



## Nomination for OPPORTUNITY

### Urban Growth Boundary

The ongoing challenge for any urban strategic planning is to maintain a suitable balance between a prescriptive approach which provides certainty and consistency in development whilst maintaining adequate flexibility to adapt to changing needs and to accommodate a range of disparate interests. Many of the development plans and controls over the past 50 years are now seen in retrospect as too prescriptive and ultimately ineffective because of their centralised control, lack of consultation and implicit priorities that had unintended adverse consequences.

The 1962 Report of Metropolitan Adelaide warned of an impending urban spread of Adelaide from Sellicks Beach to Gawler and proposed a network of seven urban centres with industrial, seafront and hills face zones and a network of freeways. The subsequent Metropolitan Adelaide Transport Study (MATS), released in 1968, was a comprehensive transport plan to meet Adelaide's emerging and future needs through a major road and rail construction program but did not give adequate consideration to its social and environmental impacts. Subsequent plans for a new city at Monarto were also unsuccessful, in part because of a downward revision of population growth but also because it did not receive wide-spread support. Since then, strategic urban planning for metropolitan Adelaide has moved from the imposition of prescribed detail to a more consultative and performance-based approach, as seen in the more recent 30-Year Plan for Greater Adelaide and the Integrated Transport and Land Use Plan.

It has been said that the Planning, Development and Infrastructure Bill 2015, which recently passed in the Lower House of the South Australian Parliament, is a break with mid-20th century views of city development. An Urban Growth Boundary, as proposed by Minister Rau, may then seem to be a reversion to the previous centralised prescriptive planning approach. It will therefore be critical that if such a boundary is implemented, its objectives and impacts are fully explored with and understood by all interested parties.

The process by which this occurs is likely to be as important as the outcomes, and its progress will depend on continued transparency and consultation at all levels. We trust all interests affected will engage positively on this proposal.

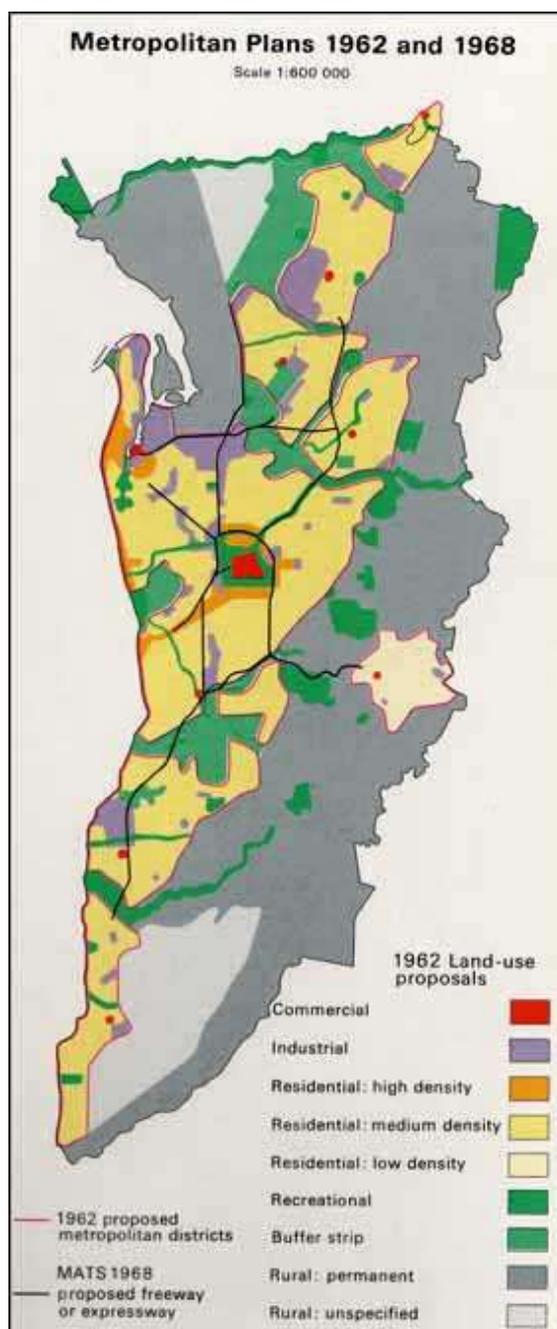


Image: Metropolitan Adelaide Transport Study