business, but not service providers for the homeless including WestCare. This needs to be remedied during the next round.	
<i>O'Connell Street</i> Question – Pg 115 identifying WCH existing site as future mixed use. I'd go further as this site has potential to be a City shaping outcome and in public ownership, it needs its own visioning exercise and not just assume 'mixed use'.	The WCH site is identified as a Strategic Place in the draft City Plan. The site is in State Government ownership. Further investigation will be considered through the implementation stage upon approval of the City Plan.
<i>North Terrace</i> Pg 126 -Local Area 4 fails to plan a pedestrian connection from Hindley to North Terrace say 150/200m east of Morphett Street. This needs more work.	Final connection alignments have not been determined in the City Plan. This will be further progressed through the City of Adelaide's Integrated Transport Strategy and tested through the City Plan digital tool. More detailed and/or fine-grained comments will inform the Implementation Plan for the City Plan.
<i>Light Square</i> Waymouth Street West of Light Square should be explored for a future main street with ground level commercial uses and funky architecture. Its narrow width, low traffic and sites for redevelopment lend itself readily to that future. This form of vision is achievable. The Plan does not envisage this in its current form, and whilst Light Square planned that way, it lacks the ready closed in nature well suited for main street environments (pg 139)	Noted. The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality. A draft Light Square/Wauwi Master Plan is in development and will be consulted on separately. Change name to West End to reflect the colloquial area name West End Local Area has been updated to strengthen references to: • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

	Additional Place Principles have been included to: • Ensure new development is designed to minimise conflict with commercial and leisure functions • Acknowledge Light Square/Wauwi master planning process Future investment opportunities have been added including: • Identify opportunities for at least one additional children's play space. • Identify opportunities to provide additional young people/youth play provision (this may include expansion of the West Terrace skate park). • Identify opportunities for a pocket or micro park. • Review opportunities for an indoor sports centre.
<i>Hindmarsh Square</i> <i>13 – Question – Pg 151 – Pirie Street East of Hindmarsh (same comment as Waymouth Street west)</i> Should be explored for a future main street with ground level commercial uses and funky architecture. Its narrow width, low traffic and sites for redevelopment lend itself readily to that future. This form of vision is achievable. The Plan does not envisage this in its current form	Noted. The Local Area Framework has been updated to better reflect the role the main streets and precincts play in the city's vitality. Change name to East End to reflect the colloquial area name. East End Local Area has been updated to strengthen references to: • Locally significant places and elements, built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Additional Place Principles have been included to: • Ensure new development is designed to minimise conflict with commercial and leisure functions. Future investment opportunities have been added including: • Provide at least one additional children's play space in the East End or Wakefield Gateway Local Area. • Identify an existing public space in the East End or Wakefield Gateway Local Area to provide a 'neighbourhood' park function.

Table 2 – Summary of feedback from individuals (Correspondence outside of the consultation survey)

	• Review and identify opportunities for at least three pocket or micro parks.
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Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

Please note that respondents were not required to answer all survey questions. Many chose only to respond on areas they found of interest or relevance to them.

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
URBAN DESIGN FRAMEWORK PRIORITIES	
31 public survey responses were received 16 responders were highly supportive. <i>“All is most impressive, and I would love to be here in 2050 to say that I lived in the best City in the best Country in the World.”</i> (CoA resident) Other feedback was generally supportive, and included the following suggestions and comments: • Increase focus on fostering economic growth through innovation, technology and startups, with KPIs to track progress of initiatives that attract and retain talent in these sectors • Provide examples of projects with expected positive environmental outcomes, with details on how they will be achieved. This should be inclusive of community co-design and educational outcomes. • Details of action plans and partnerships to improve cultural vitality and connectivity, with measurable targets. • Conscious transport combinations and connections • Query regarding implied prioritisation with numbering, suggesting priority 4 be the main priority for the City Plan, leading to the other priorities • Focus on using vacant and empty buildings • Focus on utilising local trades and suppliers • Integration of private enterprise around public spaces, and attracting people to the city for leisure activities • Ensure concept drawings implying restricted driving access in the city do not impede emergency services access	Noted. City Plan Priorities are numbered to help survey navigation not reflecting priority order. Overall, the comments provided have been incorporated into the City Plan where possible eg private enterprise around public spaces is a focus for the City Square and use of empty buildings is a priority. The draft Economic Development Strategy considers economic growth through innovation and start ups. The CoA Cultural Policy is under development. Transit related feedback will be provided to the team delivering the City of Adelaide’s Integrated Transport Strategy due for public consultation early in 2025. The draft Integrated Transport Strategy will consider transport combinations and connections. The City Plan is for the benefit of the community by providing a roadmap to sustainable growth that improves the liveability of the city for residents, visitors and businesses.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
3 negative responses were received: - Concern about ‘ugly high density’ and the City Plan being used primarily to benefit commercial developers - Priority 4 being inconsistent with priorities 1-3 - Concern that high-rise development blocks sunlight and devastates gardens around established homes. Overall, the responses to the Priorities framework were very positive. <i>“Fantastic. I like that they are bold.”</i> (City of Unley resident, 10-20 years)	Note the respondents feedback that Priority 4 is not supported due to concerns with population growth, however the intent of City Plan is to guide development of the city for a population of 50,000 people as committed to in the CoA Strategic Plan. Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.
