

Metropolitan Adelaide

Adelaide takes a linear form, extending 90 km from north to south on the Adelaide Plains bounded by the Mount Lofty Ranges and the Gulf St Vincent.

The geographic centrality of the central business district (CBD) within the metropolitan region has established a highly accessible and clearly delineated city centre which provides a strong focus for public administration, business services, education, research, health services, and retail, sporting, leisure and cultural activities.



At a glance

Area	1596 km ² (0.16% of SA)
Population	1.05 million people in 2001 (72% of SA), up 2.7% from 1996
Aged < 15	18.71% against SA average of 19.57%
Aged > 65	14.66% against SA average of 14.40%
Demographic trends	Most populous local government areas are Onkaparinga and Salisbury, which together with Charles Sturt, Port Adelaide Enfield and Tea Tree Gully experienced the largest population growth from 1996 to 2001 2016 projection: 1,167,000 or 73% of SA
Key Activities	Commerce, manufacturing, finance, government, the arts, education, tourism, research and cultural activities.
Transport Gateways	Port of Adelaide, Adelaide domestic and international airport, Keswick rail terminal and Adelaide inter and intra-state bus station.

Principal Industries

Manufacturing

Manufacturing is the single largest earner for the South Australian economy and contributes 14.7% of GSP (2002/03) and employs 13.5% of the workforce. Manufacturing originating from metropolitan Adelaide contributes 47% of state export earnings.

Some of the major export industries in the metropolitan area include motor vehicles and automotive parts (approximately \$1.6 billion), electronics (approximately \$1 billion) and defence.

The state's automotive industry is based principally at Elizabeth and Clovelly Park. The automotive industry contributed about 2.5% to South Australia's GSP in 2001/02.

The Australian defence industry is substantially based in the northern Adelaide metropolitan area. In 2003, the defence sector contributed \$1.08 billion or 2.1% to GSP.

Most of Adelaide's manufacturing, warehousing and distribution centres lie in the north-west and northern crescent (from Port Adelaide, through to Salisbury and Elizabeth). Manufacturing activity in the south generally runs along the alignment of main South Road and centres around Edwardstown and Clovelly Park.

The bulk of the 1100 information and communication technology (ICT) companies in South Australia are based in the Adelaide metropolitan area. The ICT industry employs over 17,500 people and in 2002/03 generated over \$850 million worth of exports.

Business, Retailing, Commerce and Service industries

Major economic and employment nodes (other than manufacturing) exist in the CBD and regional centres (at Noarlunga, Marion, Port Adelaide, Modbury and Elizabeth).

The service sector experienced the highest output growth from 1992 to 2001. This included growth in accommodation, cafes and restaurants; property and business services; finance and insurance services; and cultural and recreation services.

There have been major upgrades of commercial centres at Arndale, Elizabeth, West Lakes and the CBD.

Education and Research

Biotechnology, information technology, research and education are growing sectors of the South Australian economy. The majority of institutions and firms working in this area are located in metropolitan Adelaide.

Key facilities include three universities, Commonwealth Scientific and Industrial Research Organisation (CSIRO), South Australian Research and Development Institute (SARDI), Defence Science and Technology Organisation (DSTO) and the Thebarton Bioscience precinct. A fourth university will be operating in Adelaide in 2006.

The high-speed electronic linkage of these institutions and advanced technology under SABRENet is the backbone to development of the innovation, training and research precincts across Adelaide.

Tourism

Tourism is one of the state's major sectors, generating in excess of \$3.4 billion pa through visitor expenditure and directly employing over 36,800 full-time equivalent jobs.

Adelaide tourism experiences include history (including Aboriginal); culture (events like Adelaide Festival and WOMAD); sporting events (Clipsal 500 motor race and Jacob's Creek Tour Down Under); shopping and nature (coasts and hills, flora and fauna).

Venues such as the Adelaide Entertainment Centre, Wayville Showgrounds and the Adelaide Convention Centre have a strong tourism and convention focus. Adelaide offers excellent facilities for international and national conferences.

Primary Production

Around 4000 ha of the Northern Adelaide Plains (centred around Virginia) are currently being cultivated. The Northern Adelaide annual gross food revenue is valued at \$1.5 billion or around 18% of the State's gross food value. A significant amount of the Northern Adelaide Plains' horticultural production is for export, mainly interstate. Products include vegetables, almonds, wine grapes, flowers and nursery plant stock.

Primary production and food processing in the Virginia area are currently constrained by limitations in the mains gas distribution and access to reticulated water supplies. The Willunga Basin (Willunga/McLaren Vale) also has an active agricultural and viticultural production and food related industry.

