

THEME 1: Aligning South Australia's growth with transport infrastructure

Whilst increasing residential densities close to transport corridors is highly encouraged, can policy support increased densities within 400m² – 800m² of transport corridors, not just in areas immediately adjacent to transport corridors? Key challenges continue to exist in the interface between 'up zoned' areas and the immediately adjacent lower density areas. How can the policy support greater transition between the areas (and in particular, the vastly different built form)?

THEME 2: Capitalising on strategic transport infrastructure

2.1 Strategic Transport Facilities

With the ongoing loss of warehouses, logistics and light industry in inner urban areas through economic reorganization and rezoning that facilitates residential and mixed-use development (for example Bowden / Brompton), is there an opportunity to rezone areas close to Airports (for example West Richmond) and transport corridors to support these uses? Not only are these uses more complementary than residential uses, they also support the capitalisation of economically important infrastructure. This could be achieved through a policy review and transitional zoning opportunities over time.

THEME 3: Sustainable mobility, car parking and the impact of technology

3.1 Walking, cycling and other non-motorised transport

In incorporating cycling routes into the Code and seeking to improve cycling infrastructure, how could this be accommodated in context with increased infill, crossovers, on-street car parking and vehicle movement? A Key opportunity might be to strategically link cycling routes to streets or areas that promote more compatible forms of development. For example, streets where housing is serviced by laneways / rear access or forms of development that incorporate consolidated on-site vehicle movements such as group sites and apartment buildings.

The Code should be more explicit in anticipating the needs of an ageing population.

3.2 Car parking and emerging mobility technology

With greater linkages between public transport planning and urban planning policy, can reduced car parking rates be more explicitly linked to current and emerging transport corridors?

Further, with the increase of smart transport systems and alternative transport options (and the potential decrease in households owning personalised vehicles), could a greater number of car parking policies be transitioned from a prescriptive basis to a performance basis? Performance based assessment (based upon existing infrastructure, information and intelligence) would not only vastly improve land use efficiency and affordability but also allow developers and planners to place a greater focus on better housing outcomes.