Priority 1 – A Greener and Cooler City	
36 public survey responses were received There was an overwhelmingly strong positive response to this framework priority, tempered by scepticism based on a perception that previous City of Adelaide plans in this area have not been achieved. The benefits of this priority for cooling, air quality, biodiversity and mental health and wellbeing was uniformly recognised in the responses. <i>“I think it is now “a given” that this is a high priority because it is associated with environmental sustainability. If that is not achieved, then it will be harder to achieve all the other priorities.”</i> (Respondent, 40-50s age group) Feedback for improvements to the draft City Plan included: - Street and road greening must also consider safety and security - Prioritise areas which are low on the green infrastructure index - Support for removing street parking and reducing cars in laneways to reutilise these spaces for dedicated ‘green’ public transport/bicycle lanes. Suggestion to consider closing and re-greening streets outside schools to create new public green spaces that increase road safety. - Call to prioritise the planting of native trees - Develop new parks, including pocket parks, and enhance the existing ones	Noted. Safety, reducing cars, removing street parking are considerations of the City of Adelaide’s Integrated Transport Strategy under development. Parks and open space are addressed in Strategy 2 – Open Space at Your Doorstep and in the Local Area Framework. Taking a data driven approach to the development and growth of the city is a key ambition of City Plan. The progress of the City Wide Strategies will be continuously measured and analysed using the data and indices on which the City Plan is based. The City Plan is the spatial plan for the city and has been informed by a number of Council wide strategies, including the Housing Strategy, Integrated Climate Strategy and proposed Integrated Transport Strategy, all of which include specific and measurable targets. Transit related feedback will be provided to the team delivering the City of Adelaide’s Integrated Transport Strategy due for public consultation early in 2025. Council committed to increased greening of the city through the 2024/25 Business Plan and Budget process. Tree removal is subject to relevant legislation.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
• Need for specific detailed implementation plans and strategies, KPIs to measure progress and success, and clear and transparent resourcing, responsibilities, accountability and timelines made public through regular reporting • Cross-sector collaboration and partnerships with private entities, NGOs, academics to bring in expertise and resources. • Set a target for tree canopy target per street hierarchy and orientation - some councils target 80% canopy cover over exposed streets in summer. Cautionary responses noted: • Concern regarding the impact planted road medians may have for emergency service vehicles in heavy traffic conditions • Concern about the overall reduction of car accessible roads – and the impact this may have on people who rely on cars to access the city. • Concern about fitting greening within the roads/streets/lanes and footpaths – figure 3.7 with centre of roadway used for active transport does not fit a grid city with so many intersections. First focus needs to be on active transport, giving people safe and consistent routes with dedicated space within the corridors, before greening. Negative feedback was received about: • Concern about the spending levels required for planting trees in the city, and a call to lower this priority to focus first on balancing council budgets. • Perceived hypocrisy and ‘greenwashing’ in allowing high rise developments which involve the removal of established trees, with a call to protect and retain established trees to achieve a cooler city. • Any positive effect of more greening will likely be offset by greater building density and a higher population. <i>“This is great, and I like how it identifies streets and not just parks as opportunities for greening.”</i> (City of Unley resident, 30-40 age group)	Strategy 2 – Open Space at Your Doorstep seeks to diversify open space so that high rise buildings can support a cooler city through green roofs, green walls, plazas, balconies and courtyards.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Priority 2 – Transit Diversity	
35 public survey responses were received The responses were overwhelmingly enthusiastic, particularly with regards to light rail (the tram) and active transport (especially for walking and cycling). Survey respondents encourage the City of Adelaide to be bold and innovative in its approach to transit diversity. <i>“Every single street should be safe for kids to cycle on.”