Expansion in horticultural and viticultural production has been assisted by high-quality treated wastewater from the Bolivar and Christies Beach plants.

Quarries in the north and south of Adelaide produce \$90 million pa worth of material for construction.

Arts and Culture

South Australian cultural and arts related industries in metropolitan Adelaide contribute over \$320 million pa to the state’s GSP, employ over 5500 people and bring tens of thousands of visitors to the state.

The arts generates exports through art and film products and services, attendance at events and galleries and international tours by South Australian artists.

Adelaide is expected to experience an increase in the number of people employed in creative industries – arts, culture, science and technology.

Infrastructure

Energy

Electricity

Torrens Island, Northern Power Station, Pelican Point, Osborne Cogeneration Plant and the Heywood interconnector provide electricity for the metropolitan area. While the existing generators are capable of meeting current demand, new generating capacity may be required to meet foreseeable load growth to domestic and industrial users.

The transfer capacity of the transmission network between major sub-stations across the Adelaide metropolitan area is nearing full capacity. Parts of the transmission and distribution network will need upgrading.

Gas

Main gas supplies are via Epic’s Moomba – Adelaide pipeline and the SEA Gas pipeline from Victoria.

There are opportunities to improve Adelaide’s gas supplies to business in the northern suburbs or lessen gas supply interruptions through additional ‘city gate stations’ off the SEA Gas pipeline or an interconnection of the two pipelines.

To meet the domestic gas demand in the southern suburbs, gas released by the closure of the Port Stanvac refinery has been reallocated. This may necessitate augmenting the system to meet the needs of new and large customers wishing to establish south of Adelaide.

Sustainable Energy Use

There are opportunities to install energy efficient infrastructure (e.g. efficient public lighting) and renewable generation (e.g. wind turbines, solar cells) in conjunction with plans for energy efficient upgrades and new buildings.



Water



The Mount Lofty Ranges and River Murray provide Adelaide with a highly secure dual supply source. To support the existing population and allow for Adelaide’s future growth, it is important that the quality and quantity of water from these sources is maintained and supplemented through demand management strategies, water conservation and efficient use of water resources.

Adelaide has an advantage over some Australian capital cities in that future water demand is less constrained through resource availability.

Upgrade of trunk capacity of water infrastructure may be required in the next five years for the developing urban fringe. Previous water loss from leaking pipes or evaporation from open aqueducts has been addressed by a SA Water program that has resulted in South Australia having a low leakage rate by world standards.

The water supply system in the Willunga basin was not designed for irrigation or non-urban uses. Hence, conditions have been imposed on non-urban land divisions.

The expansion of northern and southern region horticultural production is constrained by limited supply of water for irrigation. Substitution with Class A reclaimed water from the Bolivar-Virginia pipeline and improved irrigation management should allow a sustainable balance and opportunities for expansion of horticulture in the region.

Wastewater

The capacity and condition of wastewater services in parts of the metropolitan area needs to be assessed, maintained and upgraded to sustain increased urban densities.

Parts of the CBD, Gillman, Port Adelaide and the Le Fevre Peninsula have wastewater collection systems over 100 years old that are at or near capacity.

Most suburban wastewater collection systems can accommodate up to 10% increases in loads from infill development. Higher increases could require augmentation of infrastructure.

Parts of the urban edge of the Hills Face Zone, including within the City of Tea Tree Gully and Woodside are serviced by septic tank effluent disposal schemes (STEDS). All these STEDS are connected to the SA Water sewer network. A smaller STEDS area also exists at Morphett Vale. Other STEDS are in Clarendon, McLaren Vale and Maslin Beach.

In 2003, 19% of the 97,000ML of effluent treated in metropolitan Adelaide treatment plants was re-used, and 27% of the wastewater treated at the Bolivar plant was used for horticultural production at Virginia to supplement groundwater sources.

Parts of the trunk sewer system between Gawler and Bolivar are nearing capacity, particularly in the vicinity of the Peachey Belt and Edinburgh Air Base. Trunk sewer duplication works will be required to service redevelopment of the Peachey Belt area and surrounds and will be provided as required.

The Aldinga wastewater treatment plant (WWTP) is operating at capacity. Upgrade of the plant is required to cater for new development.

The Willunga Basin Water Company provides treated wastewater from the Christies Beach WWTP for irrigation use in McLaren Vale. Economic expansion of the distribution network is constrained by the need for suitable winter storage capacity such as a surface reservoir or aquifer storage.

The Adelaide Park Lands and other large open spaces and recreation areas offer opportunities for the re-use of treated wastewater to reduce demand on the drinking water supply.

