

The public sees this backdrop as a panorama from several viewing points, such as from the Adelaide Airport and from several jetties. (Privately, panoramas to the hills are available from many buildings, especially higher buildings in the central city.) However, the public most commonly perceives the hills backdrop through axial views along the major roads.

Many of the metropolitan area's arterial roads are visually terminated by the Mount Lofty Ranges, especially views from the central sector looking east or south. These views provide wedge shaped slices of the ranges, each view revealing a part, with some views overlapping. Some of these axial views align with distinct natural features, such as Torrens Road with Mount Lofty, and the Glenelg section of Anzac Highway with Mount Bonython. These axial views often span many kilometres, sometimes across the breadth of the metropolitan area. Consequently, the origin points and termination points are often in different municipalities.

Given the significance of the hills backdrop to the experience of the metropolitan area, it needs to be understood and managed as a community asset. Without deliberate policies to safeguard 'the long view', important views could be lost or diminished, especially at the termination points.

The parts of the hills face that terminate these axial views need to be identified and mapped as precisely as possible. Locations have been tentatively identified through a desk study, with the results illustrated in Figure 28: Axial views: views from arterial roads within the Adelaide Plains that terminate beyond the plains. This work needs to be checked and mapped through field surveys. Policies to protect the desired visual qualities of these locations can then be prepared, agreed and implemented.

S 25: Protect significant views

Given the parts of the Adelaide Hills that terminate the axes of major arterial routes on the Adelaide Plains are the most prominent part of the general hills 'backdrop', ensure that the valued visual qualities of these parts are preserved and enhanced by providing additional controls within state and local development plans if necessary.

S 26: Encourage local government to protect views

Encourage and assist local government to protect and enhance significant panoramas and axial views of and from the Adelaide Hills and coast, including the view origins, corridors and terminations, through the implementation of policies that direct private development and local government asset management and planting regimes.

4.11 Vantage points

The metropolitan area enjoys the close proximity of a range of hills that offer numerous public vantage points from which to overview the metropolitan area. (Locations are mapped in Figure 29: Lookouts: significant public viewpoints overlooking the metropolitan area.) There are several renown viewing spots such as Mount Lofty and Windy Point. Unfortunately, most other vantage points cannot be appreciated by the public beyond a fleeting glimpse from a window of a moving car. For example, despite the spectacular views to be obtained from Greenhill Road where it traverses the hills face, there is nowhere to park a car.

More could be done to provide parking, viewing areas, identification and interpretation signs.

S 27: Reserve sites for better lookouts

Reserve sites within the hills for scenic lookouts, from which the urban form of the metropolitan area can be viewed, interpreted and understood.

4.12 Scenic routes

Designated scenic routes can form a network to link major touring destinations in and beyond metropolitan Adelaide. These places and routes are of interest to Adelaideans doing internal touring, as well as visitors wanting to savour the best of the place. The touring may be by bus, car, bicycle or on foot.

The Adelaide region does have some designated scenic routes, although they are neither well signed nor well known. They do not appear to cover the central city of the inner suburbs. A more comprehensive network is warranted, with stronger management.

Some of Adelaide’s potential designated routes follow historic routes while others follow rivers. Many are attractive to cyclists and pedestrians.

Scenic routes need to be designated, taking into consideration tourist destinations, existing and potential scenic qualities, and the variety of experiences available.

These routes might include:

- coastal drives, cycle paths and foot paths
- a route along Mount Lofty Ranges ridgeline
- the Willunga basin
- the toe and the top of the Sellicks Hill Range

[Figure 46: Car touring routes: an indicative network of possible car touring routes](#)

[Figure 47: Bicycle touring routes: an indicative network of possible bicycle touring routes](#)

S 28: Review and expand the network of scenic routes throughout the Adelaide region

Designate and where necessary construct a network of scenic routes throughout the Adelaide region for car touring, cycling and walking.

Scenic routes should create a safe and attractive environment for travellers, where appropriate including such amenities as lay-bys, scenic lookouts, information, and directional signs to relevant destinations. Creating, maintaining or enhancing an aesthetically pleasing roadscape is important, as is protection of views to and from tourist features. This can be achieved by attention to such matters as roadside vegetation, building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage.

Policies and advice are needed for government agencies and local governments on how to treat designated roads and any adjoining development, to ensure development visible from the route does not diminish the preferred character.