</i> (City of Adelaide resident, 30-40 age group) There was recognition that the City of Adelaide does not have the power to extend light rail to North Adelaide, or implement a city loop, however there was strong encouragement to advocate to the State Government for both. Feedback for improvements to City Plan included: • Reframe this priority to focus on walking and cycling, which is where Council can have a significant impact • Increase the focus on safety for active transport along planned routes, such as Grote Street, which are wide roads that currently allow high vehicle speeds. • Advocate also for better integration of technology in public transport, to provide real-time information and payment options for a better user experience. • The need for detailed action plans, funding, KPIs, metrics, community engagement in the planning and implementation process, transparency in reporting back to the public. • Improve integration with land use planning to encourage mixed-use developments with transit-oriented designs. • Increased use of electric public transport vehicles – buses and trams. • Use of detailed granular information, such as cycling counts and patronage data, to inform infrastructure priorities. • Suggestion for the city spine to be a light rail and pedestrianised ‘quiet way’ street, like George Street in Sydney. • Call for the city to introduce more local traffic slow areas.	Noted. Priority 2 – Transport Diversity has been updated in response to feedback received. Feedback will be provided to the team delivering the City of Adelaide's Integrated Transport Strategy due for public consultation early in 2025. The City of Adelaide's Integrated Transport Strategy will incorporate a framework (reflecting the Safe System, Movement and Place and Healthy Streets frameworks) and a range of measurable targets, including alignment with and to support the relevant priorities in City Plan. These are important considerations which will be part of the Integrated Transport Strategy.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Cautionary responses questioned the plan: - How will dedicated bike paths be accommodated without reducing driving lanes or making them narrower? - It is not good to integrate pedestrians and cyclists on the same footpath (fig 3.12) One negative response was received: - Population density is the cause of transit diversity challenges <i>“Excellent and VITAL to support the increased population growth and diversity. Love to see the emphasis on walking and cycling and real opportunities for active travel and public transport identified.”</i> (City of Unley resident, 30-40 age group)	
Priority 3 – A city of neighbourhoods	
30 public survey responses were received Most respondents were in support of this priority, however two felt unsure and did not understand the approach being taken, and three expressed concerns about this as a priority. <i>“The focus on developing community hubs and ensuring the availability of local services within neighbourhoods is essential for enhancing quality of life.”</i> (Prospect resident, 30-40 age group) Positive responses: - Appreciation for identifying existing ‘pockets’ of the city and preserving their feel - Good to focus on services for each these neighbourhoods (supermarkets, chemists, doctors, schools etc) - Support increase in the maximum height limit to provide more housing in high-rise higher-density developments in the city <i>“Most definitely support this. In a housing crisis ... we must not solely look to greenfield developments, vertical and higher density based developments is cheaper, often funded solely by private developers</i>	Noted. Consideration is being given to naming of the Local Areas to ensure they’re relevant. Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place. Access for wheelchairs and prams is a priority of the City of Adelaide Access and Inclusion Plan and will be considered further in the City of Adelaide’s Integrated Transport Strategy. The neighbourhood focus is to maintain the unique and diverse character of the city. Implementation including any changes to the Planning and Design Code will not be at such a small scale. <i>Local Area name changes:</i> <i>Light Square changed to West End</i> <i>Hindmarsh Square changed to East End</i> <i>East Terrace changed to Hutt Street</i>

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<i>and will increase business trade. Much of the city is underdeveloped particularly the southern end and increasing the maximum height limit will go a long way to provide more housing.”</i> (Burnside resident, 10-20 age group) Change suggestions: • Rename the area as ‘Grote / Central Markets’ and move east a little. A ‘gateway’ implies something you move through, not a neighbourhood where you live and spend time. • Prioritise sunlight for parks and green spaces, and when planning higher-density housing ensure natural light for city spaces and people • Show consideration on how to have clear ‘division’ between neighbourhoods, yet maintain harmony between them, particularly where there is a blend of residential and commercial • Broaden walkability to include clear access for wheelchairs and prams, particularly in mixed-use busy shared car and pedestrian areas. • Consider creating calm and quiet sensory spaces for a diverse population in busy ‘vibrant’ areas • Consider research to re-frame regulations on carparking provisions based on a neighbourhood level, rather than individual (housing / business) developments. <i>“Activating more north-south streets and laneways sounds exciting and has the capacity to become a feature that tourists speak about when reflecting on Adelaide. I’m imagining these spaces to be like Leigh and Peel Streets and, if that’s the case, a big thumbs up!”</i> (City of Adelaide resident, 40-50 age group) Negative responses: • Focussing on small areas will limit policy and entrench existing demographic divides between areas of the city.	