Stormwater

The arterial stormwater drainage system in the metropolitan area is a combination of natural watercourses and large constructed underground or open channel drains. Connecting into these arterial drainage systems are numerous local drains, which are normally underground pipe systems.

In some parts of Adelaide, the local drainage system has not been constructed to its fullest possible extent, resulting in isolated areas of flooding. In other parts of Adelaide, natural watercourses pose a significant, if less frequent risk of flooding, due to the role that these watercourses play in conveying runoff from the hills across the Adelaide Plains to the sea.

The Catchment Management Subsidy Scheme supports local government in constructing drainage infrastructure. Several large-scale flood mitigation projects have been identified. The most notable of these projects are works to mitigate flooding on the Keswick and Brownhill Creek systems. The final form of these works is yet to be determined.

With some exceptions, local government maintains stormwater drainage infrastructure. Much of this infrastructure has been installed over the last 40 years. Adequate systems need to be put in place to properly monitor the condition and performance of this infrastructure.

Some stormwater drainage systems discharge directly into estuarine or marine environments with resultant threat of damage to ecosystems. Work is being undertaken to improve the quality of such discharges.

An average 160 GL pa of stormwater discharges into the Gulf St Vincent. This is highly variable and climate dependent, and originates from roofs and roads in the Adelaide metropolitan area, and from upstream rural catchments. Currently around 5 GL pa of stormwater is being reused directly or via aquifer storage and recovery schemes in various metropolitan locations, including Salisbury and Urrbrae.

Water Proofing Adelaide proposes alternative sources of supply such as reuse of treated wastewater and stormwater.

Transport



Freight

The Adelaide metropolitan area (particularly in the north and north-western arc) provides the state’s principal freight infrastructure. The major gateways for trade are the Port of Adelaide (Inner and Outer Harbor), Adelaide Airport, Islington and Dry Creek rail terminals, and major road links to the interstate network such as Main North Road, Port Wakefield Road and the Adelaide–Crafers Highway.

Outer Harbor shipping handles approximately 65% of the state’s total container trade. In 2003 nearly 4.5 million passengers and 12,000 tonnes of airfreight passed through Adelaide Airport. There are over 7500 km of roads and 240 km of rail and tram infrastructure in the Adelaide metropolitan area.

In March 2004 the State Government committed \$15m for the deepening of the Outer Harbor channel to meet the international trend towards larger ships. A total commitment to the deepening of \$30m by the State Government will maintain Outer Harbor as a viable working port and reverse the rate of contestable shipping freight lost to interstate ports such as Melbourne.

Projected extra rail and road freight traffic to Outer Harbor will be served by the third river crossing.

Increasing travel times through the metropolitan area are creating inefficiencies for local and export orientated freight movement and impacting on commuter safety and accessibility to urban roads at peak times. The local road network in the western suburbs, particularly in key intersections, will become more congested with increased retail and commercial activity. The recent trend towards infill residential development will put added pressure on 24/7 operations on freight routes. The plan to build a tunnel and underpasses on South Road is aimed at easing the pressure and dramatically improving travel times.

There is strong demand for reliable and efficient transport linking the northern and southern metropolitan area to increase efficiency of export freight movements, strengthen links to the interstate road network, support industry operations that rely on an efficient supply chain, and facilitate intra-regional access to employment opportunities.

The State Government recognises the importance of this need and has decided to develop underpasses and a tunnel on South Road.

Major intermodal transport storage and logistics facilities are needed to support freight movement and access to global markets optimising the use of existing export routes (e.g. the Adelaide-Darwin and Adelaide-Melbourne rail links). The Government is working with the private sector to establish an intermodal facility that would integrate storage, road, rail and air movements.

The cost effective movement of freight will be assisted by the development of the Adelaide Airport due to be opened in October 2005

People Movement

While use of public transport increased by 9% between 2000 and 2003, the proportion of trips by public transport is relatively low (about 5%) compared to other mainland cities. More work is being done to increase public transport patronage.

Transit oriented development associated with better use of existing urban infrastructure and increases in population density, could revitalise parts of metropolitan Adelaide and accommodate a significant share of Adelaide's projected population growth.

The current upgrade of Adelaide Airport terminal is timely, as it will meet the forecast 50% growth in passenger numbers over the next 10 years. The multi million dollar 750m long international and domestic terminal will open in October 2005.

Land

Industrial

Based on current take-up rates for serviced industrial land, there is about 10 years supply available. There are currently about 800 ha of serviced and available land. While this assumes all vacant land with an industry zoning is available, the reality is that much of the stock is tied up by business owners who have a future use for the land in mind.