S 29: Guide development adjoining scenic routes

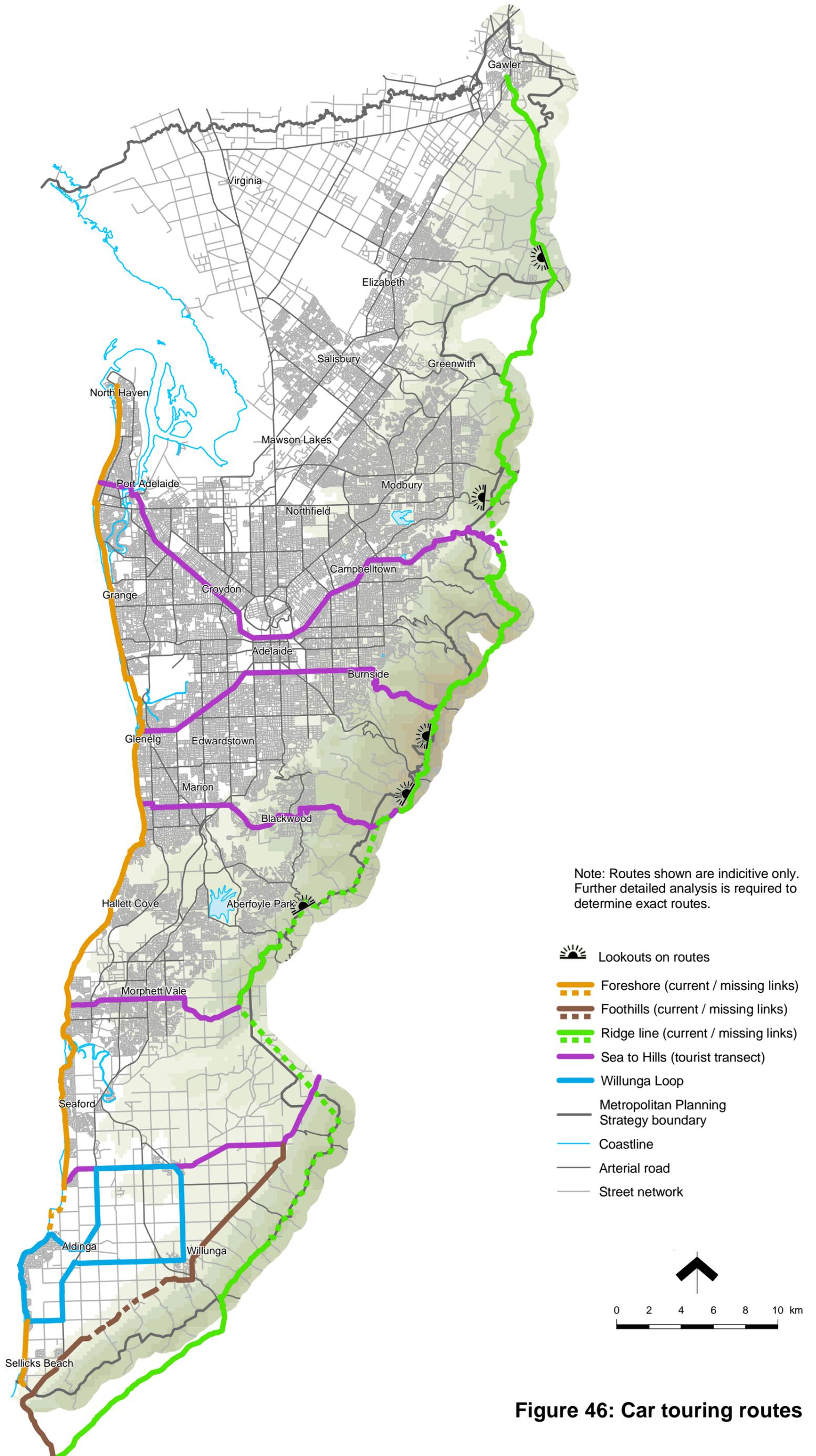


Figure 46: Car touring routes

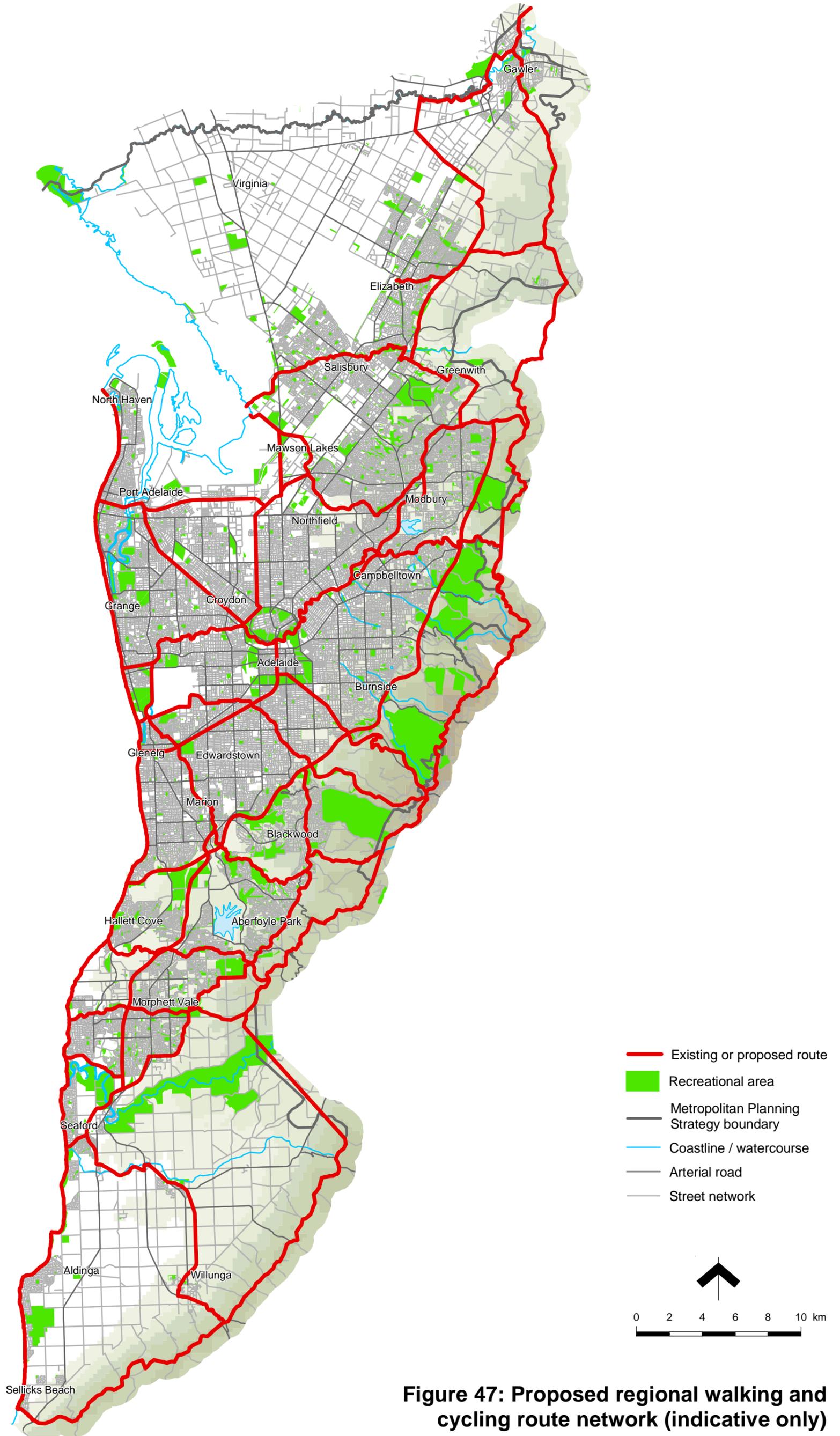


Figure 47: Proposed regional walking and cycling route network (indicative only)

Provide policies and advice to guide government agencies and local government on how to treat the designated routes and adjoining development, to ensure development visible from the route does not diminish the preferred character.

Route selections might include one or more 'tourist transects' to give visitors a snapshot of the different regional environments. For example, for visitors with only a few hours to spare, a transect might start at Glenelg Beach, pass through the western suburbs, the Park Lands, the central city including Victoria Square, the eastern suburbs, Norwood Parade and Greenhill Road to finish at Mount Lofty.