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
• Caution about using what residents like about their neighbourhood to excite developers motivated by financial gain – gave example of O’Connell St development ‘blocking the light’ and creating a ‘dark depressing corridor’ • Concern that infill developments will not be sensitive to local areas. <i>“Infill needs to be sensitive and in line with community standards. A review of the legislation and planning laws [federal, state, local] that impede innovative uses for particularly C & D grade building stock [which will only increase].”</i> (City of Adelaide resident, 70-80 age group)	
Priority 4 – Housing diversity for a growing population	
29 public survey responses were received Most respondents were very supportive of this priority. Positive responses: • Support for adaptive reuse of older empty buildings into diverse housing options • Support for sustainability benefits of high-rise high-density housing • Also include dwellings that can multi-generational and accessible • Incentivise larger apartment options for families • Adaptive re-use of existing building stock <i>“need to move on from the row cottages and actually activate the spaces to get more people living here. good quality apartments with modern usable layouts that can suit different demographics”</i> (City of Adelaide resident, 30-40 age group) <i>“I’d like to see more shop top housing in Adelaide because I think it’s practical and it breeds warmth of community.”</i> (City of Adelaide resident, 40-50 age group)	Noted. City of Adelaide’s Housing Strategy outlines the city’s 10-year plan for housing in the CBD, setting ambitious targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice. Any changes to increase or reduce existing building heights to accommodate alternate housing models and additional supply will be the subject of a Code Amendment which includes mandatory public consultation.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Cautionary responses: • The city should prioritise high density in the CBD – transitional housing developments should be in inner metro council areas. • Focus on providing affordable, practical and long-term liveable housing options which feel like classic 3-bed homes (rather than ‘shoe-box’ or ‘luxury’ housing) • New high-rises should complement the city’s skyline and not impede current residential areas with historical/cultural significance. • Growing the population to 50,000 by 2036 is irresponsible. Four to six storey mid-rise buildings offer increased density without compromising quality of life. • Concern that in planning to accommodate population growth there will be a greater negative environmental impact locally. City Plan needs to allow for not achieving the population target if this will detract from sustainability and liveability targets. <i>“employ architects who can actually design clever apartment blocks and smaller houses. Look at Europe”</i> (Norwood Payneham St Peters resident, 60-70 age group) <i>“Promoting mixed-use developments that integrate residential, commercial, and recreational spaces can create dynamic and well-rounded communities.”</i> (Prospect resident, 30-40 age group)	
SECTION 4: CITY WIDE STRATEGIES	
21 public survey responses were received Overall the responses to the eight City Wide Strategies were highly supportive. <i>“Strategic thinking at its best.”</i> (City of Adelaide resident, 40-50 age group)	Noted. Further development of the Strategy 4 and Strategy 5 in relation to east-west streets and north-south connections has considered the interface between cars, public transport and active transport users. This feedback will be provided to the team developing the Integrated Transport Strategy for consideration.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Feedback on the draft City Plan: - Consider having public transport and active transport priority routes on different streets - Include more information on how the strategies consider Kaurna culture and First Nations perspectives When asked to prioritise the set of strategies, with 1 being the most important, respondents mostly prioritised them in nearly the same order as in the draft City Plan. - Strategy 1 – A Green City Grid - Strategy 2 – Open Space at Your Doorstep - Strategy 3 – Developing the City Spine - Strategy 4 – Activating the North-South Laneways - Strategy 6 – Establishing the City Loop - Strategy 5 – Enhancing East-West Streets - Strategy 7 – New Housing Models - Strategy 8 – Designing for Urban Life, Diversity & Density <i>“Very detailed and comprehensive summary. Well done.”</i> (Tea Tree Gully resident, 40-50 age group)	Caring for Country is a priority of CoA and State Government through the APLMS and through the Reconciliation Action Plan. CoA has made commitments in these strategies to developing stronger engagement protocols with Kaurna.