Adelaide's main industrial belt, stretching from Port Adelaide through Salisbury to Elizabeth, has less than five years stock of serviced industrial land. The completion of the Port River Expressway and the third river crossing will increase the demand in the north-west, e.g. the proposed Maritime Precinct at Osborne.

There are limited industrial land opportunities in the southern suburbs, especially large allotments. Opportunities may arise at Lonsdale in the next few years if the Port Stanvac land is made available.

The logistics industry has been a large consumer of industrial land in recent years, and this trend will continue. Outsourcing of warehousing, development of mega-facilities for cost-efficient third-party logistics suppliers and development of associated transport infrastructure to support these facilities is one of the most substantial challenges facing the metropolitan area.

Edinburgh Parks, Gillman, Wingfield, Gepps Cross, Direk, Elizabeth West and Parafield are well located for industrial and logistics operations, although some will require coordinated infrastructure provision.

The opportunity exists to create and strengthen specific industry clusters such as a biotechnology precinct at Thebarton; automotive, logistics, defence and advanced manufacturing at Edinburgh Parks; foundry industries at Wingfield; food processing at Virginia, Willunga Basin and Mile End; and waste resource recovery at Gillman.

The development of the Osborne Maritime Precinct will provide opportunities for further economic growth.

Residential

Metropolitan Adelaide extends some 90 km in a narrow linear form from Sellicks Beach to Gawler. Infrastructure has been stretched to the urban fringe and serves relatively low urban densities.

In recent years several significant urban development projects have been undertaken by the private sector and joint ventures with the State Government. They include Holdfast Shores, Mawson Lakes and Seaford Rise, Brompton, Westwood and Port Adelaide redevelopment.

The combined effects of targeting a larger population and the Urban Boundary could result in higher housing densities in the metropolitan area.

The City of Adelaide is specifically targeting growth in apartment development in the city centre to meet the lifestyle preferences of people engaged in knowledge-based industries, professionals, students, retirees and those seeking more convenient accommodation close to central activities, as well as the increasing demand for more affordable housing. Absorption of demand in the city centre can invigorate Adelaide and better use existing infrastructure capacity, which will help ease pressures on the urban fringe.

Metropolitan Adelaide is forecast to need approximately another 137,000 dwellings by 2030. Sources include vacant land in the fringe and the redevelopment of existing areas through demolition of old housing and other buildings.

The current housing trend is for an increasing number of one or two person households with greater demand for smaller adaptable housing or more intensively developed units, townhouses and apartments, particularly in the city centre and inner suburbs.

As at 2002, there were 3900ha of residential zoned broad hectare land in the metropolitan area.

Information and Communications Technology (ICT)



Metropolitan Adelaide generally has good accessibility to telephone and data services. Broadband is continuing to be rolled out in the metropolitan region.

While basic broadband access (ADSL) is available through most of the metropolitan area, roughly 10% of homes and businesses, scattered throughout the metropolitan area, cannot access broadband due to technical limitations with Telstra's 'last mile' connections into homes and businesses. SABRENet will improve high speed data capabilities.

The broadband market is changing rapidly in response to new technological developments, falling costs and growing demand for high-speed services. In this environment, a fundamental strategy for Adelaide (and the state) is to maintain and promote the development of an open, competitive market for broadband infrastructure and services.

Adelaide is a national leader in the application of new wireless telecommunication technologies through the m.Net consortium. As part of this initiative the citizen Wi-Fi network makes wireless internet access available through most of the Adelaide CBD and North Adelaide, creating easy-access, low-cost 'urban hot spots' covering city streets. Adelaide can gain a significant competitive advantage by extending coverage more widely and developing new commercial applications of the technology.

A number of carriers have built, or will build, new telecommunications infrastructure including wireless optical fibre in Adelaide.

Health

To support the 72% of the state's population living in the Adelaide metropolitan area, there are 41 private and public hospitals, and a wide range of supporting health centres and health-related facilities. In some cases the major metropolitan facilities serve the whole state.

The mix and distribution of these services and facilities are linked to the gradual spread of Adelaide's population over the last few decades rather than being evenly distributed and integrated in accessible locations throughout the metropolitan area, consistent with changing demographic profiles.

This Government has committed to major redevelopments of the Queen Elizabeth, Royal Adelaide and Lyell McEwin hospitals, with total project values in excess of \$280m.

The SA Government's reform of the health system, from an 'illness focused' to a 'population health' system, will require the current stock of health infrastructure and related services to be sustained and reconstructed over the next 20 years.

The introduction of 'telemedicine' or ICT related infrastructure has the potential for significant improvements and efficiencies in health care, and requires significant additional capital investment.

