

SMITHFIELD REGENERATION

STRUCTURE PLAN REPORT

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1.0 INTRODUCTION

BACKGROUND

THE CHIEF EXECUTIVE OF THE DEPARTMENT FOR HOUSING AND URBAN DEVELOPMENT SEEKS TO AMEND THE PLANNING AND DESIGN CODE FOR THE SMITHFIELD REGENERATION AREA.

THE SMITHFIELD REGENERATION CODE AMENDMENT PROPOSES TO REZONE THE AFFECTED AREA TO ALLOW FOR MEDIUM TO HIGH DENSITY MIXED-USE REGENERATION OF THE PRECINCT.

The Greater Adelaide Regional Plan identifies the entire Affected Area within the State Significant Infill Areas. These are areas of state interest due to their capacity to significantly contribute to delivery of more homes in the right places. These areas are typically close to high-frequency public transport managed by the state and provide opportunities for coordinated mixed-use or higher density housing outcomes.

The Smithfield locality represents a significant urban infill and regeneration opportunity, with abundant local retail services, transport options and recreational open space. Located next to the Gawler Railway Line, the area includes the Smithfield and Broadmeadows Railway Stations, as well as the expansive Munno Para Shopping City complex.

The area offers extensive amenity and an opportunity to increase density through revitalisation. Through coordinated strategic development, housing supply can be increased, along with enhancements to livability and the public realm.

The strategic infill site now owned by Renewal SA, is earmarked for medium to high density development. Between 1,500 to 3,000 dwellings are anticipated to be built on the Renewal SA site, along with redevelopment infill over time in existing surrounding suburban areas.

Development of the Renewal SA site has the potential to create medium to high density housing appropriately integrated with surrounding land uses. Its development also has the potential to improve connectivity across the entire Affected Area, creating linkages between key activity points.

The SA Housing Trust owns many residential properties within the Affected Area. This offers the potential for well-planned redevelopment over time, while increasing density and improving urban design and building efficiency outcomes.

The Munno Para Shopping City complex offers extensive shopping options and has potential for future growth. Surrounding existing residential land uses include a mix of public and private housing, which can be incrementally redeveloped over time.

THE ROLE OF THE STRUCTURE PLAN

THE ROLE OF THE STRUCTURE PLAN IS TO HELP INFORM THE DEVELOPMENT OF A POLICY FRAMEWORK THAT ENCOURAGES THE REGENERATION OF THE SMITHFIELD AREA.

THE STRUCTURE PLAN IS NOT A STATUTORY PLANNING DOCUMENT AND HAS NO LEGAL STATUS AS A PLANNING INSTRUMENT TO FORMALLY GUIDE OR CONTROL DEVELOPMENT IN THE STRUCTURE PLAN AREA.

The proposed Code Amendment seeks to introduce a suitable long term policy framework that encourages medium-high density residential and mixed-use activity across the Affected Area.

The Structure Plan can facilitate direction and guidance of:

- The aspirational long-term population of the Affected Area.
- The desired mix of residential, retail, commercial and community land uses.
- Any enabling infrastructure provisions.
- Primary internal road network and proposed access points from the arterial road network.
- Primary movement networks for buses, cycling and pedestrians.
- Indicative locations for reserves and open space and their intended function.
- Any future road widening requirements, buffers, separation distances and transition methods to avoid, manage or mitigate the impact of different adjacent land use activities.
- The extent and location of land required to manage stormwater.

The Structure Plan delivers the next level of planning detail beneath the overarching Greater Adelaide Regional Plan. It builds on State Planning Policies and directions and is supported by a series of investigations as detailed in this report.

The preparation of the Structure Plan is expected to help inform a concept plan for the Affected Area to be introduced as part of the Code Amendment. All future development will be the subject of future development applications, to be assessed against the Code by the Relevant Authority.



GREATER ADELAIDE REGIONAL PLAN

THE GREATER ADELAIDE REGIONAL PLAN IDENTIFIES THE AFFECTED AREA AS BEING WITHIN THE STATE SIGNIFICANT INFILL AREAS. STATE SIGNIFICANT INFILL AREAS SEEK STATE GOVERNMENT LEADERSHIP TO IMPROVE PLANNING, COORDINATION AND DELIVERY OF URBAN RENEWAL AND INFILL AREAS. THE OBJECTIVES ARE TO CREATE WALKABLE, CONNECTED NEIGHBOURHOODS, FACILITATE INTEGRATED MIXED-USE PRECINCTS, AND MAXIMISE OPPORTUNITIES FOR NEW HIGHER DENSITY HOUSING ALONG TRANSIT CORRIDORS.

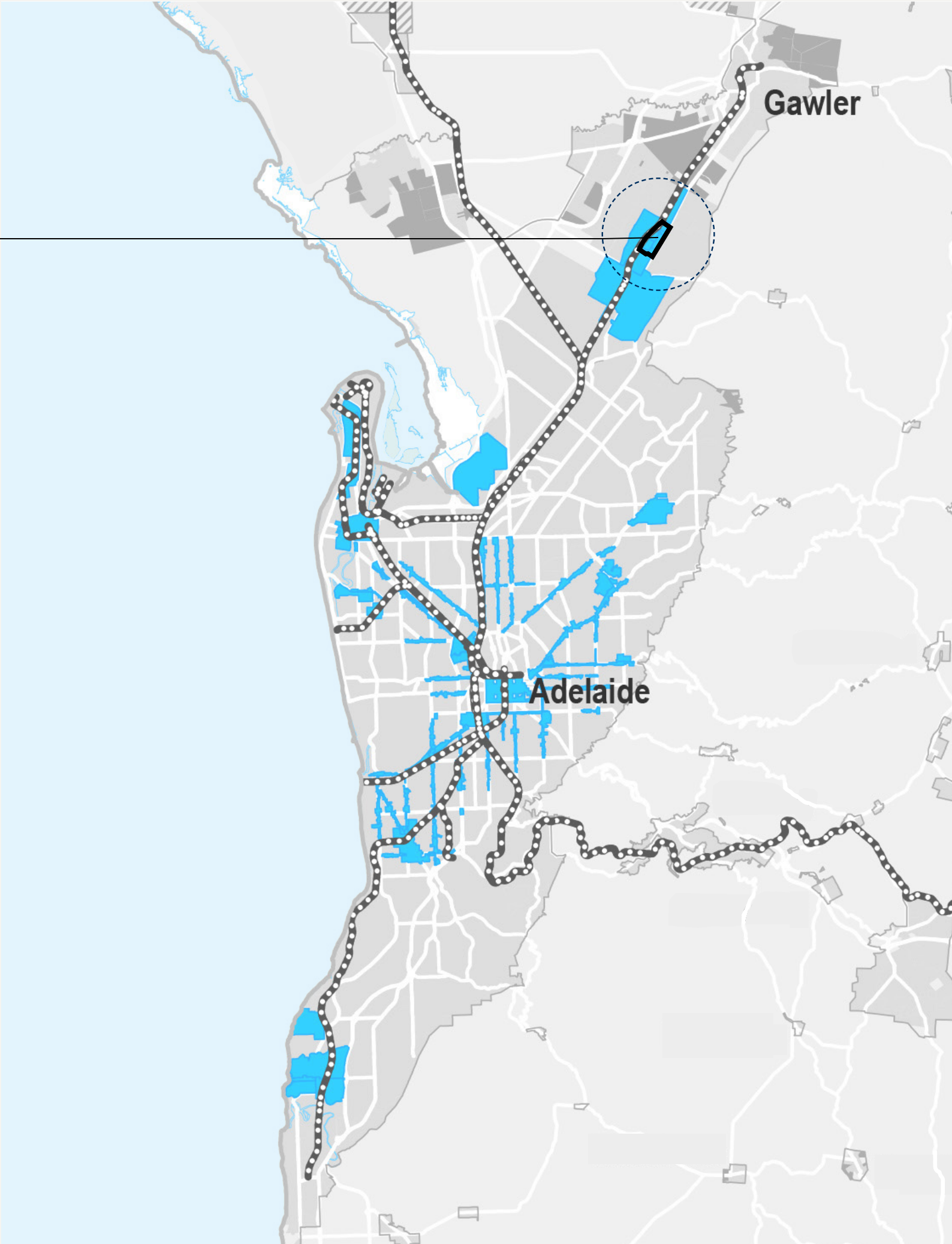
GREATER ADELAIDE REGIONAL PLAN:



163.1 HECTARE
AFFECTED AREA

LEGEND:

- State Significant Infill Areas
- Future Greenfield Growth Area
- Future Greenfield Supply - in EFPA
- Railway



HOUSING ROADMAP

THIS PROPOSAL SUPPORTS THE GOVERNMENT OF SOUTH AUSTRALIA'S HOUSING ROADMAP RELEASED IN JUNE 2024.

THE HOUSING ROADMAP IDENTIFIES THE RENEWAL SA SITE **TO ACCOMMODATE OVER 1,500 HOMES** (SUBJECT TO MASTER PLANNING), HOUSING CONSTRUCTION READY NOVEMBER 2026 (STAGE 1).

SUPPORTING THE HOUSING ROADMAP:

The development of the Renewal SA site will support the Government of South Australia in taking significant action to deliver more housing faster.