S 30: Create at least one route to provide a 'best of Adelaide' snapshot
Create one or more 'tourist transects' to give tourists a snapshot of the different regional environments in the shortest possible time.

Colonel Light envisaged a continuous road along the foreshore of the Adelaide Plains. Much of this route, if not all, was reserved, and usually constructed, to provide beachfront roads almost invariably called the 'Esplanade'. For the last two decades or more, in response to pressure from vehicle traffic, parking and other uses, this foreshore route has been treated to discourage vehicle through movement. The route has been blocked, abandoned, converted to one-way, narrowed and humped. Every movement but the very local has been very successfully discouraged.

Unfortunately, metropolitan Adelaide, with seventy kilometres of coastline, now has nowhere to enjoy a pleasant drive beside the sea to watch the seagulls, the waves and the sun setting over the water. Driving by the sea, one's mind is focussed on the next traffic management device, not the view. The coastal route has been captured, not by the adjoining private landowners individually, but by the local communities. The opportunity for a route of metropolitan significance has been foregone, although not yet lost.

Parts of the foreshore should be designated as regional scenic routes. These routes would be among the most important of all the scenic routes, if not the most important. They need to offer the opportunity for a slow, pleasant drive for at least fifteen minutes— not more than thirty or forty kilometres per hour, not less than a five kilometre stretch. A single lane in one or two directions, without humps, blocks or detours, but with the occasional roundabout or major deviation, and plenty of 'side friction', can civilise the traffic and allow easy, fear-free crossing.

S 31: Create foreshore scenic drives
Create one or more scenic traffic-calmed drives along the foreshore in stretches at least five kilometres long.

The Mount Lofty Ranges can be easily conceived as a whole, because they can be almost viewed as a whole from the Adelaide Plains. However, experiencing them continuously by travelling through them is impossible. No road extends from Gawler to Sellicks through the hills. Many long stretches along the ridgelines exist, such as One Tree Hill Road in the north and Range Road behind Willunga.

A road the length of the Mount Lofty Ranges, predominantly on the ridges so as to offer views to either side, would be a spectacular scenic route of great interest to locals and visitors. This route would provide access to numerous lookouts, picnic areas, walking and cycling trails, as well as link many of the other proposed scenic routes.

Most of the route of the 'Grand Ridge Road' already exists, although called by numerous names. A serviceable route could be created immediately, through renaming and signposting existing roads. The less than ten percent of the ridge route that is not yet constructed could be completed in stages at any time.

S 32: Create a scenic drive the length of the Mount Lofty Ranges

Create a 'Grand Ridge Road' running the length of the Mt Lofty Ranges as a scenic drive giving views of the hills and the plain below, linked to lookouts, picnic areas, and walking and cycling trails.

The opportunity has been lost to create a road along the toe of the hills from Golden Grove to Marino. However, the opportunity still exists to create its equivalent along the base of the Willunga escarpment. This should be done soon, before it is too late.

S 33: Create a scenic drive along the base of the Willunga escarpment

Create a road along the length of the foot of the Willunga escarpment, to provide a scenic drive.

4.13 Clarity of routes

Currently most people have great difficulty understanding which waterway lies where in relation to suburbs or main roads. Paths along the waterways can provide a continuous experience of each creek and so help improve this understanding. The intersections of major roads with waterways provide the best opportunity to knit together people's mental maps of the waterways with their major structuring element, the arterial road network. This is currently done with signs, but could be more powerfully achieved through views to water, larger breaks between private properties, and physical expression on the roadway, such as a level change, change of paving, railings, or artwork.

Figure 48: [Intersection of major roads with waterways](#)

S 34: Improve understanding of the whereabouts of the waterways

Reveal and interpret waterways and green corridors where they intersect with main transport routes to improve people's understanding of their whereabouts.

