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Government Relations and Reform Office  
Department for Transport, Energy and Infrastructure  
GPO Box 1533  
ADELAIDE SA 5001

To whom it may concern

**RE: Update the Strategic Infrastructure Plan for SA**

Thank you for your letter dated 10 November 2010 asking Council to provide submissions and initiative proposals for consideration in the update of the Strategic Infrastructure Plan for South Australia.

Attached please find Council's submission which outlines comments in relation to the Strategic Infrastructure Plan for South Australia Discussion Paper. Importantly, these include the need for recognition of the City of Adelaide as the premier Transit Oriented Development in the state.

Also attached are Council's proposals for priority infrastructure initiatives within the City of Adelaide, including significant projects such as the redevelopment of Victoria Square/Tarnganyangga.

Please note that the Council, through City Design and Character Policy Committee, supports the submission and proposals. These will be endorsed by Council at its 22 February meeting. We will confirm with you by e-mail once Council has endorsed the responses.

We look forward to future involvement in the update of the plan. If you have any questions about this response, please contact Anne Bastian, City Strategy and Policy on 8203 7265.

Yours sincerely

Debra Just  
**General Manager City Strategy & Design**

## ADELAIDE CITY COUNCIL'S FEEDBACK ON THE UPDATE OF THE STRATEGIC INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA

Adelaide City Council has reviewed the *Strategic Infrastructure Plan for South Australia 2010 Discussion Paper* and makes the following comments to inform the next Strategic Infrastructure Plan for South Australia (the Plan).

### The Integrated Design Strategy

The Integrated Design Strategy (IDS) will play a very important role in the integration and coordination of infrastructure investment decisions in the city by providing guiding principles for the design of the city and a framework of collaboration with the State and Australian Governments.

The Federal Government has provided funding to the IDS — in addition to the Adelaide City Council's and the State Government's contributions — for it to be a national pilot which brings together its key policy directions, namely productivity, liveability and sustainability, in new collaborative processes. These dimensions will also form part of the future funding assessments by Infrastructure Australia.

As the IDS will lead to widespread policy changes and promote integration, it will increasingly be important for all plans to demonstrate their connections and alignment with the objectives of other plans.

To this end, the focus of the Strategic Infrastructure Plan for South Australia should be broadened to consider social and economic infrastructure and its alignment to good environmental practice and adaptation to climate change.

### The Importance of Urban Regeneration Projects

Urban form and investment in urban regeneration projects have a critical part to play in building prosperity. Investment to improve the quality of the public domain assists in attraction of better labour force, which leads to higher productivity and profitability and economic growth. For instance, substantial benefits are expected from the Victoria Square/Tarndanyangga Urban Regeneration Project including: attraction/retention of workers and improved choice of jobs, services and opportunities; reduced crime rates; enhanced tourism exports and user experience; net agglomeration economies and urban consolidation benefits; transport and mobility benefits; and net environmental benefits.

As such, urban regeneration projects should have significant focus in the plan.

### ***The Plan should recognise Adelaide City as South Australia's primary Transit Oriented Development in the state***

Adelaide City should be recognised as South Australia's primary Transit Oriented Development (TOD) in the state. The framework of a TOD is already well developed in the city, and recognition of the city as a TOD could provide a cost effective focus for city-wide infrastructure investment, thereby adding value to existing infrastructure, better



integrating the city with Greater Adelaide and the state, and making an important contribution to achieving the targets of the *30-Year Plan for Greater Adelaide*.

### Supporting Arguments

Adelaide encompasses the key features of a TOD that are not (and can never be) provided at other sites along any transport corridor in South Australia. This is due to the concentration of infrastructure in the city, as well as the capacity of the city to accommodate additional development and services. These features support:

- **Mass transit:** Adelaide has the critical density and activity needed to support and connect the state's mass transit systems. Indeed it is the centre of the public transport network.
- **Information and communication technologies:** Adelaide's density and activity ensure economies of scale for the cheaper and easier provision of information and communication technologies and provide better opportunities for the innovative and intensive application of these technologies.
- **Education:** Adelaide is the hub of quality education services in South Australia, providing a catalyst for the attraction of students and research in South Australia.
- **Park Lands:** The city's Park Lands serve as a regional hub for cultural and community uses, as well as recreational and sporting facilities that support a growing population.
- **Arts and cultural facilities:** The city is the cultural centre of the state, containing the greatest number and variety of arts and cultural facilities.
- **Health care:** The city is the nucleus of the state's health care facilities, and can accommodate a streamlined and accessible modern health and hospital system.
- **Electricity generation, water resource management, food production and waste reduction and re-use:** The city can be the pilot for exploring state-wide strategies to employ new technologies to generate electricity, manage water resources, produce food and reduce and re-use waste. The State Government is already investing in zero waste initiatives. Experimenting with new approaches to these issues in the city centre could save money in transporting electricity, water and food into the city, and transporting waste out. Further, Adelaide has potential to be a world leader in environmental management, which may draw domestic and international visitors to the city, further developing Adelaide's reputation as a 'smart' city, and bringing in new research opportunities.