RESOLVING THE LACK OF HOUSING STOCK:

The regeneration of Smithfield is anticipated to eventually deliver more than 3,000 new homes across the Affected Area, supporting the Government of South Australia in paving the way for close to 40,000 new residential homes across the state.

DEMAND FOR HOUSING NEAR RETAIL & EMPLOYMENT:

The regeneration of Smithfield will create more homes close to where people work, supporting business and industry.

DEMAND FOR HOUSING NEAR PUBLIC TRANSPORT:

The regeneration of Smithfield will deliver new housing adjacent to Smithfield and Broadmeadows Railway Stations and promote public transport use.



IMAGE: HOUSING ROADMAP JUNE 2024

CONTEXTUAL ANALYSIS

STAKEHOLDER ENGAGEMENT

EARLY ENGAGEMENT WAS UNDERTAKEN WITH KEY STAKEHOLDERS INCLUDING CITY OF PLAYFORD, SA HOUSING TRUST AND RENEWAL SA STAFF AS WELL AS REPRESENTATIVES OF MUNNO PARA SHOPPING CITY.

THE PURPOSE OF THE ENGAGEMENT WAS TO SEEK INPUT AND ASPIRATIONS FROM KEY LAND OWNERS. THIS INFORMATION WAS USED TO HELP INFORM THE PRELIMINARY STRUCTURE PLAN CONSIDERATIONS AND AREAS OF FOCUS.

KEY TOPICS THAT EMERGED INCLUDED:

- TRAFFIC ACCESS AND MANAGEMENT, INCLUDING RECOGNISING THAT KONANDA ROAD IS CURRENTLY A PRIVATELY OWNED ROAD.
- OPPORTUNITIES TO IMPROVE ACCESSIBILITY AND CONNECTIVITY THROUGHOUT SMITHFIELD, PARTICULARLY AS A RESULT OF DEVELOPING THE FORMER DEFENCE SITE WHICH IS CURRENTLY FENCED OFF.
- THE IMPORTANCE OF ENCOURAGING INTEGRATION OF THE FORMER DEFENCE SITE WITH SURROUNDING AREAS AND THE INTERFACE WITH THE SHOPPING CENTRE.

WHILE STAKEHOLDER FEEDBACK HAS INFORMED THE DEVELOPMENT OF THIS STRUCTURE PLAN REPORT, THE DOCUMENT ITSELF DOES NOT REPRESENT FORMAL ENDORSEMENT BY THOSE STAKEHOLDERS.

TECHNICAL INVESTIGATIONS

THIS STRUCTURE PLAN HAS BEEN INFORMED BY A RANGE OF TECHNICAL INVESTIGATIONS THAT ALSO INFORM THE CODE AMENDMENT, INCLUDING:

- ACOUSTIC
- INFRASTRUCTURE (INCLUDING WATER AND WASTEWATER)
- TRAFFIC
- STORMWATER

FOR MORE DETAILED INFORMATION ON THE TECHNICAL INVESTIGATIONS UNDERTAKEN, PLEASE REFER TO THE SEPARATE REPORTS PROVIDED IN THE DRAFT CODE AMENDMENT.

2.0

THE SITE

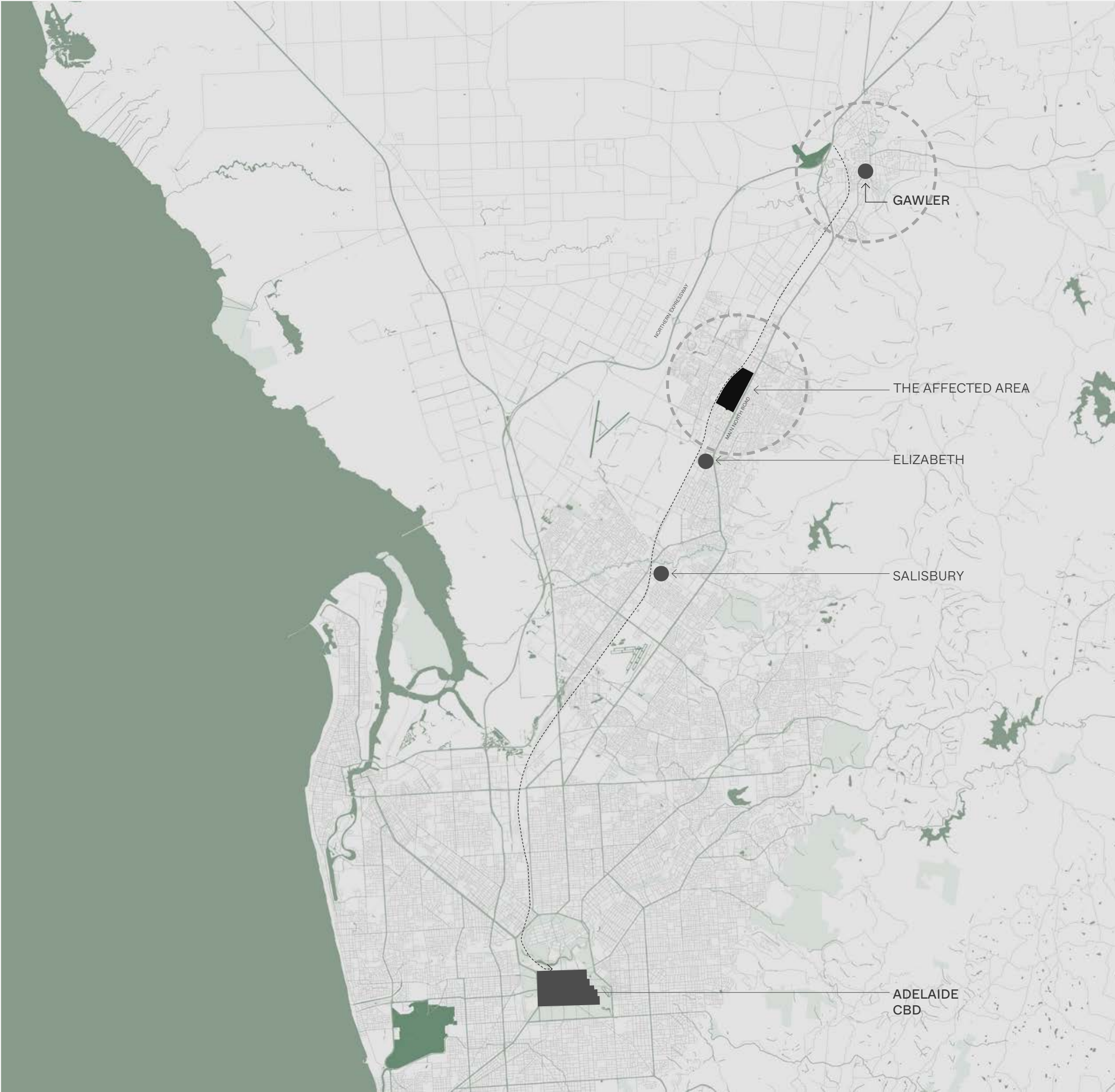
METROPOLITAN LOCATION

THE AFFECTED AREA IS LOCATED IN THE NORTHERN SUBURBS OF ADELAIDE, SOUTH AUSTRALIA, WITHIN THE CITY OF PLAYFORD.

SMITHFIELD IS APPROXIMATELY 30km NORTH OF THE ADELAIDE CBD. IT IS WELL CONNECTED BY TRAIN WITH THE GAWLER RAILWAY LINE ON THE WESTERN BOUNDARY.

MAIN NORTH ROAD AND THE NORTHERN EXPRESSWAY PROVIDE THE PRIMARY VEHICLE CONNECTIONS TO THE SITE.

THE ADJOINING MAP SHOWS A RADIUS DISTANCE OF 3km.



GAWLER RAILWAY LINE

THE AFFECTED AREA IS WELL CONNECTED BY TRAIN, WITH THE GAWLER RAILWAY LINE RUNNING ALONG ITS WESTERN BOUNDARY.

THE AFFECTED AREA INCLUDES SMITHFIELD RAILWAY STATION TO THE NORTH AND BROADMEADOWS RAILWAY STATION TO THE SOUTH.

THE ADJOINING MAP SHOWS A RADIUS DISTANCE OF 800 METRES AROUND EACH RAILWAY STATION SHOWN.



EMERGING CONTEXT

THE AFFECTED AREA IS LOCATED IN THE HEART OF A RAPIDLY CHANGING AND EVOLVING URBAN ENVIRONMENT - AND WILL SUPPORT AND COMPLEMENT THE PLAYFORD ALIVE DEVELOPMENT LOCATED TO THE WEST OF THE RAILWAY CORRIDOR.

ONE OF THE LARGEST URBAN RENEWAL PROJECTS IN AUSTRALIA, PLAYFORD ALIVE IS CREATING A DIVERSE, INTEGRATED AND SUSTAINABLE COMMUNITY.