Strategy 1 – A Green City Grid	
21 public survey responses were received Respondents expressed very strong support for this strategy. Feedback: - Include maintenance of green grid as well - Increase emphasis on incorporation of green spaces in developments (rooftop, balcony, courtyard, atrium gardens) - It is more important to prioritise the way people live and move within the city, and provide safe spaces	Noted Green spaces in developments is captured in Strategy 2 – Open Space at Your Doorstep. Movement of people including pedestrianisation of streets is considered in Strategy 3, 4 and 5 and extensively throughout the Local Area Framework.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
• Include more pedestrianisation of streets • Acknowledge restrictions which don't allow for tree roots on some streets <i>"I love the term 'green grid'! Tree canopies are a great addition, and I appreciate the thought that's been put into streets that have limited potential for greening. I'm very excited about the future look and feel for Adelaide under this plan."</i> (City of Adelaide resident, 40-50 age group)	
Strategy 2 – Open Space at Your Doorstep	
21 public survey responses were received Respondents expressed very strong support for this strategy. Feedback: • Strong 'protect the Park Lands' messaging • Support for recreational spaces in the squares, such as playgrounds that incorporate nature play and water play • Need for diversity of spaces for various groups and activities • Change 2.6 to include slowing car speeds down and reduce the number of vehicles. <i>"OMG, yes! The parklands and inner city green squares are an asset rare in cities around the world and has not been fully appreciated. Removing bitumen to increase square space is genius and increased recreational use is a great idea."</i> (Burnside resident, 10-20 age group)	Noted. Feedback is consistent with the drafting of this strategy. The draft APLMS (currently on consultation) discusses the role of the Adelaide Park Lands as an accessible landscape and open space system for all South Australians, including consideration of future open spaces.
Strategy 3 – Developing the City Spine	
23 public survey responses were received Respondents were very positive about this strategy.	Noted

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<i>“Yes. I like that the definition for city spine is not just about transit, but placemaking too.”</i> (City of Unley resident, 30-40 age group) Feedback: • More detail would be good • Very strong support for light rail/tram, including stops at aquatic centre and up to Prospect • Southern King William needs more businesses and inviting spaces <i>“In favour, king William should have more focus on pedestrians and public transport and limit cars from moving through the city.”</i> (City of Charles Sturt resident, 20-30 age group)	This is a medium to long term priority which ultimately rests with the State Government. As the City Plan is being used to inform the CoA’s submission to the GARP this Strategy will be put forward as part of this process.
Strategy 4 – Activating North-south laneways	
19 public survey responses were received Respondents were very supportive of this strategy. Feedback: • Include visual appeal and cleanliness/maintenance of laneways • The crossing points at the main roads between the laneways very important – pedestrian prioritisation at lights • Encourage live music venues as part of this strategy • How will increased residential development co-exist with increased nighttime activity? Curfews, soundproofing, light block-out blinds. <i>“Yes. A thousand times, yes. These laneways could become a really special feature for Adelaide.”</i> (City of Adelaide resident, 40-50 age group)	Noted All relevant Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy The City of Adelaide’s Integrated Transport Strategy will consider crossing times and pedestrian prioritisation.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Strategy 5 – Enhancing East-west Streets	
19 public survey responses were received Respondents generally agreed with this strategy, but some thought it not a high priority and some are sceptical about achieving it. Feedback: • Need for more space for bus stops along the Grenfell and Currie Street corridor, to stop queuing jams at peak hour • Currie Street should not be a cycling priority given high pedestrian and buses. Make other streets east-west better for cycling. • Development of more affordable car parking would be ideal. • Improving bus traffic flow with dedicated bus lanes should be high priority <i>“East west are important. Currently there are a few options for cyclists going north south but not many for east west.”</i> (City of West Torrens resident, 30-40 age group)	Noted.
Strategy 6 – Establishing the City Loop	
24 public survey responses were received Respondents were supportive of this strategy but recognised that City of Adelaide is in an advocacy role. Some negative feedback. <i>“This is perhaps the only truly ambitious part of the plan and I fully support this.”</i> (City of Adelaide resident, 30-40 age group) Feedback: • Suggestion to consider ‘value capture’ as a funding model, as value of properties along the route will increase • Ensure strategy increases accessibility as well as walkability	Noted

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<i>“While advocacy is fantastic, incorporating this into the city plan provides little benefit as this would need to be actioned by the state government. The focus should be on matters that council has control of.”</i> (City of Charles Sturt resident, 20-30 age group)	
Strategy 7 – New Housing Models	
20 public survey responses were received Respondents strongly supported this strategy, but many qualifying statements regarding services and ensuring quality. Feedback: • Urgent need in current housing crisis • Focus on maximum high-density housing in the CBD • Better services needed to support more housing • Build better and ‘timeless’: sustainable, long-term, affordable, 3 bedrooms and adaptable • Include more consideration of Kaurna culture and First Nations perspectives • Support for piloting a ‘Local Design Review’ with State Govt. Negative feedback was received about Melbourne Street being identified as a place for housing growth.	Noted. City of Adelaide’s Housing Strategy – Investing in Our Housing Future outlines the City of Adelaide’s 10-year plan for housing in the CBD, setting ambitious outputs and targets across the short, medium, and long term. The City Plan will be used to test and facilitate a planning policy framework within the city that supports growth of housing supply through existing and new alternative housing models to provide greater housing diversity and choice.