The acute shortage of general practitioners in the southern and northern metropolitan areas and the reduction of bulk-billing as a result of Australian Government policies are placing extra pressure on the emergency and outpatient resources in public hospitals.

People who have multiple and complex chronic health problems often come to the metropolitan area from other areas of the state to get services, due to the availability of supported accommodation and primary health care options. A shift in facilities provision to provide culturally appropriate care and accommodation is required.

There are significant ongoing costs associated with the current lack of integration of services, and with the fact that some locations are no longer optimal for accessibility by some of the population.

The State Government recognises that many state-wide services will continue to be delivered from metropolitan Adelaide over the next 10 years due to their high cost and high technological support and specialisation requirements.

Justice and Emergency Services

The Australian Government is building a new courts complex to complement the court complex centred on Victoria Square.

There are four correctional facilities in the metropolitan area: the Adelaide Remand Centre, Yatala Labour Prison and Adelaide Women’s Prison and the Adelaide pre-release centre.

New police stations in Aldinga, Golden Grove and Para Hills are high priorities to ensure the delivery of police services to growing communities.

Education and Training



A total of 317 government schools, 52% of all schools in the state, are located in metropolitan Adelaide.

The largest concentration of school-aged children is in the southern and northern metropolitan area (Onkaparinga, Salisbury, Tea Tree Gully and Playford). The government’s improved school retention rate has increased use of many state schools and some are operating at or near capacity.

The State Government has recognised the need for additional school facilities in inner metropolitan Adelaide. This has resulted in the reopening of the Sturt Street Primary School.

The city centre has a number of primary, secondary, tertiary and training facilities and services some 52,000 students, with 11% from overseas.

Two metropolitan TAFE institutes (north and south) operate in the metropolitan area. Major infrastructure projects are planned at Gilles Plains (veterinary and applied science) and Marleston (building and furnishing). Additional campus developments are proposed during the next 10 years.

Science, Technology and Innovation

The metropolitan area has world-class science, technology and innovation (STI) capabilities, particularly in the biosciences (agriculture, marine, environmental and medical). To remain globally competitive and capitalise on emerging opportunities, these centres of excellence and clusters of research and development (R&D) need to be further developed and supported by appropriate zoning and infrastructure.

There are currently substantial limitations on space at a number of key metropolitan research facilities including the Waite, Roseworthy and West Beach research precincts. The State Government is committed to trebling the size of the Thebarton Bioscience incubator.

There is an opportunity for science and technology infrastructure to play a role in progressing the proportion of students seeking tertiary education or careers in science, technology and engineering, and to assist in filling the growing demand for qualified personnel in the STI industry.

Waste Management

Based on current waste disposal rates, existing approved landfill sites can meet metropolitan Adelaide's needs for approximately 90 years in the northern region and 20 to 30 years in the southern region (longer if resource recovery schemes are put in place).

It is anticipated that hauling waste to distant landfills, greater urban infill and population densities, and stringent environmental requirements will increase resource recovery opportunities and the emergence of new industries in specially zoned precincts. It is imperative that consistent planning and Environmental Protection Authority (EPA) licence requirements apply to sites servicing metropolitan Adelaide, e.g. ensuring that waste material passes through a transfer station and resource recovery occurs.

The southern metropolitan area needs to advance planning for integrated waste management and resource recovery programs and facilities.

A new waste transfer station planned for Elizabeth West will complement existing materials and recycling facilities.

Recreation, Sport and Tourism

There are a number of recreational tourism opportunities throughout the metropolitan area that need further development to realise their full potential, such as:

- upgrading the Riverbank precinct as a tourism destination
- developing the eco-tourism opportunities at Port Adelaide (dolphin sanctuary) and St Kilda mangroves, with links to Parklands and Adelaide Hills
- creating a coastal linear park from Sellicks Beach to North Haven and other developing recreational and eco-tourism opportunities as a means of positioning Adelaide as a 'green city'.

There are a number of national or international-standard sporting facilities throughout the metropolitan area with the South Australian Sports Institute (SASI) running elite training and development programs delivering state and national programs.

Accommodation facilities are required adjacent to, or in association with, major sporting venues (e.g. State Sports Park) or co-located within a sports precinct.

Sporting and recreation facilities and recreation trails in metropolitan Adelaide need to remain 'fit for purpose' and be targeted to meet the needs of the community.

Arts, Culture and Heritage

The bulk of the collections at the Art Gallery and the South Australian Museum are under storage and the potential of these facilities (together with the State Library) as a cluster of major learning and tourism needs to be assessed.

The demand for online access to the above collections is increasing and would benefit from an online platform to showcase the entire collection to a global audience, particularly the world's most significant collection of Australian indigenous cultural material.

