



Planning system reforms



Vision for Adelaide

More people -

- choosing to **live** in our city
- with more **jobs** in our city
- bringing **investment** to our city
- coming to **visit** and **enjoy** our city

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Case for **change**

Current city planning system is

- **uncompetitive**— no reason to choose SA over other states
- **complex**—volumes of prescription
- **confusing** -lodgement and assessment at different points
- no **design** built into the system
- no requirement to **activate** public spaces
- **out-of-date**—20 years since last major review
- **inconsistent**—60% approvals overheight
- **lengthy**—180 days for approval from lodgment
- doesn't meet growth targets in *30 Year Plan*

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Central business area

- **building heights** governed by design and airport requirements
- recognise **Rundle Mall** as the city's premier shopping district
- embed **King William Street** as the city's commercial spine
- activate **ground floors** and integrate them with public realm
- **outcome-oriented design** principles replace prescriptive standards

Mixed use area

- development **frames** boulevards at 15 storeys
- reinforced **special character** of Rundle, Hindley and Gouger
- less restrictive **building heights** and other controls
- links proposed **transit corridor** with development potential through the city
- **overheight policies** on sites greater than 1500m² or near public transport

	Current maximum heights	Proposed maximum heights
King William Street	11-29 storeys	Airport heights in Central Business Area and 15 storeys for remainder
Morphett Street	3-15 storeys	15 storeys
Pulteney Street	4-15 storeys	Airport heights in Central Business Area and 15 storeys for remainder
Grote/Wakefield Streets	4-20 storeys	Airport heights in Central Business Area and 15 storeys for remainder
Currie/Grenfell Streets	8-29 storeys	Airport heights in Central Business Area and 15 storeys for remainder
Franklin/Flinders Streets	7-20 storeys	Airport heights in Central Business Area and 15 storeys for remainder

Note: Over height policies apply.

Squares, main streets and terraces

- park lands and southern squares **activated** with mixed use
- Sturt / Halifax becomes a 6 storey **main street** between the squares to **enliven** the south end
- catalyst policies** on sites over 1500m² remove prescriptive controls
- O'Connell south of Tynte becomes a 6 storey **main street**

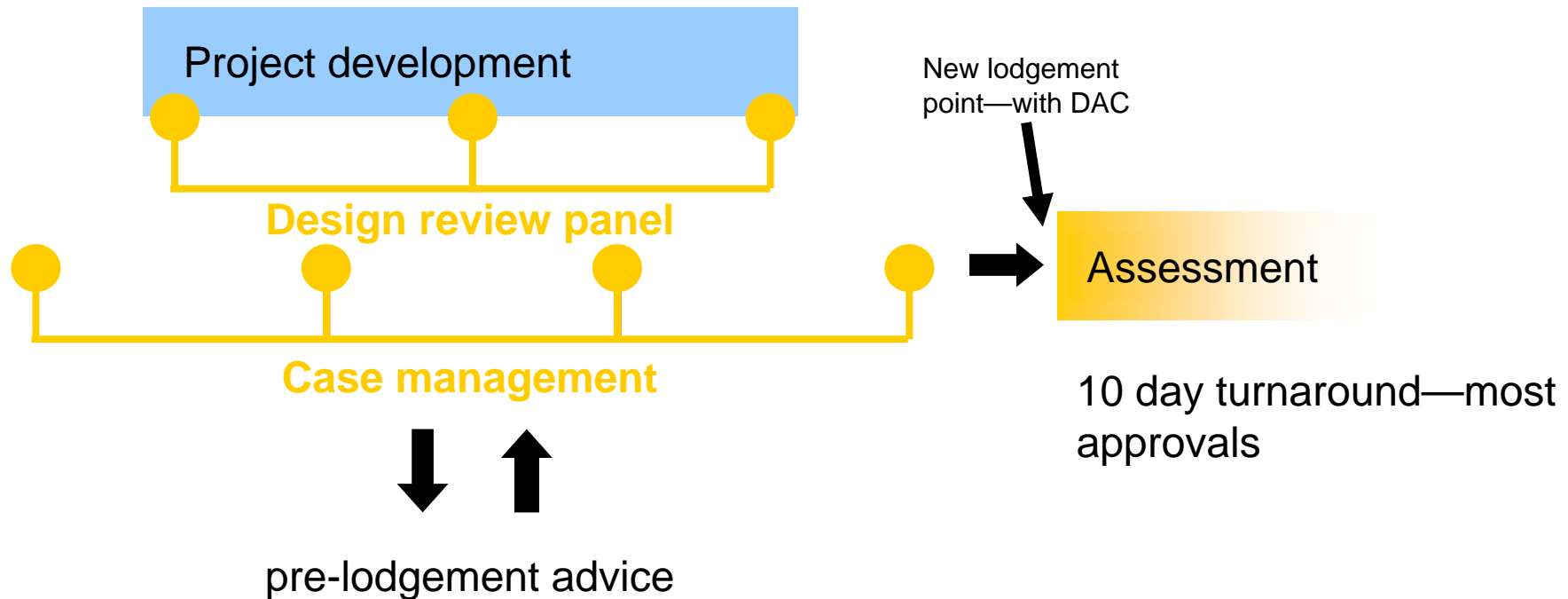
Main street	Current maximum heights	Proposed maximum heights
Rundle Mall	6 storeys	Airport heights, 6 storeys on the Mall
Rundle Street	4-6 storeys	6-12 storeys
Hindley Street	3-8 storeys	6-15 storeys
Gouger Street	5-8 storeys	6-15 storeys
Sturt/Halifax Street	4-5 storeys	6 + catalyst sites
O'Connell Street	3 storeys	6 storeys (south of Tynte Street) + catalyst sites