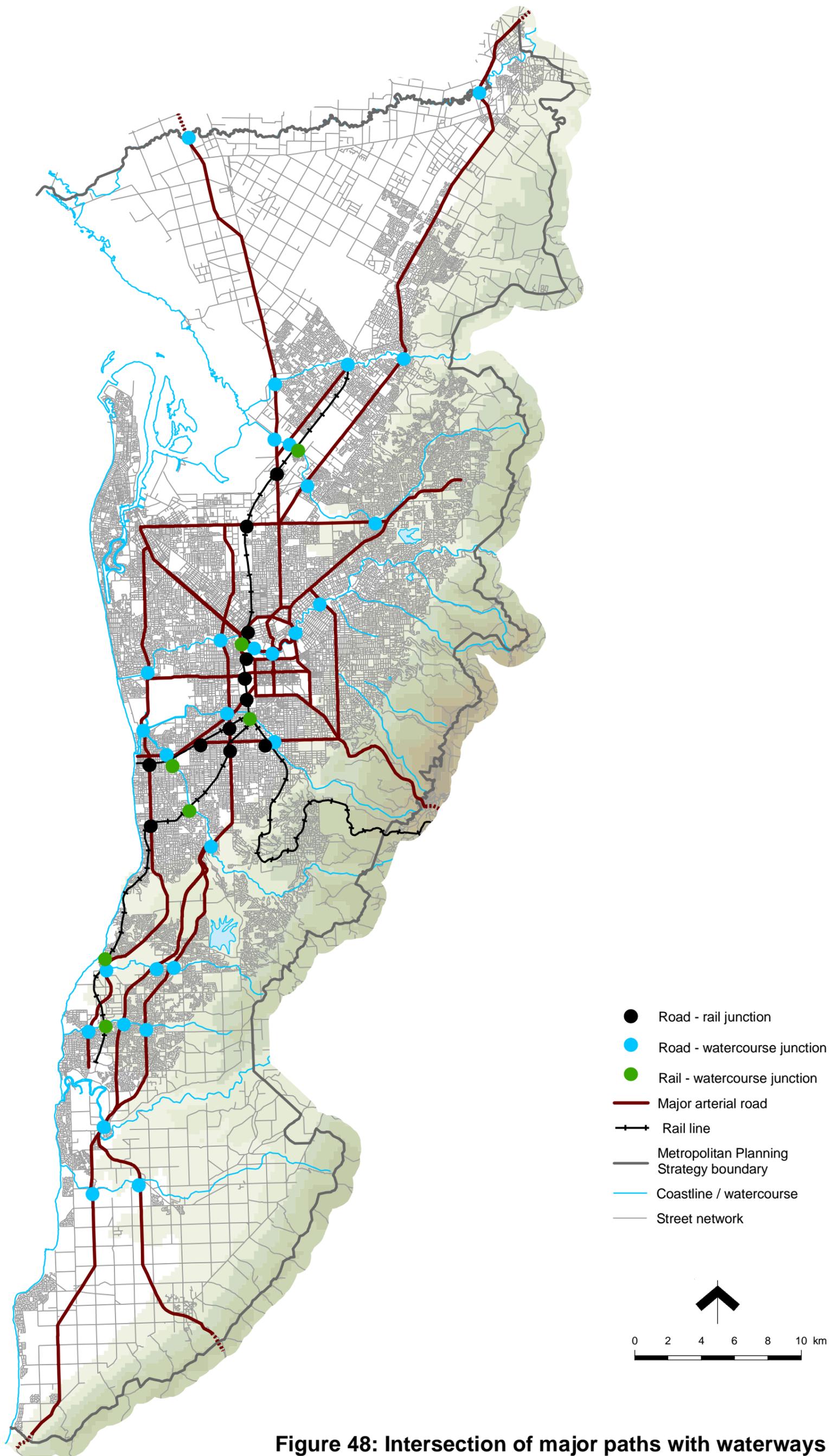


Figure 48: Intersection of major paths with waterways

As well as roads and waterways, other networks in the metropolitan area can complement people's mental maps. Train and tram routes, the O-Bahn route, bike trails, and high voltage transmission lines all provide additional features that can be interpreted and in some cases revealed or emphasised to enrich people's mental mapping of the metropolitan area.

S 35: Improve the legibility of non-road networks

Reveal and interpret major infrastructure networks, such as rail transport and electricity supply, at their intersection with main roads.

As discussed above, the metropolitan area suffers from a problem of the sameness of many parts. This is especially true of many of Adelaide's major routes. Many have the same width – 66 feet - and the same orientation, either east-west or north-south. Combined with similar adjacent uses and built forms, and a lack of distinguishing landmarks, it is often easy to confuse one route with another.

S 36: Identify points of route confusion

Through research using techniques such as mental mapping and focus groups, identify where people are confused on perceptually significant routes, and why.

The confusion caused by the physical similarity of many routes is compounded by a lack of clarity in naming of the routes. Some routes bear similar names, such as Main North Road, North East Road and Lower North East Road. Other routes have multiple names, the prime example being the one called Torrens Road, Jeffcott Street, Wellington Square, Montefiore Road, Morphett Street, Light Square, Whitmore Square and Sir Lewis Cohen Avenue.

S 37: Rename routes to reduce confusion

Determine if a significant proportion of the public is confused about the location and role of any perceptually significant metropolitan routes due to names, and if so, rename to overcome the problems.

Burbridge Road between West Terrace and Tapleys Hill Road was recently renamed as Sir Donald Bradman Drive to commemorate a great Australian on this important visitor route. Don Bradman certainly has more resonance with contemporary Adelaideans than Burbridge, whoever he or she was. Other routes have similar potential to be renamed to names that evoke stronger and more meaningful associations than their current names. Potential names may be drawn from topographic, pre-European, contemporary or historic sources. Careful consideration would need to be given to the meaning and value of existing names, which should not be replaced lightly.

S 38: Rename major routes to reflect historic, social or physical context

Consider renaming the major routes through the metropolitan area to evoke topographic, pre-European, contemporary or historic associations.

Although the structure of an urban area is almost immutable once laid down, it can change, as demonstrated by the recent construction of the Southern Expressway, and the likely construction of the Port River Expressway. Some new routes, especially if they are ‘missing links’, may strongly assist people to understand the structure of the metropolitan area. Given the expense and rarity of these major pieces of infrastructure, it would be worthwhile identifying the missing links that can improve ease of understanding, and testing all proposed arterials for this quality.

Figure 49: Major route extensions: possible major route extensions to create a more easily understood urban structure suggests some likely candidates, including the continuation of:

- Montague Road to the west to include the Port River Expressway and Semaphore Road
- Port Road to the south to form a complete ring of roads around the outside of the Adelaide Park Lands
- east-west roads that currently end just short of the coast.

Figure 49: Major route extensions: possible major route extensions to create a more easily understood urban structure

S 39: Test proposed new urban arterial roads for ease of understanding

Identify possible new urban arterial roads that may strongly assist people’s ease of understanding the structure of the urban area, and coordinate with proposals within the Transport Plan. Test these possibilities and any other proposed new urban arterials for ease of understanding using evidence-based quantitative spatial modelling techniques such as those used by Space Syntax.

4.14 Connection to the coast

Adelaide’s coastline has enormous diversity, including a wide range of recreational opportunities. These range from dramatic limestone cliffs in the south to wide, sandy beaches in the north, areas of remnant coastal dunes, offshore reefs, historic buildings and settlements, jetties, major tourist attractions, shopping and dining destinations.

Like the hills, the coast is a community resource available to all Adelaideans. More than one million people reside within a one-hour drive of Adelaide’s coast. More than 550,000 Adelaide residents over 15 years of age visit the coast at least once each year, and more than 80,000 persons visit from intrastate, interstate and overseas each year. Adelaide’s metropolitan beaches receive between 4,000,000 and 6,000,000 visits each year.

Living within easy walking distance of the coast is a way of life highly desired by many Australians, as is witnessed by the exodus from other capital cities to nearby coastal settlements, especially on the east coast of Australia. With the aging of the population coastal living is likely to become increasingly popular and valuable.