### *The Plan should promote the provision of more social infrastructure to support the anticipated population growth*

- The discussion paper includes significant discussion about the provision of physical infrastructure, but less about the provision of social infrastructure.
- As the population grows there will be a need for more social infrastructure that is commonly associated with growing communities, including primary and secondary schools; kindergartens; childcare centres, GP and allied health services; recreation facilities; improved libraries; and community centres.

- Page 71 mentions additional funding to upgrade four public high schools in South Australia (one of which is Adelaide High) to accommodate 800 more students. It is unclear how much additional capacity this will provide Adelaide High and we suspect this will be insufficient to accommodate the expected population growth in the city.
- Early childhood development infrastructure (primary schools, kindergartens, childcare centres) for the city also needs additional investment to accommodate, support and attract young families to the Central Business District and to meet our 30-Year Plan population targets.
- Page 92 - Adelaide's population growth will increase the demand for GP and allied health services. The Plan should include the establishment of GP clinics throughout the city.
- Pages 97 – 100 discuss the need for social, affordable and high needs housing in the CBD. We agree with this assessment and support the Common Ground project on Waymouth Street. It is hoped that the State Government also supports this project and other social needs housing in the city.
- The provision of alternative housing options should be given more emphasis, including housing for the elderly and transitional housing for the Aboriginal community.

***The Plan should include the following priorities to address energy production, distribution and use***

- The Plan's priority to provide 'a reliable, secure and competitively priced supply of electricity in a carbon constrained economy' is broad and we suggest the addition of the following priority:  
  
*'Facilitate the extensive rollout of natural gas-fired low carbon intensive localised electricity generation in industrial, commercial property and residential property sectors'. (Existing examples include: SA Brewery cogeneration, Conservatory Apartments, and residential-size gas fuelled fuel cells e.g. BlueGen).*
- The use of high-voltage, direct current (HVDC) electric power transmission system, which uses direct current for the bulk transmission of electrical power, should be promoted for long-distance transmission as it is cheaper and more reliable, in contrast with the more common alternating current AC systems. It is therefore suggested to add the following priority:  
  
*'Facilitate installation of High Voltage Direct Current (HVDC) Transmission networks to improve utilisation of distant renewable and low carbon incentive existing and future generation capacity.'*
- Gas Transmission and Distribution Networks – the Plan should anticipate the future increase in available gas resources in SA (e.g. shale gas in Cooper Basin) and its implications for the gas distribution network.
- Liquid Transport Fuels – the Plan should take account of the fact that electricity will be a likely transport fuel in future.
- Managing Demand - Demand management strategies should importantly focus on energy efficiency and smart control measures, and should also consider potential benefits offered by localised electricity generation (see above).



- Consideration should be given to the introduction of smart grids, which deliver electricity from suppliers to consumers using two-way digital communications to control appliances at consumers' homes. This could reduce peak demand, save energy, reduce costs and increase reliability and transparency.

*The Plan should include the following priorities to address environmental issues*

- Water - The Plan's strategic priorities are appropriate, however stronger emphasis on the primary importance of water efficiency measures would be useful. For example. 'Improve our management and monitoring of freshwater systems...'
- Land and Habitat Management - the Plan should provide a focus on the management of remnant native vegetation before revegetation, e.g. 'Undertake protection of remnant native vegetation and revegetation'.
- Council is supportive of the Plan's focus on stormwater harvesting and recycling, however, the Plan should give more emphasis to improving stormwater management and achieving biodiversity outcomes, particularly through the construction of urban wetlands, particularly in Victoria Park.

*The Plan should address the following transport priorities*

- The discussion paper refers to many recent and planned transport developments, all of which are welcomed by the Adelaide City Council, particularly in relation to public transport.
- Areas that should be given more emphasis in the Plan:
  - the development of both state and local infrastructure transport strategies in concert with local councils
  - commuter cycling routes, such as the Greenways Strategy. References to cycling and pedestrian infrastructure are vague and confined to very local travel
  - recognition that the city centre is a primary destination, and not simply part of the metropolitan road grid. Significantly more investment in the public realm of the city to support mass transit and promote and provide efficient public transport use is needed
  - other sources of funding for infrastructure, such as a parking levy.