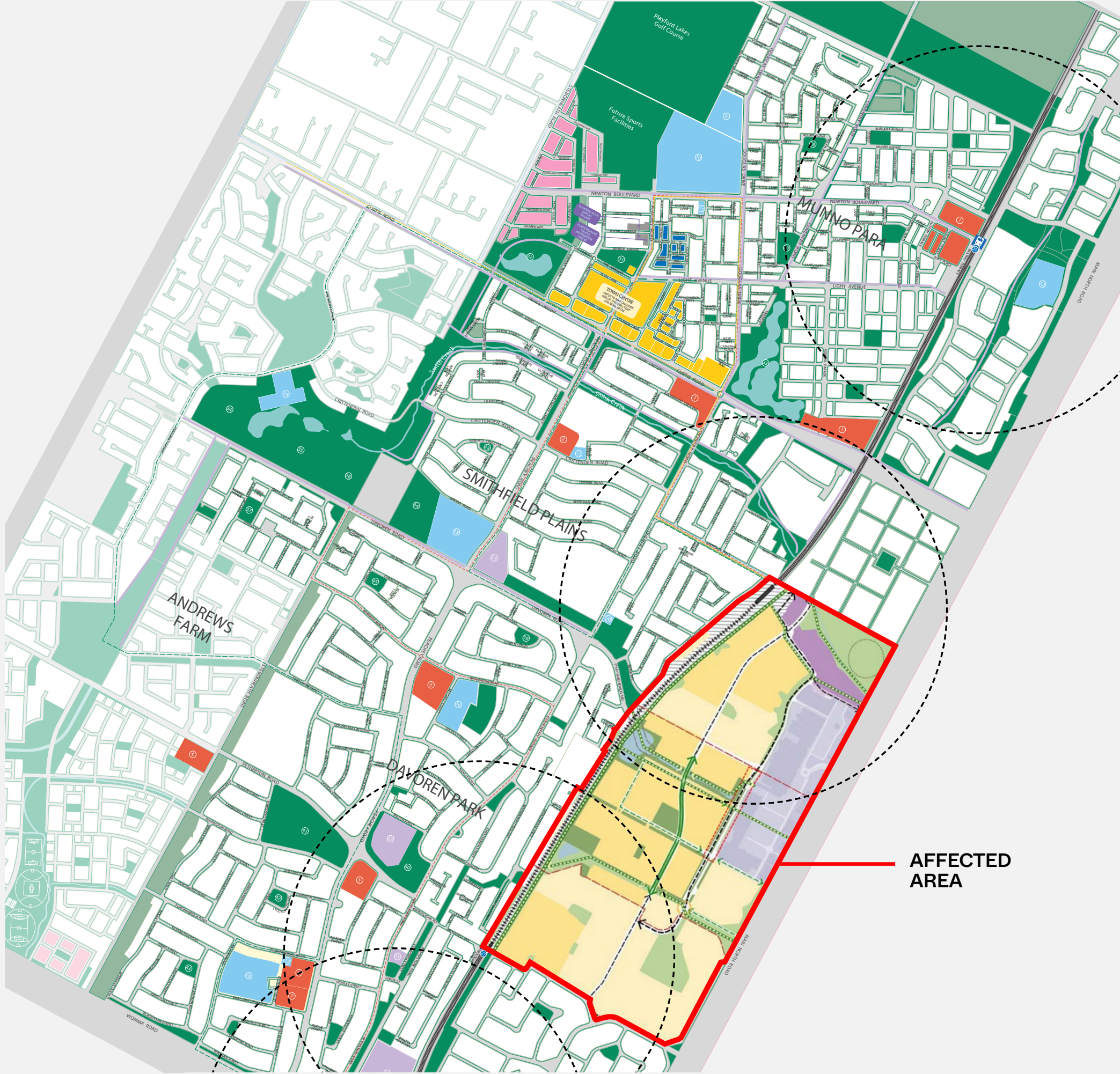
Playford Alive is a partnership between Renewal SA, the SA Housing Trust, the City of Playford, and the local community.

This initiative is regenerating the established suburbs of Davoren Park, Smithfield Plains and Andrews Farm, while also facilitating the development of new greenfield land in Munno Para.

Playford Alive is being developed with new schools, a state-of-the-art medical centre, wetlands, parklands and a \$250 million town centre.

It will be one of Adelaide’s most connected communities, linked by train and bus services, including a new railway station at Munno Para.

Once complete, the Playford Alive initiative will accommodate more than 43,000 people.



AFFECTED AREA

LANDMARKS AND FEATURES WITHIN THE AFFECTED AREA INCLUDE:

- The 33.5 hectare Renewal SA site
- Existing residential areas to the north and south
- The Gawler Railway Line
- Smithfield and Broadmeadows Railway Stations
- Munno Para Shopping City
- Broadmeadows Reserve (hosting Playford City Baseball Club)
- Smithfield Civic Park Memorial Gardens
- Smithfield Oval (JP Ferguson Recreation Park)
- Smithfield Sports and Social Club
- Smith Creek.

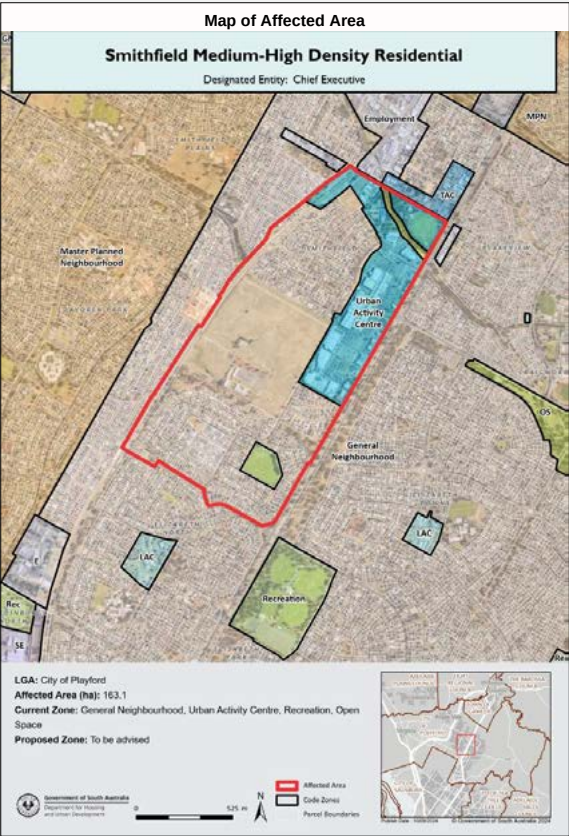
The Affected Area is located approximately 30km north of the Adelaide CBD within the City of Playford, on Kurna Country.



AFFECTED AREA

163.1 hectares

- IT IS BOUNDED BY:
- Anderson Walk to the north
 - The western side of the Gawler Railway Line to the west
 - Main North Road to the east
 - Woodford Road, Whiteparish Road and Tisbury Street to the south.



HISTORY OF THE SITE

PRE-EUROPEAN SETTLEMENT

The Affected Area is located on the traditional Country of the Kurna people. The indigenous history of the City of Playford is tied to the Kurna people, and is reflected in the names of some of the local suburbs, including Munno Para, which means ‘Golden Wattle Creek’ in the local language.

EARLY SETTLEMENT

Smithfield was an early settlement established between Salisbury and Gawler. It was originally named ‘Smith’s Creek’ after John Smith, a Scottish pioneer and one of the first European settlers in the area. In 1847, Smith was granted sections 1714, 1715 and 1719 along Main North Road in the Hundred of Munno Para.

By the 1880s, the township had a railway station (1857), telegraph station (1859), institute building (1883), a school, a store and several other service providers. Gawler Plains Post Office opened on 12 July 1850 and was renamed to Smithfield Post Office in 1855.

Anderson Walk is the southern boundary of the original township village, which was subdivided by John Smith in a grid pattern, with Augusta Square at its centre.

WORLD WAR 2

During the Second World War, the government built a munitions/ ordnance factory and storage facility on the Renewal SA site. Parts were demolished in later years and became the current Army Reserve depot -, home to the 3rd/9th Light Horse (South Australian Mounted Rifles) and 49 ACU Army Cadets.

1970s- and 1980s

During the 1970s and 1980s, Smithfield developed into what we see today -, including the construction of single level, semi-detached housing delivered by the SA Housing Trust.

MUNNO PARA SHOPPING CITY

During the 1990s, the area changed again, with the construction and opening of Munno Para Shopping City, which has continued to evolve ever since.

Semi-detached housing delivered by the SA Hosing Trust in the 1980s.

The construction and opening of Munno Para Shopping City in 1994-1995.



Semi-detached housing delivered by the SA Housing Trust in the 1980s



The construction and opening of Munno Para Shopping City in 1994-1995

LAND OWNERSHIP

THE AFFECTED AREA IS SHARED BETWEEN A MIX OF PUBLIC AND PRIVATE OWNERSHIP, SUMMARISED AS FOLLOWS:

RESIDENTIAL	54.6 ha	33.5%	
RETAIL	25.1 ha	15.4%	
MUNNO PARA SHOPPING CENTRE	24.3 ha	14.9%	
NORTHERN RETAIL AREA	0.8 ha	0.5%	
OPEN SPACE	22.3 ha	13.7%	
CITY OF PLAYFORD	22.3 ha	13.7%	
TRANSPORT	8.2 ha	5.0%	
DIT	8.2 ha	5.0%	
RENEWAL SA LAND	33.5 ha	20.5%	
ROAD RESERVE	19.4 ha	11.9%	



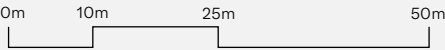
LAND USE

- AFFECTED AREA BOUNDARY
- NON-PRIVATE RESIDENTIAL
- RESIDENTIAL
- UTILITY/INDUSTRY
- RESERVE
- COMMERCIAL
- RETAIL COMMERCIAL
- VACANT RESIDENTIAL
- VACANT
- PUBLIC INSTITUTION
- RECREATION
- EDUCATION



ZONING

- AFFECTED AREA
BOUNDARY
- GENERAL
NEIGHBOURHOOD
- TOWNSHIP ACTIVITY
CENTRE
- URBAN ACTIVITY CENTRE
- MASTER PLANNED
COMMUNITY
- EMPLOYMENT
- RECREATION
- OPEN SPACE



3.0 STRUCTURE PLAN

THE SMITHFIELD REGENERATION IS ANTICIPATED TO RESULT IN 3,000 - 5,000 HOMES WITHIN A VIBRANT NEW COMMUNITY HEART FOR THE NORTH OF ADELAIDE.