A sensible strategy for the metropolitan coast is to focus this demand into mixed-use centres. The benefits of mixed uses centres are widely recognised, including added vitality and security and reduced resource use. Jetty Road, Glenelg is the prime example in the metropolitan area of a mixed-use coastal centre – highly desirable, with corresponding land values. The metropolitan coastline, seventy kilometres long, has remarkably few urban centres adjoining it, and even fewer that live up to the potential of the location. However, it does have potential to better use existing under-

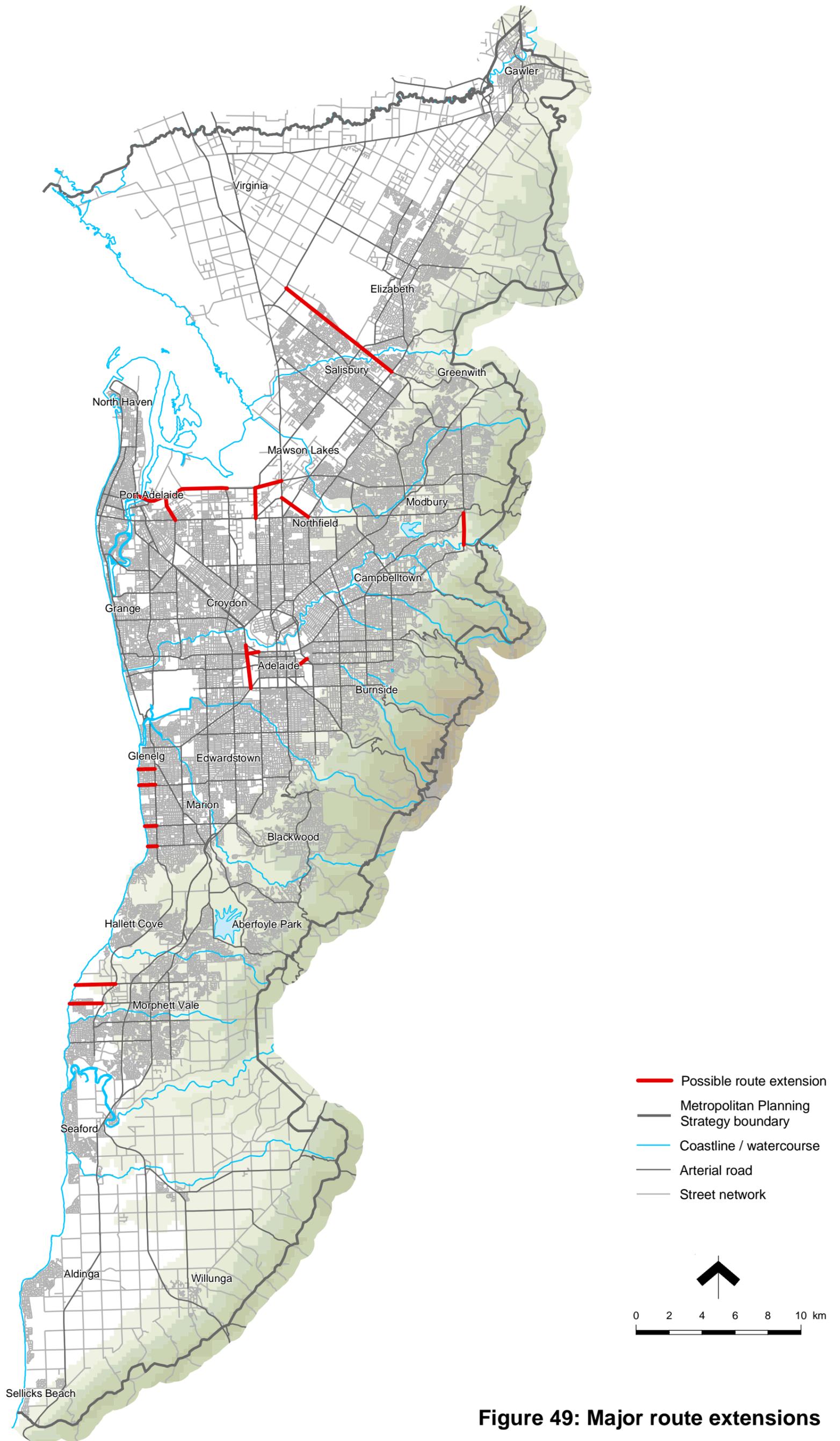


Figure 49: Major route extensions

utilised centres (e.g. Jetty Road, Brighton and Semaphore Road, Semaphore) or to create entirely new centres in locations that are currently only residences.

While better utilisation of the coast is important, so is providing a diversity of experiences, ranging from enjoying a quiet stroll along a natural foreshore to enjoying the buzz of the crowds at a beachside promenade. Not all potential coastal centres should be developed.

Figure 50: Coastal urban centres: possible future coastal urban centres

S 40: Emphasise coastal town centres within the existing metropolitan area

Encourage more coastal living, employment and recreation within the existing metropolitan area by typically firstly reinforcing existing coastal centres and later creating new ones.

Although getting to the coast is not difficult from any part of the metropolitan area, there are almost no direct routes from the hills to the coast, and most of the metropolitan beaches are only accessible from local roads. Several major east-west roads end just short of the coast, such as Oaklands Road, Sturt Road and Sheriffs Road.

Better connections to the coast could:

- be terminated by coastal mixed-use centres
- encourage the use of the coast for sporting, entertainment and cultural activities
- encourage commercial opportunities
- enhance public transport access to the coast

Although extending these roads through existing urban development would be expensive, the idea should be considered against the redevelopment opportunities unlocked by such extensions. In some cases, done in the right way at the right time, an extension may cost little or even be profitable. However, extensions will only occur if the state first ‘prepares the ground’ by investigating the constraints and opportunities of each route.

Strategy 26 suggests that local government be encouraged and assisted to protect and enhance significant panoramas and axial views of and from the Adelaide Hills and coast, including the view origins, corridors and terminations, through the implementation of policies that direct private development and local government asset management and planting regimes. The need to protect and enhance views to and from the coast will apply just as much to any route extensions to the coast.

S 41: Identify opportunities to continue major routes to the coast

Improve the physical connections to the coast, allowing more choice and permeability, by adding ‘missing links’ to, or extending arterial roads that originate in the plain.

One can easily and correctly deduce that by travelling along ‘Henley Beach Road’ one will arrive at Henley Beach. No so for most of the arterial routes that lead to the sea, or close to it. For example, the names of the route called Springbank Road, Daws Road and Oaklands Road do not evoke the coastal destination of Somerton Park beach. Renaming routes could emphasise their role in taking people to the coast. An especially apt time to rename a route that does not currently meet the coast would be when it is extended to do so, but renaming could be done at any time.