*Suggestions for transport projects for inclusion in the Plan:*

- Staged tram extension to Prospect via King William Road/O'Connell Street, with holding spur lines to enable high capacity movement of patrons from Adelaide Oval to the CBD.
- A staged tram extension to Norwood and either Henley Beach or the airport.
- A staged tram extension to the western part of the city.
- A strengthened ring route around the city. This may involve:
  - restrictions of some general traffic access across the ring route
  - grade separation at key intersections

- bus and tram priority crossing the ring route
- special facilities to enable pedestrian and cyclists to access the city across the ring roads (this is particularly important adjacent to the proposed new TOD at Bowden)
- the redesign of Britannia Roundabout, including possibly signals, grade separations or the removal of a leg. The new intersection should provide improved access to the city for pedestrians and cyclists.
- Cyclist facilities across the railway corridor, including a cantilevered bike lane on Hilton Bridges. The proposed grade separation of the Goodwood railway junction provides an opportunity for a pedestrian cyclist bridge that connects with the Park Lands Trail at Keswick.

### *The Plan should enable the development of more affordable housing*

- Council acknowledges that the provision of affordable housing in the city requires more upfront costs in development compared to inner or outer suburban Adelaide. These costs are mainly for land and the construction of buildings over three storeys. However, the city also offers significant savings in infrastructure provision and direct costs to the household over the long term. And of course more city residents will lead to a more vibrant, safe and more desirable city.
- This situation is likely to continue whilst new greenfield sites are available for development and government stamp duty policies favour single house rather than multiple unit developments.
- Strategic land assembly and concerted efforts to address cost barriers are clearly needed and should be addressed by the Plan.
- Importantly the Plan should acknowledge the city as a strategic location for the provision of affordable housing and affordable housing should be given more emphasis in the Plan.

## SUMMARY

The Integrated Design Strategy will play a very important role in the integration and coordination of infrastructure investment decisions in the City and will see better integration of social, economic and environmental benefits in the built form of the City. To this end, the focus of the Strategic Infrastructure Plan for South Australia should be broadened to consider social and economic infrastructure and its alignment to good environmental practice and adaptation to climate change.

Urban regeneration projects have a critical part to play in building prosperity. Investment to improve the quality of the public domain assists in attraction of better labour force, which leads to higher productivity and profitability and economic growth. As such, urban regeneration projects should have significant focus in the plan.

Adelaide City is the heart of South Australia and plays the key role in shaping our visitors' and residents' experiences and perceptions. The crucial role of the next Strategic Infrastructure Plan in incorporating high quality urban design, effective and efficient transport options, and vibrant spaces for people in the city cannot be overstated.

## Adelaide City Council's Proposals for Inclusion in the Next Strategic Infrastructure Plan for South Australia

Urban form and investment in urban regeneration projects have a critical part to play in building prosperity. Investment to improve the quality of the public domain assists in attraction of better labour force, which leads to higher productivity and profitability and economic growth. For instance, substantial benefits are expected from the Victoria Square/Tarndanyangga Urban Regeneration Project including: attraction/retention of workers and improved choice of jobs, services and opportunities; reduced crime rates; enhanced tourism exports and user experience; net agglomeration economies and urban consolidation benefits; transport and mobility benefits; and net environmental benefits.

Adelaide City Council is submitting the following 12 projects as priority infrastructure initiatives. These proposals offer urban regeneration projects in the built form of the City and the Park Lands which will offer significant economic benefits as well as active transport, safety and sustainability benefits which accord strongly with the South Australian Strategic Plan.

### Urban regeneration proposals (City & Park Lands)

1. Victoria Square / Tarndanyangga Urban Regeneration Project
2. Laneway activation:
  - Coromandel Place, French Street and Chesser Street laneways
  - Bank Street (North Tce to Hindley St)
3. Rundle Mall Regeneration Project: public realm improvements and retail growth
4. Victoria Park/Bakkabakkandi Community Sports Hub
5. Adelaide Park Lands Trail (Activity Hubs)
6. Adelaide Aquatic Centre upgrade (Leisure Pool)
7. Tambawodli (Park 24) Event Space
8. Bonython Park Activity Hub

### Active transport proposals

9. Commuter Cycling Initiative

### Safety and Lighting proposals

10. LED Public Lighting Project
11. Public Realm Safety and Amenity (Undergrounding of ETSA stobie poles)
12. City Safety - Street CCTV System Upgrade