The Smithfield regeneration represents a significant urban infill and regeneration opportunity, with abundant local retail services, transport options and recreational open space. Located next to the Gawler Railway Line, the area includes the Smithfield and Broadmeadows Railway Stations, as well as the expansive Munno Para Shopping City complex.

KEY OBJECTIVES

THE SMITHFIELD REGENERATION CODE AMENDMENT PROPOSES TO REZONE THE AFFECTED AREA TO ALLOW FOR MEDIUM TO HIGH DENSITY MIXED-USE DEVELOPMENT AND REVITALISATION OF THE PRECINCT.

1. BREATHING NEW LIFE INTO A FENCED OFF VACANT SITE

The 33.5 hectare former Department of Defence site has been a fenced off barrier to the community. Its activation will allow new connections and improved permeability.

2. HOUSING SUPPLY WHERE IT IS NEEDED MOST

Supporting the realisation of more than 3,000 homes across the Affected Area, the proposed Code Amendment will boost housing supply in the north of Adelaide where there is significant growth and demand.

3. APPROPRIATE MIX OF DENSITIES AND HOUSING TYPOLOGIES

The Smithfield Regeneration area can provide an appropriate level of medium to high density living that responds to the needs of the community - with a diverse mix of housing typologies, including social, affordable, and market value homes.

4. PROVIDING HOUSING CLOSE TO SUSTAINABLE TRANSPORT OPTIONS

Makes greater use of the Smithfield and Broadmeadow Railway Stations, providing residents access to significant public transport investment.

5. EMBEDDED OPEN SPACE, WATER AND TREE CANOPY

New Open space, recreational spaces and Water Sensitive Urban Design (WSUD) can be included to enhance the amenity for new and existing residents.

6. A VIBRANT AND DIVERSE MIXED-USE COMMUNITY

A mixed-use precinct, with a diverse mix of land uses providing, private housing, affordable and social housing, aged care, retail and amenity.

DESIGN PRINCIPLES

SIX OVER-ARCHING PLACE-MAKING DESIGN PRINCIPLES HAVE GUIDED THE DEVELOPMENT OF THE STRUCTURE PLAN FOR THE SMITHFIELD REGENERATION CODE AMENDMENT. THE PRINCIPLES ARE BASED ON AN URBAN DESIGN RESPONSE TO SUPPORT FUTURE DEVELOPMENT OF THE COMMUNITY AS A DESIRABLE PLACE TO LIVE, WORK AND PLAY.



1. A SAFE AND VIBRANT PLACE

- CELEBRATE AND ENHANCE THE NATURAL FEATURES OF THE AREA.
- CREATE AN OPEN SPACE NETWORK THAT FACILITATES EXPERIENCES OF LIVING WITH THE NATURAL ENVIRONMENT.
- CREATE OPEN SPACES THAT ENCOURAGE NEIGHBOURHOOD ACTIVITIES AND RESIDENT INTERACTIONS.
- PROVIDE SAFE, ACCESSIBLE AND PEDESTRIAN FRIENDLY STREETS.
- ENHANCE SMITHFIELD AS A CULTURAL LOCATION.
- PROVIDE OPPORTUNITIES FOR SHARING TRADITIONAL CUSTODIAN OWNER KNOWLEDGE.



2. APPROPRIATE DENSITY AND HOUSING

- RECOGNISE THE SITE AS AN OPPORTUNITY TO SUPPORT HOUSING AND POPULATION GROWTH.
- PROVIDE OPPORTUNITIES FOR AFFORDABLE AND SOCIAL HOUSING.
- PROVIDE A DIVERSE RANGE OF HOUSING TYPOLOGIES AND BUILDINGS TO ACCOMMODATE ALL POTENTIAL RESIDENTS.
- ENCOURAGE ACTIVE TRANSPORT AND MOVEMENT THROUGHOUT THE SITE THROUGH GREEN SPACES AND LINEAR PARKS.
- ENSURE NEW DEVELOPMENT ENHANCES THE ARCHITECTURAL BUILT QUALITY OF THE SMITHFIELD AREA.



3. SUPPORTS THE ECONOMY

- SUPPORT THE ACTIVATION OF THE EXISTING MUNNO PARA SHOPPING CITY.



4. A SUSTAINABLE PRECINCT

- CONTRIBUTE TO THE CITY OF PLAYFORDS URBAN TREE CANOPY COVER TARGETS.
- RETAIN SIGNIFICANT EXISTING TREES/VEGETATION AND PROVIDE OPPORTUNITIES FOR FURTHER PLANTING OF TREES/VEGETATION.
- PROVIDE RESILIENCE MEASURES TO MITIGATE CLIMATE CHANGE.



5. A WELL CONNECTED SITE

- PROMOTE ACTIVE MODES OF TRANSPORT THROUGH ACTIVE TRANSPORT CORRIDORS AND TRAILS.
- PROVIDE A CLEAR HIERARCHY OF STREETS WHICH BALANCE VEHICLE TRAFFIC WITH PEDESTRIAN ACTIVITY.
- PROVIDE PARKING SOLUTIONS WHICH BALANCE DEMAND FOR PARKING WITH CONVENIENCE TO NEARBY TRAIN STATIONS.
- CATER FOR FUTURE DENSIFICATION OF EXISTING LOTS NEAR TRAIN STATIONS.