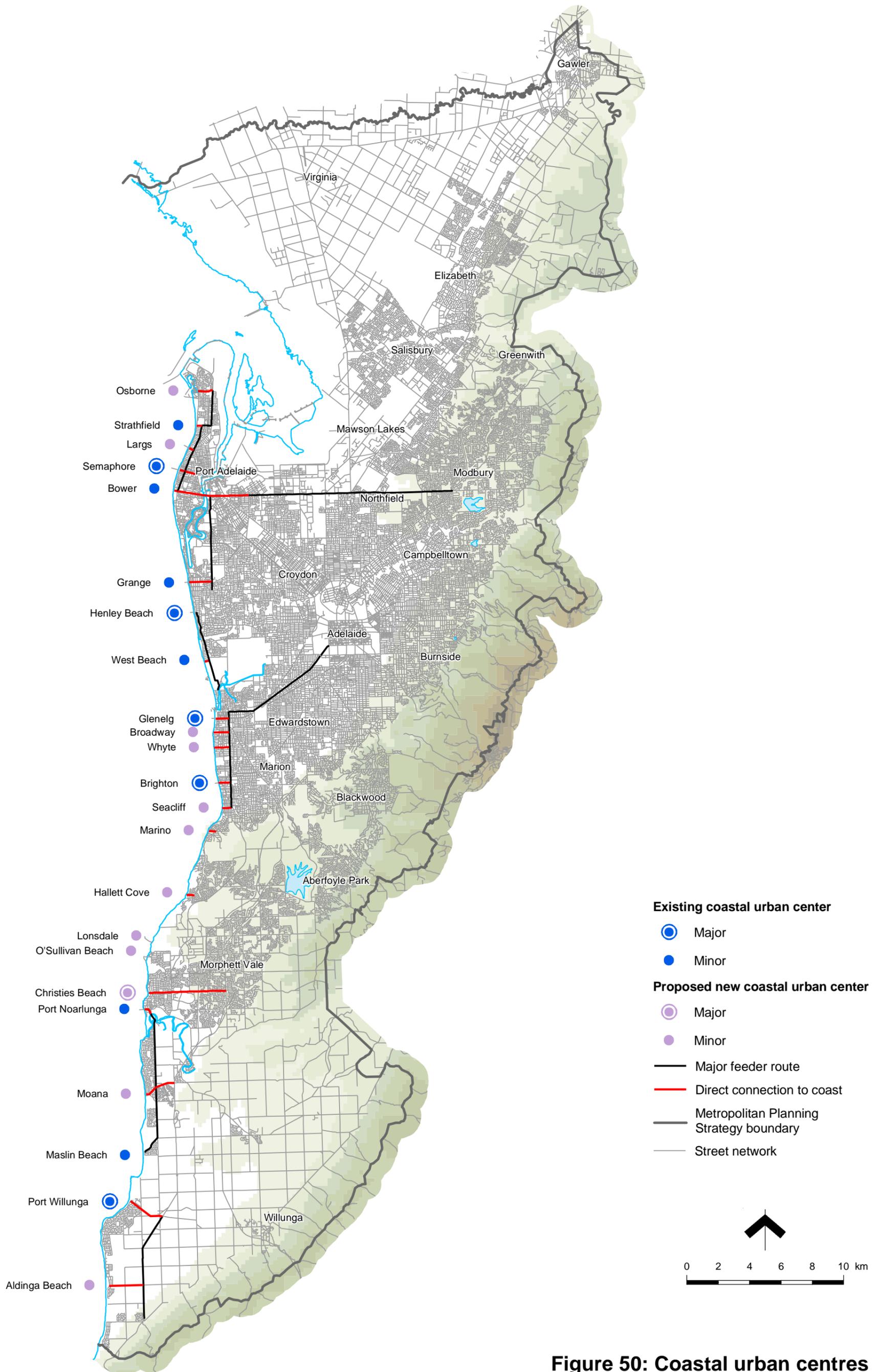


Figure 50: Coastal urban centres

S 42: Rename east-west routes to emphasise the coast

Improve the 'mental mapping' potential of arterial roads that lead to coastal destinations by renaming them to evoke the coast.

4.15 Humanising town centres

Almost all town centres in the metropolitan area are dominated by motor traffic. Discretionary activity in public places in town centres is discouraged by the threat posed by moving vehicles, and the discomfort of the noise and the fumes. Motor traffic has dominated these public spaces so completely and for so long that some people find it hard to accept that town centre streets have valid uses other than for through traffic and parking. Public spaces can perform an important role beyond vehicle movement – that of meeting places where social activity predominates, not movement.

Adelaide has an excellent example of a public space without cars - Rundle Mall. The mall, pedestrianised in 1976, attracts up to 100 000 people a day. Other popular town centre public spaces that are not dominated by traffic include:

- Moseley Square, Glenelg
- John Street, Salisbury
- Henley Square
- Ramsay Square, Noarlunga.

These places all have a mix of uses, including shops, cafes and restaurants.

For a city of over a million people, Adelaide has remarkably few of these places. However, there are numerous opportunities for more – almost every town centre. The Minister for Urban Development and Planning has been providing grants to local government for this purpose through the *Places for People* program. Professor Jan Gehl's recent award-winning work on the potential for improving public spaces in the central city for social activity provides an excellent model for rethinking existing policy and practices.

S 43: Create more public spaces where social activity predominates

Through grants to local government, generate exemplary public spaces to demonstrate the benefits of the public realm as a community resource.

Town centres are an opportunity to create an urban incident, a sense of difference from the surrounding suburban area. Town centres are also places to maximise opportunities for interaction between the people who live and work in the area. Conventional suburban strip centre development since the 1970's has placed car parking closest to the road, with buildings behind, often detached and isolated from each other. This pattern of development does create incident: it is visually quite distinct from the residential or industrial premises that surround it. However, it does not encourage casual interaction between passers-by with each other and the stores. Street life becomes impoverished; the experience of going to the town centre simply becomes one of deliberately attending a series of retail spaces, at its most extreme moving around by car.

Another pattern of development used in metropolitan Adelaide since the 1970's is the 'big-box' retail complex surrounded on all sides by parking. Although this also

creates visual incident, it too fails to encourage interaction, despite usually becoming the defacto town centre. Unlike a traditional town centre, these centres typically only contain retailing and entertainment, are not available to all the public or at all hours, and are segregated from the surrounding urban area. Although 'public life' does occur in these 'malls', it is carefully managed, internalised and privatised, and ultimately serves the interests of the owners, not the community.

The traditional town centre pattern, where buildings are placed hard against the street and each other, is a pattern of development that achieves both incident and interaction maximisation. This pattern generates a strong sense of spatial containment to contrast with the openness of most suburbia, and can generate continuous shop fronts and verandahs, so necessary for distance- and weather-sensitive pedestrian movement. It integrates seamlessly with surrounding development, promotes walking, is capable of incremental expansion or contraction, and allows a genuine street life to occur. The Parade, Norwood is an excellent example of this pattern of town centre development. Adelaide has numerous other examples in the inner suburbs.