The upgrade of North Terrace boulevard provides an opportunity to reinforce the state's cultural credentials, add value to the public realm and strengthen the city's tourism appeal and economic performance.

'Heritage Directions: a Future for Built Heritage in South Australia' suggested that significant Government-owned heritage places (e.g. the Old Adelaide Gaol, Carrick Hill, Ayers House and Martindale Hall) be managed and operated by a single organisation. This would allow South Australia to realise the full potential of these places as major tourist attractions.

Natural Assets

Adelaide's metropolitan beaches provide major recreation and leisure activities and are also a major factor in the increasing demand for coastal living.

The State Government continues to implement the sand management plan.

The Metropolitan Open Space System (MOSS) provides opportunities for passive and recreational open space. Parklands 2036 incorporates public open space into a linked network that provides recreation and biodiversity opportunities.

The Cleland Wildlife Park, Adelaide Botanic Gardens, Belair National Park and other metropolitan parks and gardens showcase South Australia's nature conservation program and also serve as major recreation and community education resources.

The Adelaide Botanic Gardens focuses on evaluating plants of economic and ornamental benefit. A Site Master Plan is now being developed for the Adelaide Botanic and the Mount Lofty Botanic Gardens in response to changes in our society and the changing role of botanic gardens.

Recent initiatives such as the 'Coast Park' development and the Million Trees Program are contributing to Adelaide's biodiversity and environmental sustainment. The Million Trees Program is helping Adelaide to meet its sustainability and green city objectives. The program aims to establish three million trees and native vegetation on public land throughout urban Adelaide.

Critical Infrastructure

Owners and operators of critical infrastructure need to ensure adequate levels of protection for their assets and systems from a range of hazards and threats. Plans should take account of the current security environment, seek to minimise points of failure and provide for rapid recovery and business continuity.

Projects

Project	Priority #	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Energy				
Capacity of metropolitan electricity network				
<ul style="list-style-type: none"> Identify opportunities for upgrading the capacity of the metropolitan electricity transmission and distribution network <p>* Lead – private sector</p>	U/way	*	*	1.16
Reliability of gas supplies				
<ul style="list-style-type: none"> Facilitate the interconnection of the SEA Gas and Moomba pipelines and/or develop new 'city gate stations' 	1	*		1.16
<ul style="list-style-type: none"> Facilitate sufficient capacity in the system to meet any significant new industrial load or embedded generator <p>Lead – private sector</p>	2	*	*	1.6
Water				
Reuse of wastewater				
<ul style="list-style-type: none"> Consider economic opportunities for further reuse of treated wastewater from Bolivar, Glenelg, Christies Beach and other wastewater treatment plants <p>Lead – State Government</p>	U/way	*	*	1.16 3.1
Standard of stormwater systems				
<ul style="list-style-type: none"> Continue to enhance water management throughout the Patawalonga catchment - "The Pat fights back" 	U/way	*		1.16
<ul style="list-style-type: none"> Implement high priority works arising out of the Urban Stormwater Initiative <p>Lead – local government, State Government</p>	1	*	*	1.16 5.7
Christies Beach				
<ul style="list-style-type: none"> Augment plant capacity to cater for growth <p>Lead – State Government</p>	2	*		1.16

* Lead – lead responsibility for promoting, developing and evaluating the project.

Priority – preliminary rankings. Priority numbers do not represent a final commitment by the State Government or other lead entities. See the Delivering the Plan section for further details.

Project	Priority	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Transport				
Port and export related infrastructure at Outer Harbor				
■ Establish new grain wharf and port related infrastructure	U/way	*		1.12
■ Deepen the channel to Outer Harbor	1	*		1.16
■ Complete the Port River Expressway	1	*	*	1.16
■ Upgrade the Le Fevre Peninsula rail corridor	1	*		1.16
Lead – private sector, State Government				
Freight and export linkages				
■ Complete the metropolitan inner and outer ring route improvements including Britannia roundabout, Bakewell Bridge upgrade	U/way	*		1.16
■ Create City West connector	U/way	*	*	1.16
■ Develop the link between the Sturt Highway and the Port River Expressway	1	*	*	1.16
Lead – State Government, private sector				
North-south corridor				
Develop reliable and efficient transport links for the north-south corridor				
■ Construct an underpass at Anzac Highway and a tunnel under Port and Grange Roads and upgrade South Road between Port and Torrens Roads	1	*		1.16
■ Undertake further improvements to South Road traffic flow	1		*	1.16
Lead – State Government				
Travel times on arterial road network				
■ Undertake intersection and network improvements on selected arterial roads	1	*	*	2.9
Lead – State Government, local government				
Transport infrastructure in the southern suburbs				
■ Undertake road upgrades to improve safety and traffic management, e.g. Black Road, Commercial Road, Hallett Cove connector	U/way	*		2.9
Lead – State Government				
Public transport patronage				
■ Replace public transport fleets as required	U/way	*	*	3.9
■ Develop the Marion Shopping Centre interchange	1	*		
■ Investigate the extension of the Noarlunga rail corridor to Seaford	1	*		
■ Upgrade Glenelg light rail line and extend to North Terrace	1	*		
■ Investigate the electrification of the heavy rail network	3		*	3.9
Lead – State Government, private sector				
Presentation of major transport gateways and corridors				
■ Complete the new Adelaide airport terminal	U/way	*		1.16
■ Upgrade intersection of Sir Richard Williams and Sir Donald Bradman Drives and corridors to the city	3		*	1.16
Lead – private sector, State and Australian Governments				