Strategy 8 – Designing for Urban Life, Diversity and Density	
18 public survey responses were received Respondents acknowledged the need for this strategy, but although generally supportive they were less enthusiastic. Differences were notable between some strongly advocating for high-rise and others for mid-rise (8-10 storey) buildings, and others deploring the past loss of heritage and cultural heritage and the impact high rise development has on heritage.	Noted. All relevant Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Adaptive reuse of heritage buildings was highly supported. <i>“A lot has been considered in terms of height strategy principles to balance density with features and character. I don’t think that will stop some people from complaining, but I applaud you for your considered thought in this space.”</i> City of Adelaide resident, 40-50 age group <i>“The city of Adelaide should be advocating to remove all height limits in the council area. Most people don’t actually notice once a building is taller than 4 stories and the planning and design code has separate policies about overshadowing. As long as the economic centre of the state tries to appease a few loud voices we will be stuck in this unending housing crises. Council should lead from the front and unleash the real economic capacity that low density development is preventing.”</i> City of Charles Sturt, 20-30 age group <i>“Sadly, I see this section as a carefully worded way to allow the development of higher density, poorer amenity and ultimately largely inferior housing zones.”</i> Onkaparinga resident, 60-70 age group	• The night time economy.
SECTION 5 LOCAL AREA FRAMEWORK	
Local Area 1 - Wellington Square	
18 public survey responses were received ✓ I live in this local area - 2 ✓ I often visit this local area - 5 ✓ I love this local area - 6 ✓ I work in this local area - 1 Responses to the City Plan for the Wellington Square area were generally very positive, with a few neutral responses. <i>“Needs more events/activation in that area. Nil services around that area.”</i> Mt Barker resident, 20-30 age group	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. The suggestion of changing traffic to run down one side of Wellington Square will be provided to the team developing the Integrated Transport Strategy due for consultation early in 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Support for changes to improve the area were: 1. Adaptive re-use of large houses into multiple living units 2. Changing traffic to run down one side of the square 3. Increase family friendly events in the square 4. Increase active transport links <i>"It would be good if the Traffic was sent down only one side of the Square to make it an easier space to access when walking."</i> North Adelaide resident, 40-50 age group <i>"We should consider the opportunity for further increases in density in a sensitive manner, such as the conversion of large houses into multiple living units through sensible alterations and additions, well-designed medium density etc."</i> Unley resident, 30-40 age group	
Local Area 2 - O'Connell Street	
20 public survey responses were received ✓ I live in this local area - 3 ✓ I often visit this local area - 12 ✓ I love this local area - 6 ✓ I work in this local area - 2 Responses to the City Plan for the O'Connell Street area were positive to neutral. Extending the tram from the CBD to O'Connell Street received strongly positive feedback. <i>"Build the tram, be relentless in your advocacy to the government. Support active transport and increase public space."</i> Burnside resident, 10-20 age group Suggestions on changes to improve the area were: 1. a Coles or Woolworths supermarket (IGA and Foodland were identified as too expensive) 2. Diversify shopping options	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
3. Tram along O'Connell Street to-from CBD 4. Prioritise pedestrians with a wide continuous footpath on both sides 5. Cycling connection along O'Connell Street 6. Traffic calming <i>"O'Connell Street should go down to one car lane each way and on street parking should be removed. This would allow for a bus lane and a bike lane."</i> City of Adelaide resident, 30-40 age group	
Local Area 3 - Melbourne Street	
19 public survey responses were received ✓ I live in this local area - 3 ✓ I often visit this local area - 7 ✓ I love this local area - 8 ✓ I work in this local area - 0 Responses to the City Plan for Melbourne Street were mixed. Many responders consider the Melbourne Street area to be struggling, particularly for businesses. <i>"Hate. It was once amazing but has lost its joy. The street is too narrow and lack of walking space. Lack of carparking options and expensive."</i> Greenwith resident, 30-40 age group There were few direct comments on the City Plan, more suggestions on ways to improve Melbourne Street, including: 1. Increase public transport and active transport 2. Add a tram route along Melbourne Street 3. Improve connections to O'Connell St and the CBD 4. Decrease speed limit to 40 km/h 5. Make short term parking near shops easy to locate	Noted. All relevant Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form • Role of main streets and precincts • Role of students and visitors • Role of small business • The night time economy. Transit related feedback will be provided to the team developing the City of Adelaide's Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
6. Reduce the area's role as a vehicle transport thoroughfare to increase pedestrian amenity and businesses 7. Increase greening 8. Create more public space 9. Preserve heritage buildings and scale, and retain the views, at the western end of Melbourne St. Restrict medium and high-rise apartments to the eastern end of Melbourne St. 10. Reduce pop-up events and markets, keep rents low and allow shops to place tables and chairs out for customers to increase vibrancy. <i>"How can we bring visitors or new residents to this area? Currently it's a bit out of the way and it's about to lose the hospital too."</i> Unley resident, 30-40 age group	