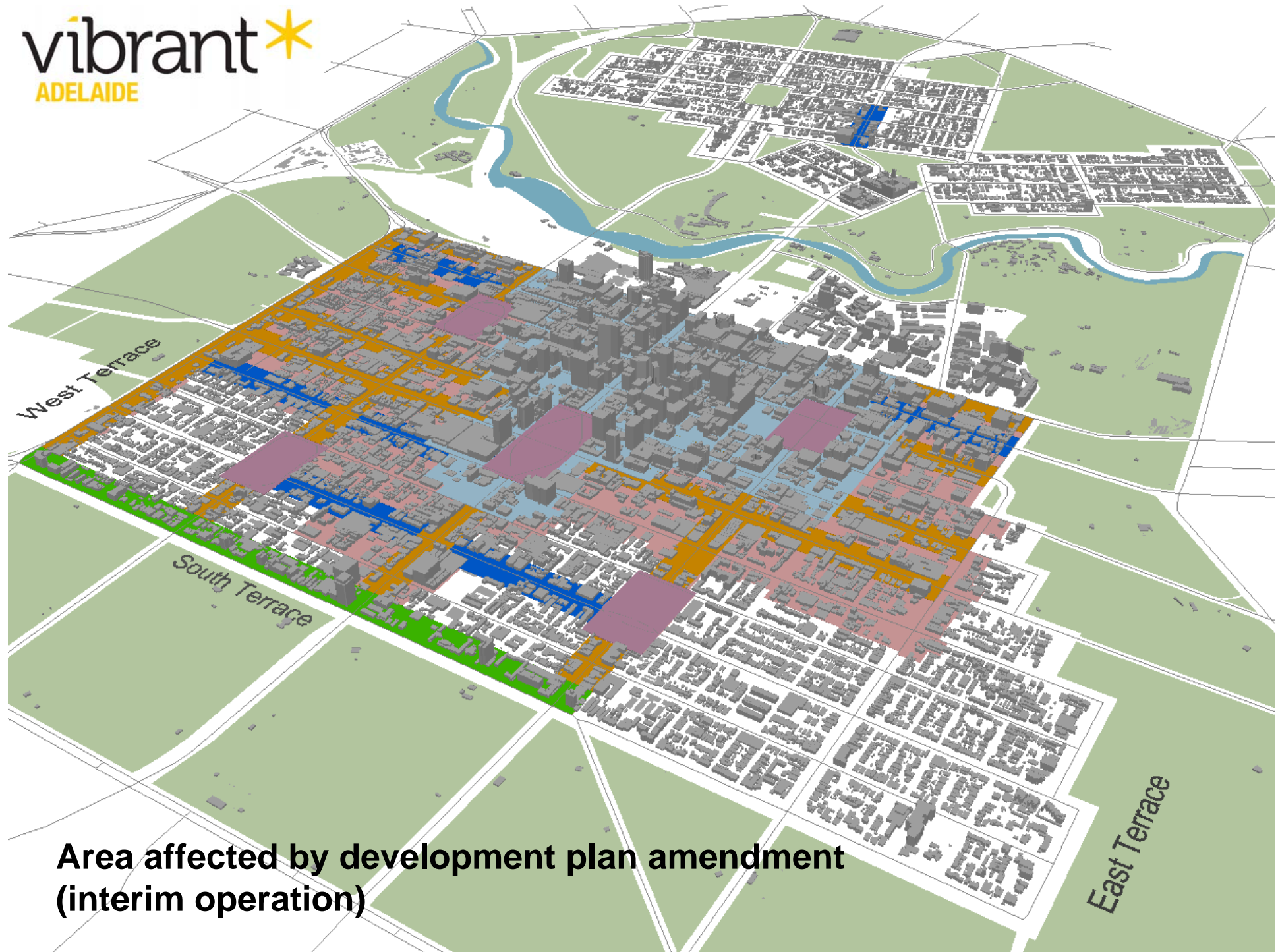
City edges	Current maximum heights	Proposed maximum heights
South Terrace	6-7 storeys	10 storeys
North Terrace	8-20 storeys	Airport heights in Central Business Area and 15 storeys for remainder
West Terrace	5-8 storeys	8-15 storeys
Hindmarsh Square	12 storeys	Airport heights
Light Square	12 storeys	15 storeys
Hurtle/Whitmore Squares	4 storeys	8 storeys

Note: Catalyst site policies allow buildings to exceed the proposed maximum heights.