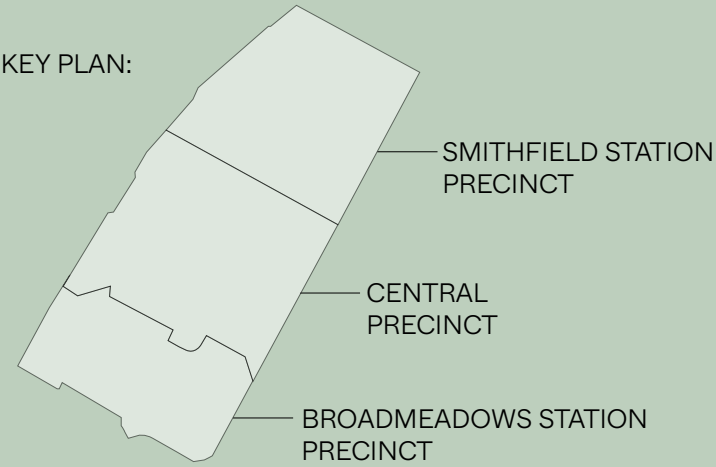


6. COMMUNITY FOCUSED

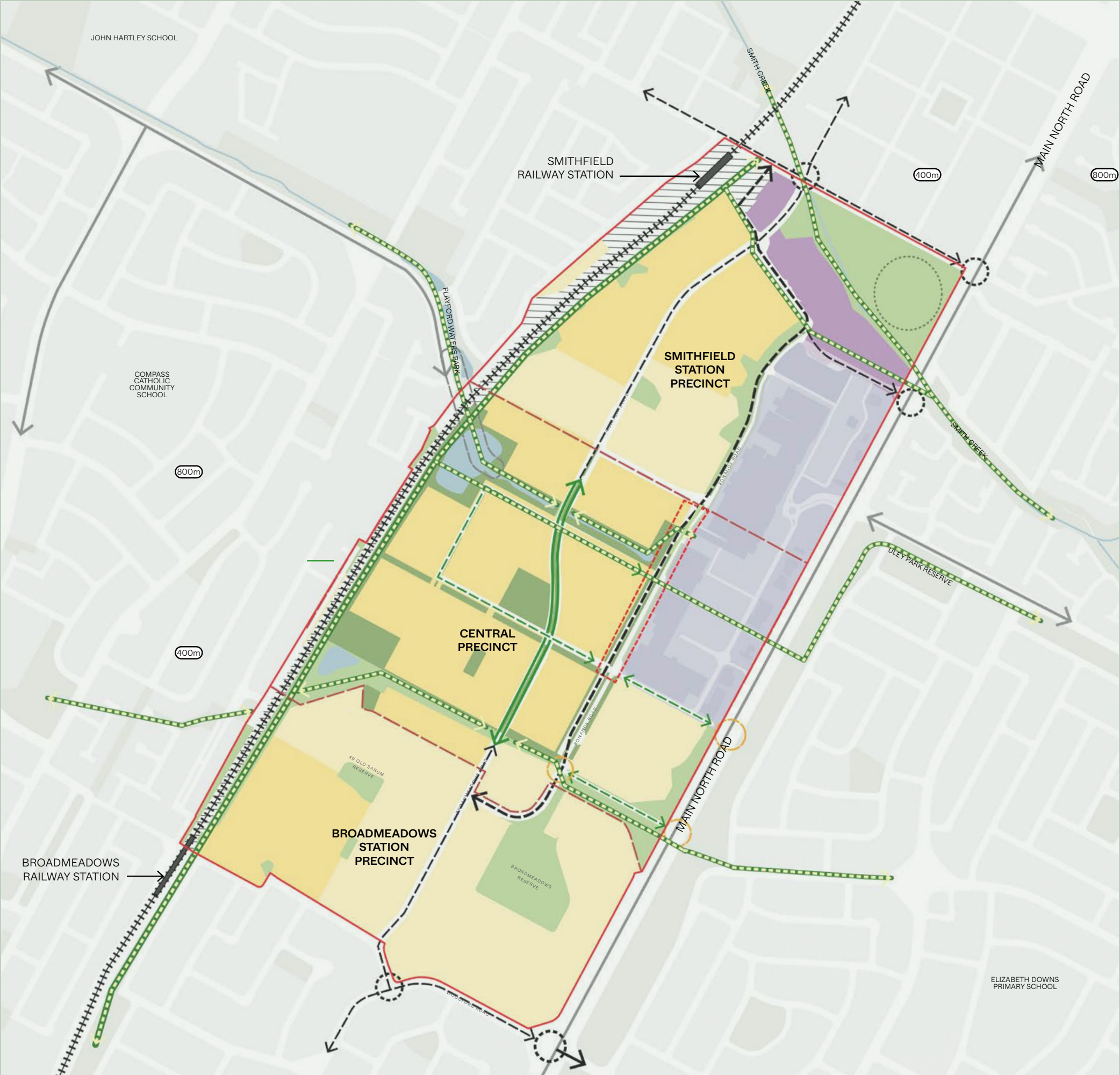
- ENGAGE AND RECEIVE FEEDBACK FROM THE EXISTING COMMUNITY.
- PROVIDE OPPORTUNITIES TO STRENGTHEN COMMUNITY CONNECTIONS.

SMITHFIELD REGENERATION STRUCTURE PLAN

KEY PLAN:

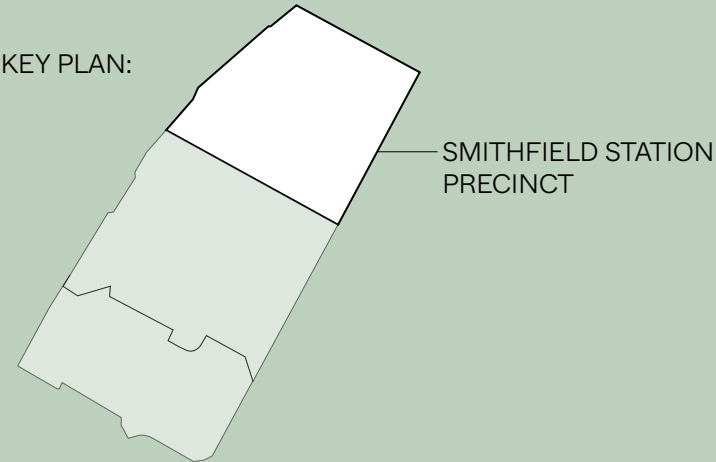


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| AFFECTED AREA BOUNDARY | POTENTIAL FUTURE OPEN SPACE | POTENTIAL FUTURE INTERSECTION |
| RAIL RESERVE | EXISTING OVAL | EXISTING ROAD LINKAGE |
| RAILWAY LINE | MIXED-USE | POTENTIAL FUTURE BOULEVARD LINK |
| RAILWAY STATION | RETAIL | POTENTIAL FUTURE ROAD LINK |
| ROAD RESERVE | RESIDENTIAL/RETAIL INTERFACE | EXISTING CONTEXT ROAD |
| RESIDENTIAL | POTENTIAL FUTURE ACTIVE TRAVEL CORRIDOR | PRECINCT BOUNDARY |
| POTENTIAL FUTURE DETENTION BASIN/ SWALE | POTENTIAL FUTURE OVER RAILWAY CONNECTION | |
| EXISTING OPEN SPACE | EXISTING INTERSECTION | |

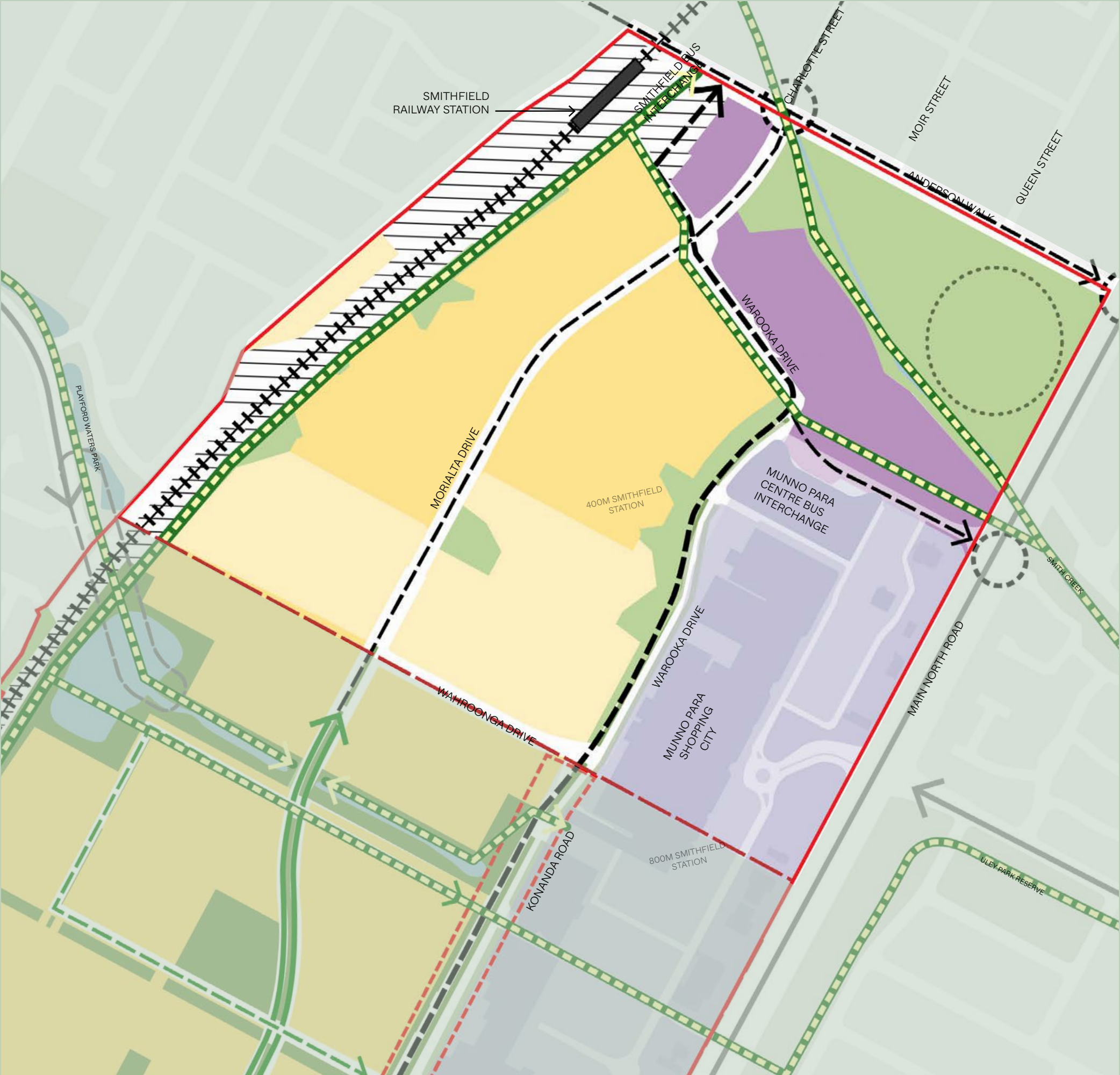


SMITHFIELD STATION PRECINCT

KEY PLAN:



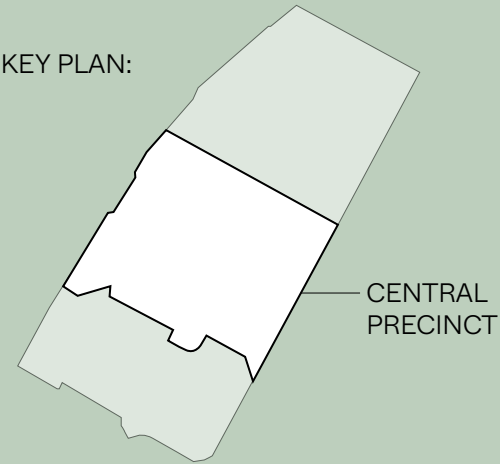
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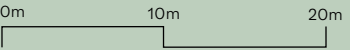
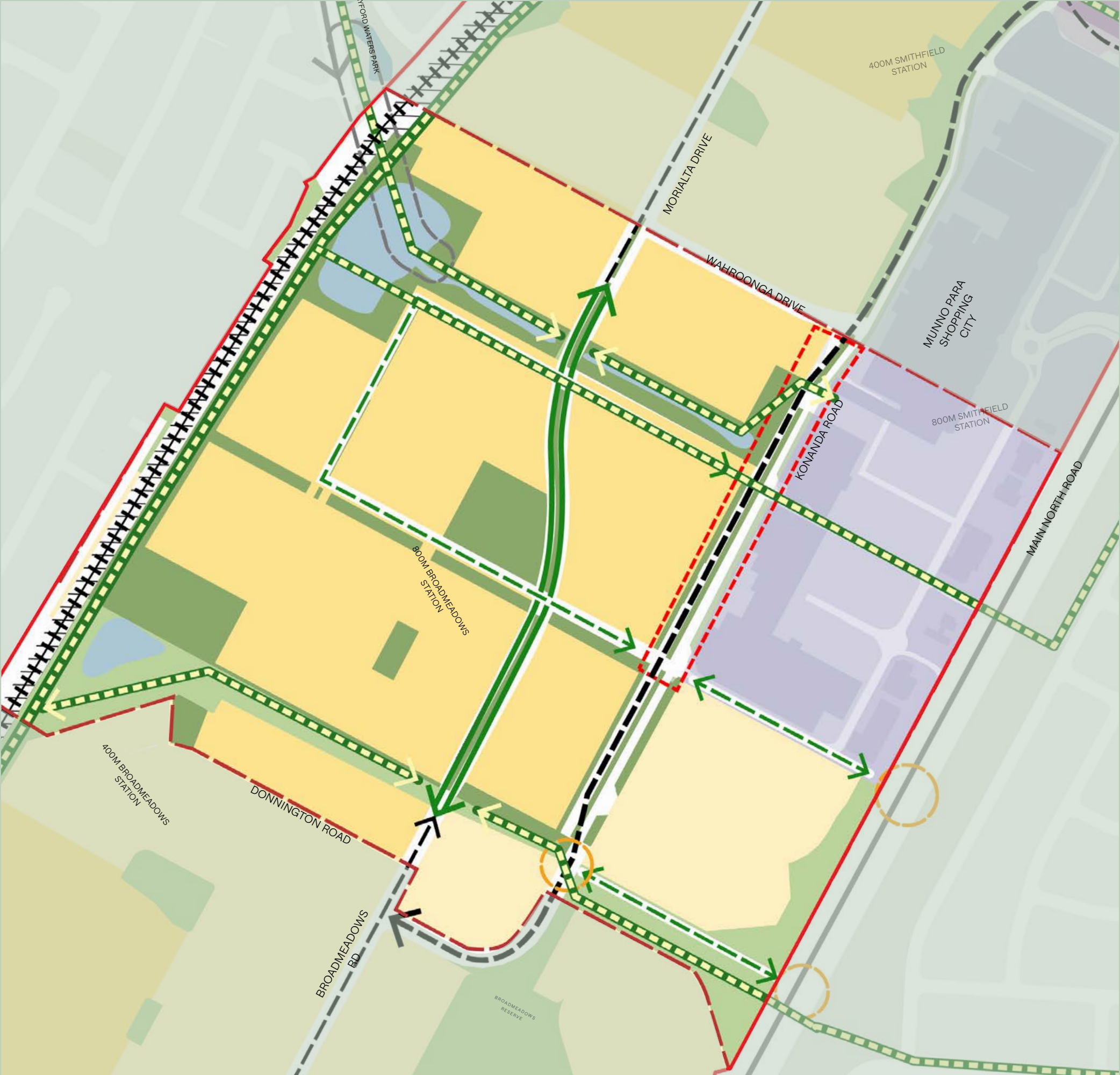
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CENTRAL PRECINCT

KEY PLAN:

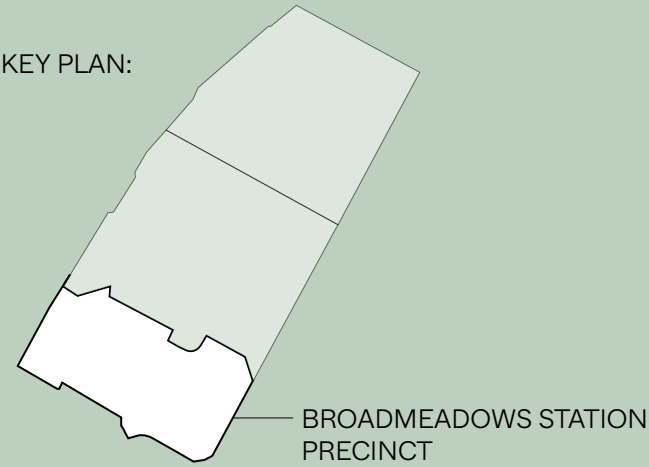


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| | AFFECTED AREA BOUNDARY | | POTENTIAL FUTURE OPEN SPACE | | POTENTIAL FUTURE INTERSECTION |
| | RAIL RESERVE | | EXISTING OVAL | | EXISTING ROAD LINKAGE |
| | RAILWAY LINE | | MIXED-USE | | POTENTIAL FUTURE BOULEVARD LINK |
| | RAILWAY STATION | | RETAIL | | POTENTIAL FUTURE ROAD LINK |
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| | POTENTIAL FUTURE DETENTION BASIN/ SWALE | | POTENTIAL FUTURE OVER RAILWAY CONNECTION | | |
| | EXISTING OPEN SPACE | | EXISTING INTERSECTION | | |



BROADMEADOWS STATION PRECINCT

KEY PLAN:



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| | AFFECTED AREA BOUNDARY | | POTENTIAL FUTURE OPEN SPACE | | POTENTIAL FUTURE INTERSECTION |
| | RAIL RESERVE | | EXISTING OVAL | | EXISTING ROAD LINKAGE |
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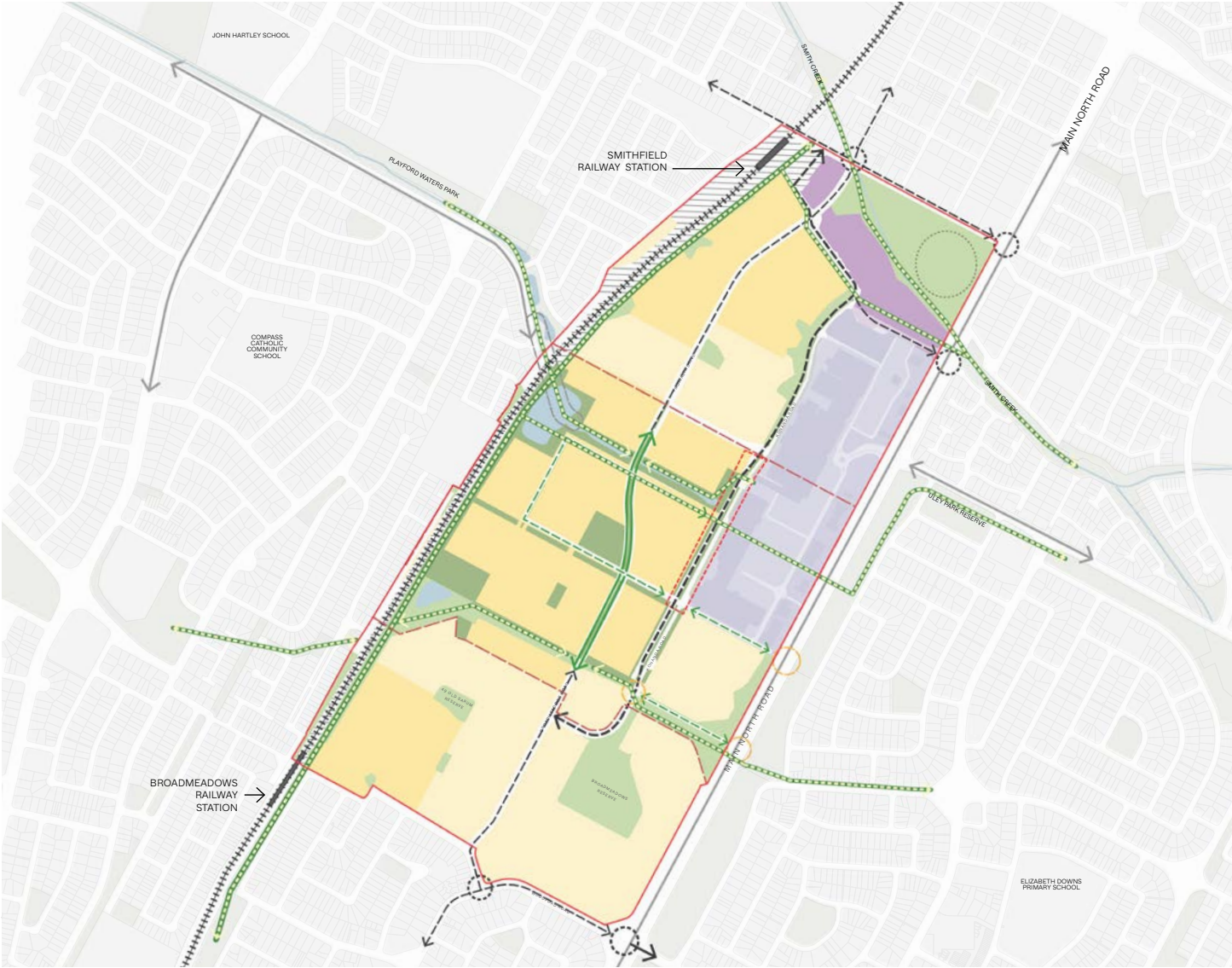
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URBAN DESIGN ELEMENTS