Local Area 4 - North Terrace	
21 public survey responses were received ✓ I live in this local area - 1 ✓ I often visit this local area - 16 ✓ I love this local area - 7 ✓ I work in this local area - 5 Responses to the City Plan for North Terrace were positive or neutral. The area was regarded as 'pretty good' but with opportunities for: 1. increase in greening 2. more businesses (currently they are few and far between) 3. making Hindley Street car free <i>"Of all areas in your plan, this is the area that may benefit from increased density."</i> Onkaparinga resident, 60-70 age group 4. Caution was noted regarding the proposed pop-up activities, noting there is already a lot of attractions and activities.	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the City of Adelaide's Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<i>"Key part of the city and central for many youth, young adults and families."</i> Former CoA resident, 30-40 age group	
Local Area 5 - West Terrace	
15 public survey responses were received ✓ I live in this local area - 1 ✓ I often visit this local area - 13 ✓ I love this local area - 4 ✓ I work in this local area - 0 Responses to the City Plan for West Terrace were strongly positive. The responses strongly supported: 1. reducing the number of car lanes 2. adding light rail 3. increasing housing and businesses through taller buildings 4. Increasing greening 5. creating better connections to the beautiful parklands on the other side of West Terrace <i>"I love the boldness of the vision for this area. It really has potential to be a special boulevard, especially given how nice the parklands are here."</i> City of Unley resident, 30-40 age group Negative comments related only to the current condition of the area: 6. too many car businesses, petrol stations, fast food 7. smelly and unsafe 8. too many car lanes and traffic lights 9. slow moving traffic during peak times 10. too far away from the rest of the CBD without public transport 11. not 'terrace-like', doesn't have character	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025. All Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 6 - Light Square	
16 public survey responses were received. ✓ I live in this local area - 1 ✓ I often visit this local area - 7 ✓ I love this local area - 3 ✓ I work in this local area - 2 4 responses were positive. <i>“Traffic calming / road diverting would be a great star to improving this area.”</i> CoA resident, 30-40 age group No respondents had negative feedback on the City Plan. Three (3) responses recounted negative past experiences in Light Square, describing it as scary and unsafe at night and in the early morning, with hidden and blind spots, and high rates of homelessness.	Noted. A draft Light Square/Wauwi Master Plan has been prepared and will undergo community engagement in August/September 2024. Homelessness is a priority for Council through the City of Adelaide Homelessness Strategy – Everyone’s Business, February 2024.
Local Area 7 - King William Street	
19 public survey responses were received. ✓ I live in this local area - 1 ✓ I often visit this local area - 15 ✓ I love this local area - 4 ✓ I work in this local area - 4 Feedback was broadly supportive, acknowledging the challenges for this busy area in the city. Many responses tried to ‘put their finger’ on what the issues were. <i>“On a more positive side the busyness and traffic create a level of safety and vibrancy in the centre of the city, however most regard the area as a transit zone.”</i> <i>“I think part of the problem in this precinct is the low number of dwellings and high quality sheltered open spaces.”</i>	Noted. All Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
40-50 age group Negative feedback concentrated on vacant offices and heritage buildings and a need for cleanliness and upkeep. Concerns were voiced about increased density leading to worsening outcomes in the public realm. <i>“My concerns are with increased density, building height and traffic it may become more like a ‘canyon’ in the middle of the city.”</i> Onkaparinga resident, 60-70 age group	
Local Area 8 - Hindmarsh Square	
12 public survey responses were received. ✓ I live in this local area - 1 ✓ I often visit this local area - 8 ✓ I love this local area - 3 ✓ I work in this local area - 2 Feedback was broadly supportive. Respondents consider Hindmarsh Square to be a good opportunity for better and increased public space, with more trees/shade and seating, better integrated into the surrounding area. <i>“Nice spot badly under-utilised.”</i> Previous city resident, 30-40 age group Respondents regard the area as very car centric with wide roads that are not pedestrian friendly. Negative feedback was about the current area, rather than the City Plan, with calls to ‘Save the Cranker’, and a recounting of past poor experiences of needing to transit through the ‘awful creepy bone yard playground’ that always ‘smelt like piss’.	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025. All Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
<i>"The square has a lot of opportunity to be better integrated into its surroundings. The roads around it are just way too wide at the moment!"</i> Unley resident, 30-40 age group	
Local Area 9 - Grote Gateway	
15 public survey responses were received. ✓ I live in this local area - 2 ✓ I often visit this local area - 7 ✓ I love this local area - 6 ✓ I work in this local area – 0 Feedback on City Plan was broadly neutral. Respondents generally like the area, including some of the old character buildings, houses and cafes, but noted the need for: 1. more greening 2. making the area more pedestrian friendly 3. good public transport access 4. an increase in cleaning and maintenance 5. a tram stop as part of a city loop <i>"Great for dining and central markets. Such a cool vibe."</i> Tea Tree Gully resident, 40-50 age group	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.