This pattern of development can apply both to new development in traditional centres and to existing centres dominated by car parking.

S 44: Encourage careful management of existing town centres

Encourage local government to manage the character and activity of existing town centres through the preparation of detailed built-form controls and policies that encourage a mix of uses and around-the-clock public access. In development plans, require all buildings within town centres to be built to create lively frontages, with all on-site parking placed behind these buildings.

S 45: Review state and local planning policies on retail centres

Review the effect of existing state and local planning policies on retail centre development with the objective of encouraging future retail growth within mixed-use town centres.

4.16 State government processes

Good urban design raises community confidence. It creates community pride, helps to build a 'sense of place' and protects and enhances the value of both private and public investment. The appeal of metropolitan Adelaide's public streets, parks, squares and waterfronts is also a factor in the State's ability to attract investment and generate wealth.

The South Australian Government has a unique role in the creation and reinforcement of quality urban places. It can influence the form and activity of public spaces through its landholdings, buildings and public works. Through its role in strategic planning it controls directly or indirectly all private development and exerts significant influence on public works by local government. It also has the resources and remit to undertake or fund demonstration projects, and to provide policy advice.

The Premier and Cabinet of the South Australian Government have recently approved a 'whole of Government position' on the benefits of good urban design in the form of an urban design charter. This will motivate State Government agencies to create the organisational arrangements, attitudes, priorities and responses needed

to embed the concept of ‘good urban design’ into daily Government processes, and lead to greater awareness of agency impacts on the public realm. It is expected to ultimately result in community benefits in the form of better civic spaces.

The state agency with the greatest current impact on the structure and character of the metropolitan area is Transport SA (TSA). Works such as the Southern Expressway and the Port River Expressway affect the structure of the metropolitan area, while works such as the South Road overpass at Cross Roads, Portrush Road widening, and Torrens Road reconstruction at Ovingham, significantly affect the character.

Urban roads traverse more socially complex conditions than rural roads, and need to adapt design standards accordingly. Urban roads are places as much as means to move from A to B. Major traffic infrastructure works achieve maximum community value if designed to work well for all users, including the people using the adjoining residences and workplaces. Much progress has been made in minimising the ‘severance’ effect arterial roads have on movement across the road. More progress is needed to minimise their effect on character and urban fabric. Projects that widen the roadway may need to more fully consider redevelopment of adjoining premises.

Councils, the private sector and service authorities will be encouraged to support the commitment to good urban design by also signing up to the charter, thus also improving the quality of urban places.

S 46: Encourage government agencies to create good urbanism

Encourage government agencies, especially those with a significant effect on the public realm, to improve internal capacity to positively change the public realm, through such means as implementing the South Australian Urban Design Charter and setting up a state major projects design review panel.

Currently, sites that are of major significance to the structure and character of the urban area are changed by a multitude of state government agencies, local government, and private owners. These changes sometime improve the characteristics that the community values, sometime weaken or destroy these values. No formal administrative process exists to identify and manage the valued characteristics of these areas, to alert decision-makers to the significance of these sites, or to plan for how to improve them. Minor heritage items of much less significance to Adelaideans have more formal controls than many of these sites. Because these sites are typically in public ownership and typically spaces, rather than objects, people and agencies may simply fail to recognise them.

A register could be created, identifying each site, its boundaries, the qualities to be protected, and what might be done to achieve its potential, if anything. An indicative register and example citations are provided in [Appendix 5](#). The sites listed in this register are shown on the map below.

Figure 51: Significant public places: indicative sites included in the proposed *Register of significant public places*

S 47: Establish a State register of significant public places

Establish a register of significant public places throughout the state, to ensure that existing and potential valued qualities are achieved by any public and private development that occurs in these places.