THE FOUR ELEMENTS

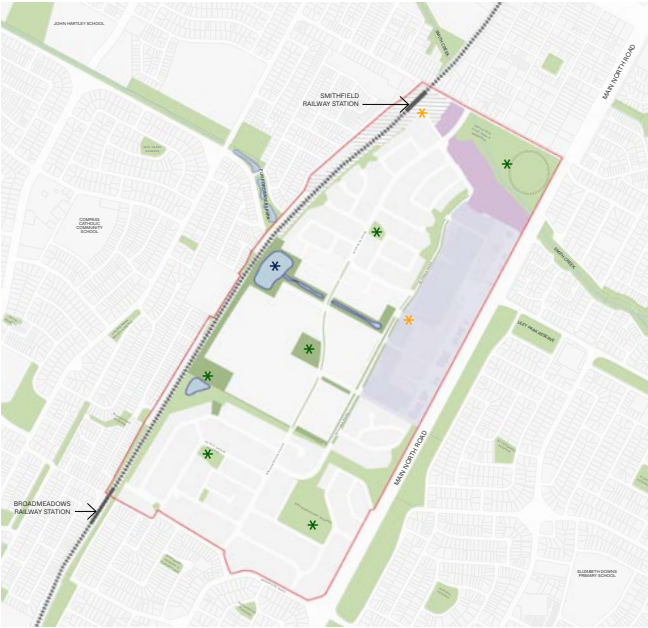
The Smithfield Regeneration Structure Plan has been developed with consideration of four key urban design elements that guide sustainable and vibrant community growth.



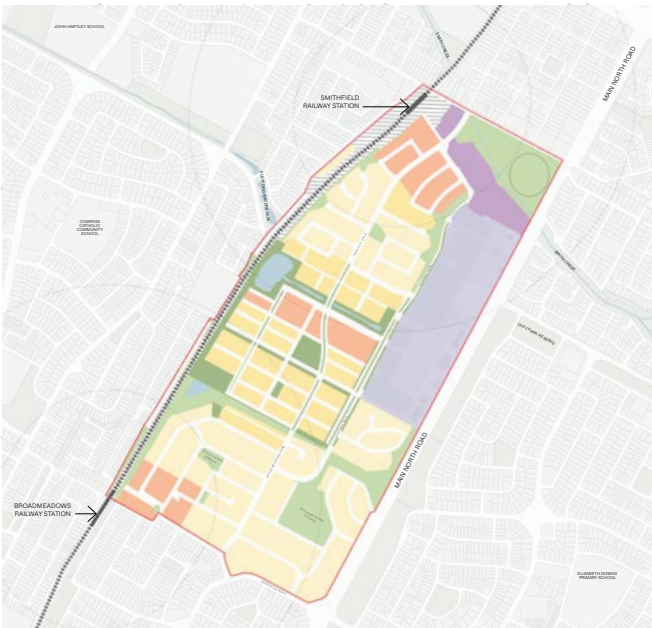
4.1
ACCESS AND MOVEMENT



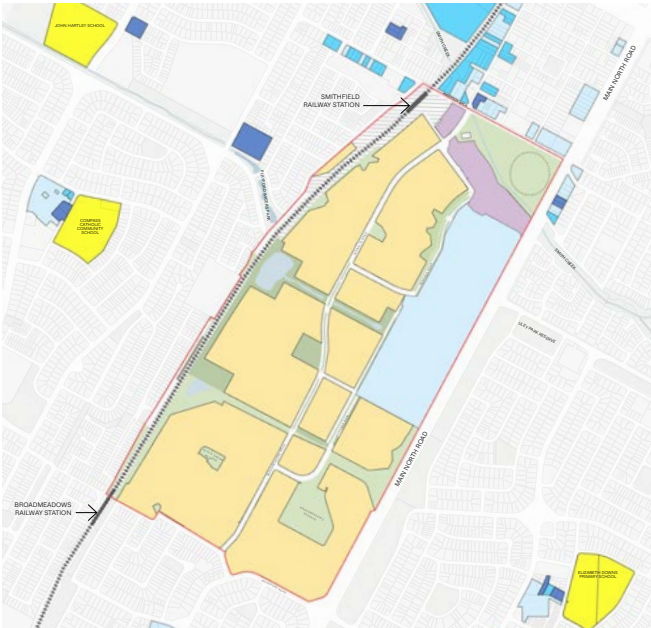
4.2
OPEN SPACE



4.3
BUILT FORM AND DENSITY



4.4
LAND USE



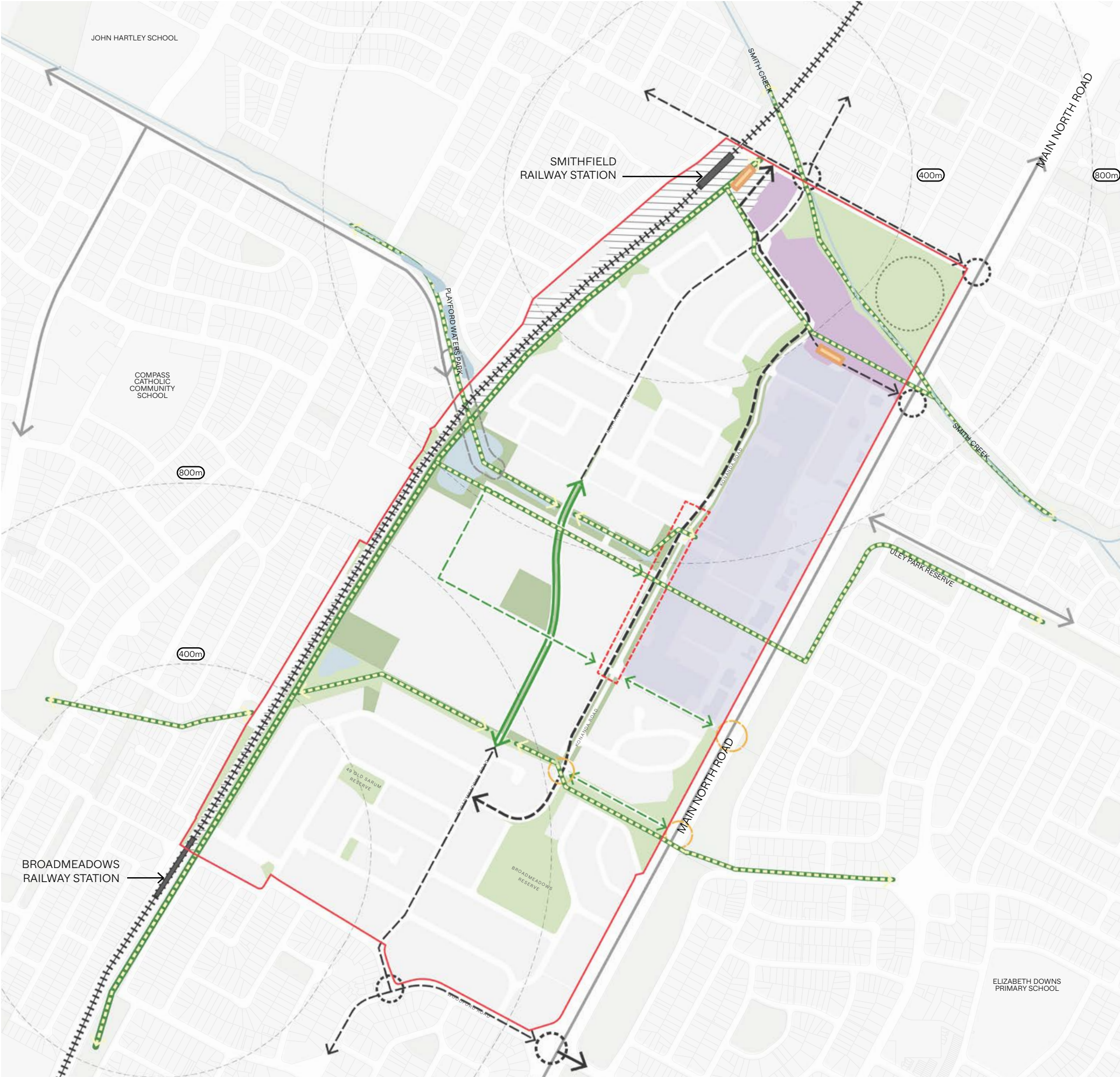
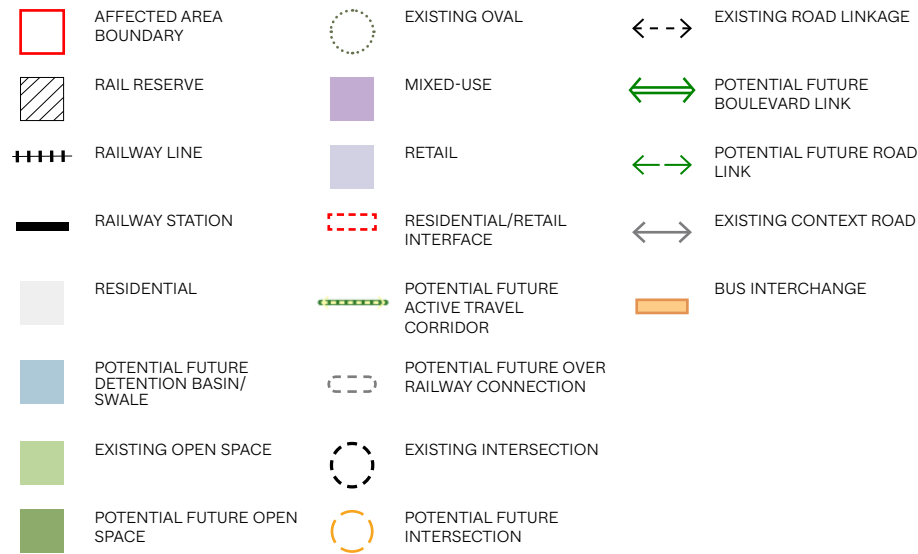
4.1