Project	Priority	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Traffic movements through Gawler				
<ul style="list-style-type: none"> Explore options for a bypass of Gawler to manage increasing traffic, including the option of a north-east bypass 	U/way	*		1.13 2.9
<ul style="list-style-type: none"> Upgrade Main North/Tiver Road intersection 	2	*	*	5.8
Lead – local government				
Health imperatives of transport				
<ul style="list-style-type: none"> Continue to develop bicycle lanes and off road bicycle and walking paths 	1	*	*	3.9
Lead – State Government				
Land				
Industrial precinct development				
<ul style="list-style-type: none"> Develop the Maritime Precinct at Osborne to support naval ship building and allied industries including providing ship lift facilities and required dredging 	1	*		1.16 1.6
<ul style="list-style-type: none"> Coordinate and prioritise the development and release of serviced and appropriately zoned commercial and industrial land to facilitate cluster developments 	1	*	*	1.6
Lead – State Government, local government, private sector				
Information and Communications Technology (ICT)				
Broadband capacity				
<ul style="list-style-type: none"> Construct the SABRENet fibre optic network 	U/way	*		4.10
<ul style="list-style-type: none"> Rollout advanced broadband infrastructure to encourage competitive broadband services for business 	U/way	*		4.7
Lead – State Government, private sector				
Wireless telecommunications				
<ul style="list-style-type: none"> Support extension of the Citilan network in the metropolitan area and promote its commercial application 	3	*		4.7
Lead – private sector				
Health				
Maintaining and reconstructing general and mental health facilities				
<ul style="list-style-type: none"> Continue to redevelop hospital and mental health facilities at Royal Adelaide Hospital, Women and Children's Hospital, Flinders Medical Centre, Lyell McEwin Hospital, Queen Elizabeth Hospital, Modbury Hospital, Repatriation General Hospital 	U/way	*	*	1.16
<ul style="list-style-type: none"> Redevelop and improve plant, biomedical equipment and critical infrastructure 	1	*	*	2.2
Lead – State Government				
Primary health care centres				
<ul style="list-style-type: none"> Establish three mental health community rehabilitation facilities 	U/way	*		2.2
<ul style="list-style-type: none"> Establish primary health care centres in metropolitan Adelaide 	2	*	*	2.2
<ul style="list-style-type: none"> Relocate ambulatory outpatient services to primary health care settings 	2	*	*	2.2
<ul style="list-style-type: none"> Relocate state-wide drug and alcohol services 	2		*	2.2
<ul style="list-style-type: none"> Establish Aboriginal step-down facilities 	2		*	6.1
Lead – State Government, private sector				