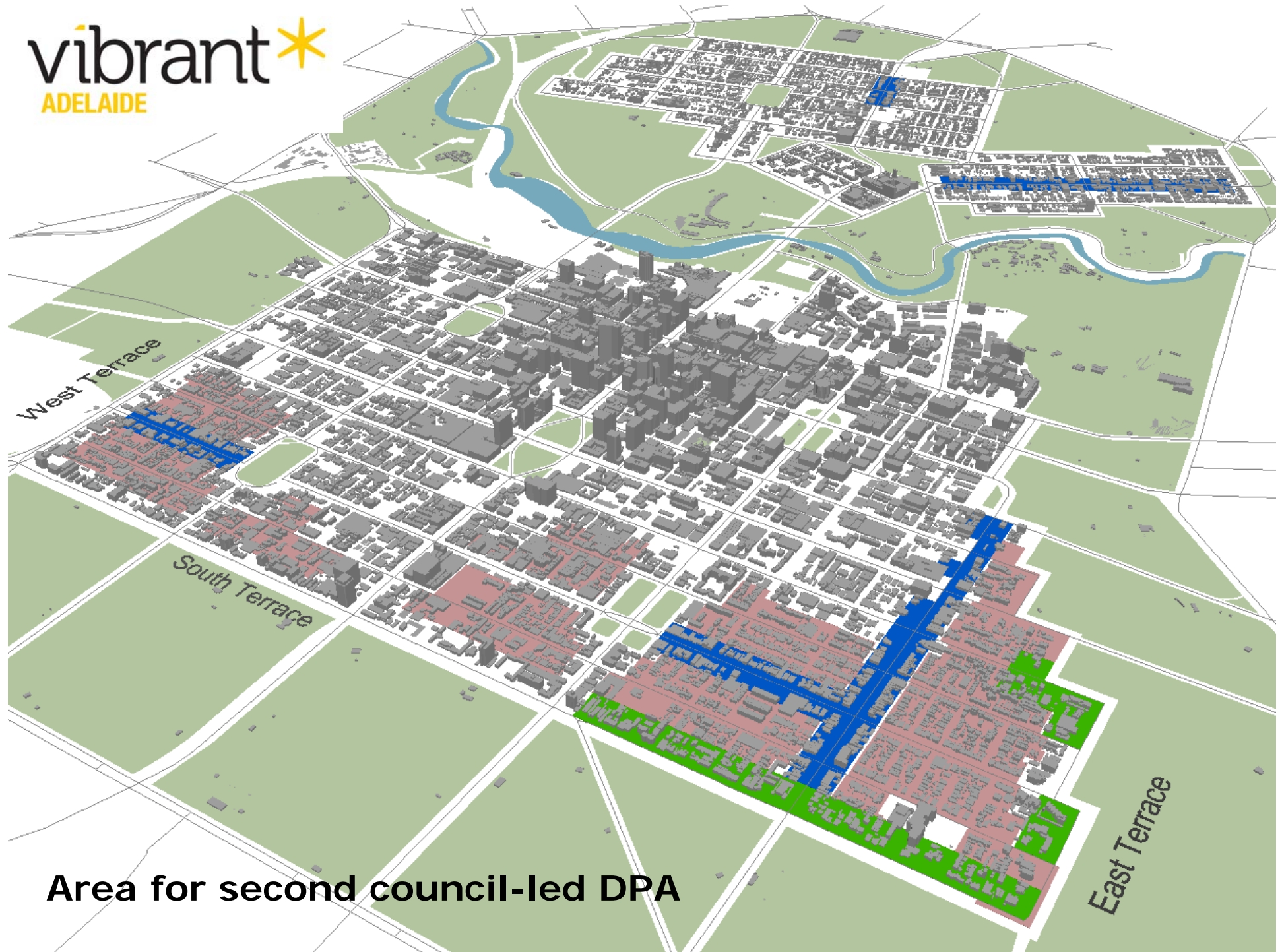
Future process

4–6 months
integrated process
progressive certainty





**Area affected by development plan amendment
(interim operation)**



Area for second council-led DPA



Vibrant Adelaide delivers

Complete reform of SA planning system to make the city —

- more **competitive**
- more **contemporary**
- **less complex** zoning
- deliver greater **consistency**
- more **streamlined** decision-making
- good **design** outcomes

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