Local Area 10 - Wakefield Gateway	
9 public survey responses were received. ✓ I live in this local area - 1 ✓ I often visit this local area - 4 ✓ I love this local area - 2 ✓ I work in this local area - 1 Feedback on City Plan was neutral.	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the City of Adelaide's Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Respondents commented on their experiences of the area as being 'Uninteresting' and 'Commercial', but voiced support for: 1. Improved cycling safety and bike lane connections 2. Greening and trees 3. A tram stop as part of a city loop	
Local Area 11 - East Terrace	
12 public survey responses were received. ✓ I live in this local area - 1 ✓ I often visit this local area - 8 ✓ I love this local area - 8 ✓ I work in this local area - 0 Feedback on City Plan was very supportive. Respondents love this local area, and are particularly supportive of making Hutt Street more liveable with: 1. Tram line along Hutt Street 2. Single lane traffic each way, and a 40km/h speed limit 3. Improved cleanliness and maintenance 4. More outdoor park areas and places to sit Concerns were raised about the current lack of space for families. <i>"The reimagination of Hutt St sounds fantastic."</i> Unley resident, 30-40 age group <i>"Amazing"</i> City of Adelaide resident, 50-60 age group	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 12 - Whitmore Square	
9 public survey responses were received. ✓ I live in this local area - 3 ✓ I often visit this local area - 3 ✓ I love this local area - 2 ✓ I work in this local area - 1 3 responses were very positive. <i>"Love this. Think it's wonderful."</i> Local resident 2 responses recounted negative past experiences people had in the area, including feeling the area is unsafe for women, the lack of public transport, homelessness. Feedback and suggestions in response to the draft City Plan were: 1. Preserve the old character buildings, houses and cafes 2. Increase frequency of the free city bus loop 3. Action the Whitmore Square master plan 4. Convert local service roads into shared, pedestrian prioritised, spaces. 5. Support for pop-up activities, festivals and events – more cultural infrastructure to support and protect small businesses in the area. <i>"I love that the plan supports pop-up activities for festivals and events, that it looks to support more cultural infrastructure, and that it seeks to protect small businesses. I think these three items especially support the south-western corner of the CBD."</i> Local resident, 40-50 age group	Noted. All Local Area Frameworks have been updated and strengthened in regard to: • Local and State Heritage Places • Locally significant places and elements and built form. Homelessness is also being addressed through the City of Adelaide's Homelessness Strategy – Everyone's Business, February 2024.

Table 3 Summary of public feedback received from survey responses to the draft City Plan – Adelaide 2036

SUMMARY OF FEEDBACK FROM SURVEY	ADMINISTRATIVE RESPONSE
Local Area 13 - Hurtle Square	
8 public survey responses were received. ✓ I live in this local area - 2 ✓ I often visit this local area - 1 ✓ I love this local area - 2 5 responses were broadly positive or neutral: 1. Square needs to be activated with more 'things to do' 2. Car centric and unsafe for cyclists using the bus/bike lane 3. Not enough essential services nearby 4. Lack of public transport access 5. Not enough trees and shade Two (2) responses were negative: 6. 'huge homelessness population' 7. Frustration and sadness that high rise developments have blocked natural light for older low-rise buildings. <i>"Yes, our squares need to be used and valued more."</i> Burnside resident, 10-20 age group	Noted. Feedback is largely captured in the Local Area and a number of City Wide Strategies. Transit related feedback will be provided to the team developing the City of Adelaide's Integrated Transport Strategy for consideration in the draft due for public consultation in early 2025. Homelessness is also being addressed through the City of Adelaide's Homelessness Strategy – Everyone's Business, February 2024. Strategy 8 – Designing for Urban Life, Diversity and Density articulates the built form principles for enabling growth outcomes while considering local context and place.
SECTION 6 IMPLEMENTATION PLAN	
Nil	