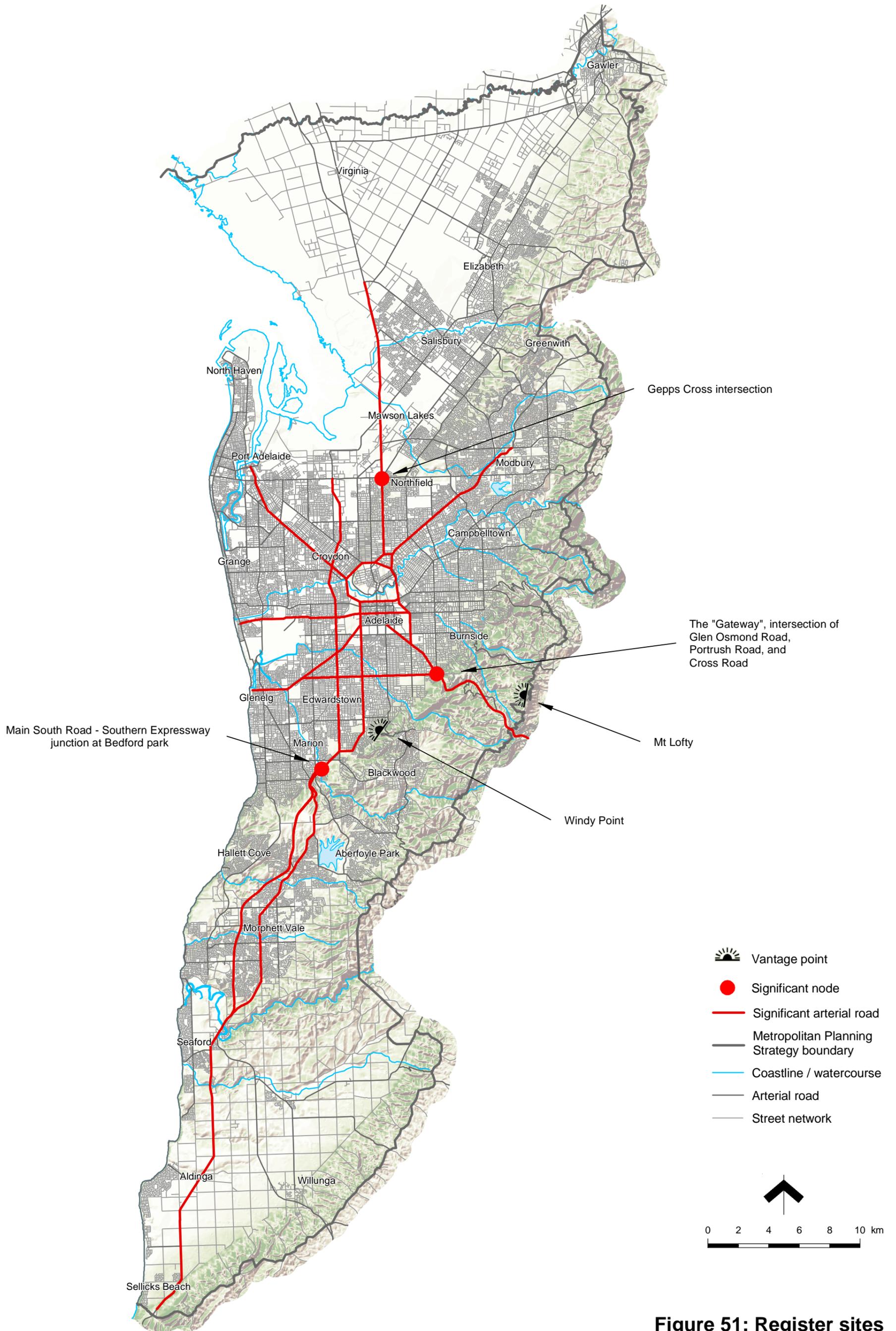


Figure 51: Register sites

4.17 Local government processes

Local governments have the principal responsibility for managing and maintaining most of the public realm in urban areas. The public realm, as experienced, is composed of development on both the land in public ownership and the private land adjacent. While the experience integrates both the private and public, the management of development through statutory means only involves development on private land. Local governments can only directly influence private development through the development control system, and there is currently no corresponding development control system for public areas. This means that where there is a requirement to consider better urban design outcomes as part of the development process, the public realm is not necessarily included, as its management is not recorded in a formal and strategic framework.

Although a development control system is not appropriate for public land, the inclusion of the public land in a strategic overview by the relevant local government and the local community is a way of ensuring public realm outcomes are not lost along the current statutory / non-statutory divide.

Urban design frameworks are a type of strategic documents that can guide the spatial effects of private and public development to create an improved public realm. Through community input, they provide a well-considered and integrated foundation to more detailed public works and development promotion and assessment. They are not as all-inclusive as local strategic plans, but rather the means of achieving a local strategic plan through changes to public realm. Many of the analyses and issues considered at the metropolitan scale in this report are relevant at the local scale as well.

Another means for Local Government to announce its urban design ambitions on the public record is through works manuals and asset management strategies. Design standards for public realm works ensure consistency where appropriate as well as the provision of minimum standards. They may cover the selection, placement and maintenance of such elements as street furniture, tree species, paving materials, and infrastructure furniture. They would typically include the 'livery' to be used in an area or municipality-wide for noticeable items such as light poles, seats and bins.

The complexity and effort required for a neighbourhood character strategy will vary considerably, depending on the nature of each neighbourhood and the pressures it is liable to face. In some cases, a strategy may be as simple as allowing anything to occur. In other cases, it may be based on a thorough analysis of the existing conditions, an exhaustive consultation on options for future character, and detailed controls and implementation mechanisms. In any case, community involvement would be required to ensure that the public realm values or salient neighbourhood character elements are built into the strategic directions.

The state can encourage and assist in these strategic overviews by encouraging appropriate changes in local government policies and practices through such techniques as education, grants and demonstration projects. As well as working to achieve a better public realm in general, these local efforts should accord with desired metropolitan-wide policies, such as advocated in this document. This will ensure a holistic framework in directing public realm outcomes.

Perhaps the most effective way for local government to improve the public experience of the public realm is to employ people with expertise in this area - namely urban designers and place managers. A culture shift is often required within an organisation to effect change, and 'change agents', along with strong management support, can be critical in achieving this cultural shift. These people, if 'on-tap', can prepare and or advise on public realm policies, works, and proposed private developments with significant effects on the public realm.

S 48: Encourage coordinated design of the local public realm

Encourage local governments to complete public realm frameworks and to have urban design expertise integrated within their administration and processes for use with public realm policies, works and development assessment.

5 PRIORITIES

Priorities for the recommendations given in this report are determined through three different tests:

1. those that are most important
2. those that must be acted on soon to retain the possibility of achieving the desired outcome
3. those that are achieved relatively quickly or with few resources.

Priority type 1: those most important

- S1: Concentrate medium- and high-density urban growth into one or more redevelopment corridors
- S 2: Identify locations for new local centres
- S 10: Determination a preferred character for the metropolitan area
- S 13: Reserve ridgeline sites for possible iconic structures
- S 17: Build a regional park network along the waterways
- S 19: Provide grand, bold and stimulating urban experiences on significant routes
- S 24: Protect significant views
- S 26: Reserve sites for better lookouts
- S 27: Review and expand the network of scenic routes throughout the Adelaide region
- S 39: Emphasise coastal town centres within the metropolitan area.
- S 43: Encourage careful management of existing town centres
- S 45: Review state and local planning policies on retail centres
- S 46: Establish a State register of significant public places
- S 47: Encourage coordinated design of the local public realm

Priority type 2: those that retain options

- S 1: Concentrate urban growth into one or more redevelopment corridors
- S 2: Identify locations for new local centres
- S 10: Determine a preferred character for the metropolitan area
- S 11: Protect the hills escarpment as a green backdrop to the metropolitan area
- S 13: Reserve ridgeline sites for future monuments
- S 24: Protect significant views
- S 26: Reserve sites for better lookouts
- S 32: Create a scenic drive along the base of the Willunga escarpment
- S 39: Emphasise coastal town centres within the metropolitan area.
- S 40: Identify opportunities to continue major routes to the coast

Priority type 3: those easy to achieve

- S 9: Encourage determination of a preferred character for each neighbourhood
- S 25: Encourage local government to protect views
- S 27: Review and expand the network of scenic routes throughout the Adelaide region
- S 35: Identify points of route confusion
- S 36: Rename routes to reduce confusion
- S 37: Rename major routes to reflect historic, social or physical context
- S 38: Test proposed new urban arterial roads for ease of understanding
- S 41: Rename east-west routes to emphasise the coast
- S 44: Encourage government agencies to create good urbanism
- S 45: Review state and local planning policies on retail centres
- S 46: Establish a State register of significant public places
- S 47: Encourage coordinated design of the local public realm