Project	Priority	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Aged care facilities				
<ul style="list-style-type: none"> Provide more aged care facilities and services (residential and community aged care) to meet the needs of the ageing population 	2	*	*	2.2
Lead – Australian Government, private sector				
Workforce education training and research				
<ul style="list-style-type: none"> Build the Cancer Innovation Centre at Flinders Medical Centre 	1	*		6.2
<ul style="list-style-type: none"> Establish the Frome Road Biomedical Research Precinct (Florey Precinct) – National Centre for Generational Health 	2		*	6.2
Lead – State Government, charitable sector				
Community Services and Housing				
Supported accommodation				
<ul style="list-style-type: none"> Redevelop the Strathmont Centre 	1	*		6.5
<ul style="list-style-type: none"> Redevelop the Cavan Training Centre 	2		*	2.8
<ul style="list-style-type: none"> Renew accommodation for the Enfield and Gilles Plains Community Residential Care (CRC) Units 	3		*	6.4
Lead – State Government				
Justice and Emergency Services				
Standard of SAPOL facilities				
<ul style="list-style-type: none"> Construct new police stations at Golden Grove, Para Hills and Aldinga 	1	*		2.8
Lead – State Government				
Education and Training				
Capacity of VET facilities				
<ul style="list-style-type: none"> Redevelop facilities for building trades at Marlestone 	1	*		4.10
<ul style="list-style-type: none"> Develop hospitality training centre 	1	*		6.15
<ul style="list-style-type: none"> Develop a centre for veterinary and applied science at Gilles Plains 	1	*		6.17
<ul style="list-style-type: none"> Establish a maritime skills centre at Osborne 	1	*		
<ul style="list-style-type: none"> Upgrade and reconfigure Elizabeth TAFE and Noarlunga TAFE 	2		*	
<ul style="list-style-type: none"> Establish a new TAFE campus in the southern suburbs 	2		*	
<ul style="list-style-type: none"> Develop a centre of excellence in engineering at Regency Park 	2		*	
Lead – State Government, private sector				
Higher education facilities				
<ul style="list-style-type: none"> Establish facilities for a fourth university 	1	*		6.16
Lead – State Government				
<ul style="list-style-type: none"> Establish a new pre-university teaching facility at Flinders University 	1	*		6.16
Lead – University sector				
Demand for primary school facilities in urban fringe				
<ul style="list-style-type: none"> Rejuvenate local schools to support improved utilisation and intergration of services 	2	*	*	6.10
Lead – State Government				

Project	Priority	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Science, Technology and Innovation				
Centre for Excellence in Defence				
<ul style="list-style-type: none"> Establish a Centre for Excellence in Defence Industry Systems Capability Lead – State Government	U/way	*		4.6
STI capabilities				
<ul style="list-style-type: none"> Establish the science media centre Lead – research sector, State Government	U/way	*		4.10
<ul style="list-style-type: none"> Expand Thebarton Bioscience Precinct Lead – State Government	U/way	*		4.10
Manufacturing research capability				
<ul style="list-style-type: none"> Co-locate manufacturing research activities, including those of the CSIRO and University of South Australia in a new SA Mawson Centre for Advanced Manufacturing Lead – State Government, research & private sectors	2	*		4.6 4.10
Waste Management				
Resource recovery and recycling capacity				
<ul style="list-style-type: none"> Identify and plan waste management, organic and resource recovery sites Lead – local government, private sector	1	*		3.11
Recreation and Sport				
Facilities to support national and international level events				
<ul style="list-style-type: none"> Develop a state aquatic centre at Marion (subject to Australian Government support) 	1	*		2.2 2.7
<ul style="list-style-type: none"> Redevelop the western grandstand at Adelaide Oval 	3		*	
<ul style="list-style-type: none"> Continue the sustainable development of the state's recreational trails network 	3	*	*	
<ul style="list-style-type: none"> Provide accommodation in association with major sporting hubs (e.g. State Sports Park) Lead – State Government, private sector	3		*	
Arts, Culture and Heritage				
Showcasing built form and public spaces in the CBD				
<ul style="list-style-type: none"> Continue to upgrade North Tce and Riverbank precincts Lead – State Government, local government	U/way	*		1.13 4.1
Arts facilities				
<ul style="list-style-type: none"> Upgrade and refurbish the Adelaide Festival Centre <ul style="list-style-type: none"> Stage 1 - Dunstan Playhouse 	1	*		4.1
<ul style="list-style-type: none"> Stages 2 & 3 - theatre and catering facilities 	2		*	4.1
<ul style="list-style-type: none"> Upgrade the Adelaide Entertainment Centre Lead – State Government	2	*	*	4.1

Project	Priority	2005/6– 2009/10	2010/11– 2014/15	SASP Targets
Museum facilities				
■ Upgrade public galleries at the South Australian Museum	2	*		1.13
■ Upgrade the Migration Museum	2		*	1.13
Lead – State Government				
Arts training facilities				
■ Construct a multimedia arts facility at Flinders University	3		*	4.1 4.9 4.10
Lead – university sector				
Natural Assets				
Sand replenishment on Adelaide’s beaches				
■ Implement the Living Coast Strategy including the metropolitan sand management program	U/way	*	*	1.16
Lead – State Government, local government				
Protection of Adelaide’s natural assets				
■ Implement the site master plan for Adelaide & Mount Lofty Botanic Gardens	U/way	*		1.13
■ Protect and manage Adelaide’s parklands	1	*		2.1
■ Protect and manage Adelaide’s natural assets and areas of significant biodiversity	2	*	*	2.1
■ Create the Greater Aldinga Conservation Park	3	*		2.1
Lead – State Government, local government				



Metropolitan Adelaide