ACCESS AND MOVEMENT

OVERVIEW

ACCESS AND MOVEMENT OVERVIEW

The Smithfield Regeneration Affected Area presents a significant opportunity for integrated urban renewal, supported by strong public transport infrastructure including two railway stations—Smithfield and Broadmeadows—and nearby bus interchanges at Smithfield Railway Station and Munno Para Shopping City. The future development of the Renewal SA site can unlock new pedestrian and vehicle connections, enhancing access between transport nodes, northern and southern residential zones, and Munno Para Shopping City.



ROAD NETWORK

VEHICLE CONNECTIONS AND ENTRY POINTS

A primary north–south boulevard could serve as a key connector between the northern and southern residential precincts and accommodate significant traffic flow into the Renewal SA site. Opportunities for new east–west connections south of Munno Para Shopping City could enhance access to Main North Road, while Konanda Road can continue to provide a critical link between emerging development areas and the retail hub. A potential new connection to Davoren Road could further strengthen east–west movement by bridging the railway corridor.

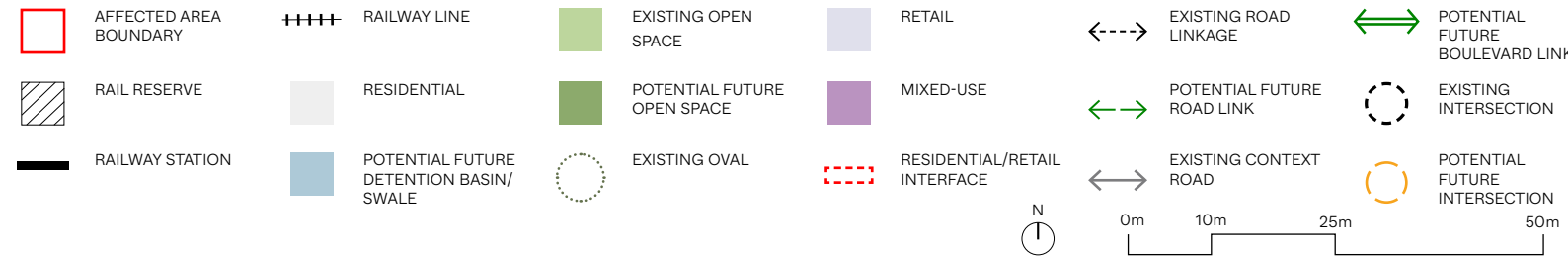
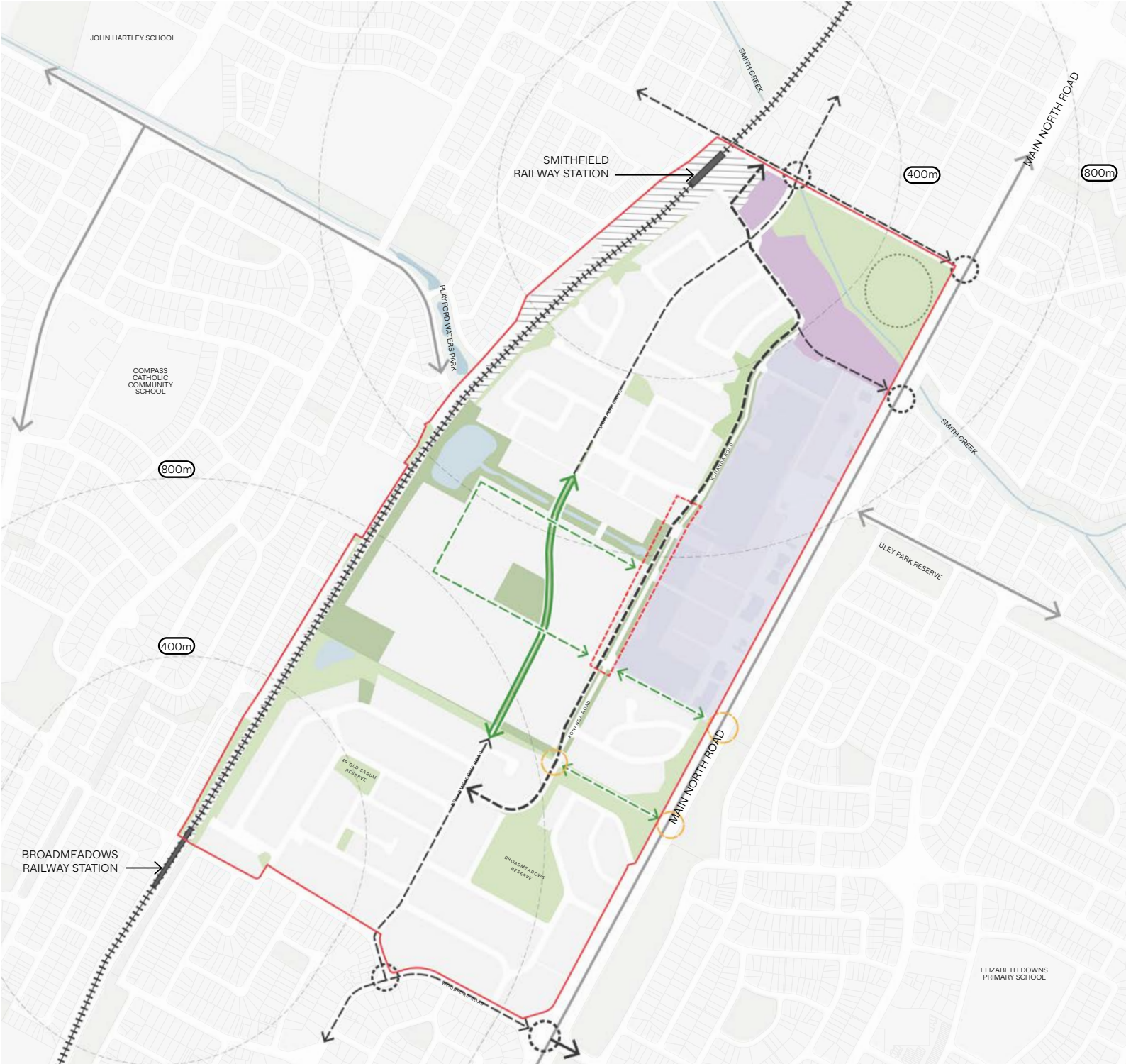
To support increased population and traffic volumes, a combination of new intersections and upgrades to existing intersections is likely to be required to ensure safe, efficient, and balanced transport outcomes across the precinct.



BOULEVARD STREETS
WIDE STREETS WHICH PROVIDE HIGH LEVELS OF TREE CANOPY COVERAGE AND ALLOW FOR MAIN CONNECTIONS THROUGHOUT THE AREA.



LOCAL STREETS
RESIDENTIAL STREETS WHICH SERVICE DWELLINGS AND OPEN SPACES WHILE PROVIDING GREEN OUTLOOK.



ROAD NETWORK - KONANDA ROAD

SCENARIO A BASE CASE

- RETAIN EXISTING ALIGNMENT
- 50m LANDSCAPE BUFFER ZONE (ON RENEWAL SA LAND)
- ACOUSTIC SCREENING TO LOADING DOCK
- RETAINS ACCESS TO LOADING DOCKS



SCENARIO B: 24m NEW BOULEVARD

- NEW 24m PUBLIC ROAD
- EMBEDDED LANDSCAPE SCREENING AND BUFFER ZONES (ON BOTH SIDES)
- ACOUSTIC SCREENING TO LOADING DOCK
- RETAINS ACCESS TO LOADING DOCKS



SCENARIO C: 24m REALIGNED ROAD

- NEW 24m PUBLIC ROAD RESERVE
- NEW DEVELOPMENT LOTS TO CREATE 2-SIDED STREET
- STREET PLANTING & LANDSCAPE SCREENING
- ACOUSTIC SCREENING TO LOADING DOCK
- RETAINS PRIVATE ROAD ACCESS TO LOADING DOCKS



PEDESTRIAN AND CYCLE

PEDESTRIAN PATHS AND CYLCE ROUTES

An integrated network of pedestrian paths and cycle routes can enhance connectivity to existing amenities within the Affected Area, including Munno Para Shopping City, Broadmeadows Reserve, 49 Old Sarum Reserve, Smithfield Sport and Social Club, and both railway stations.

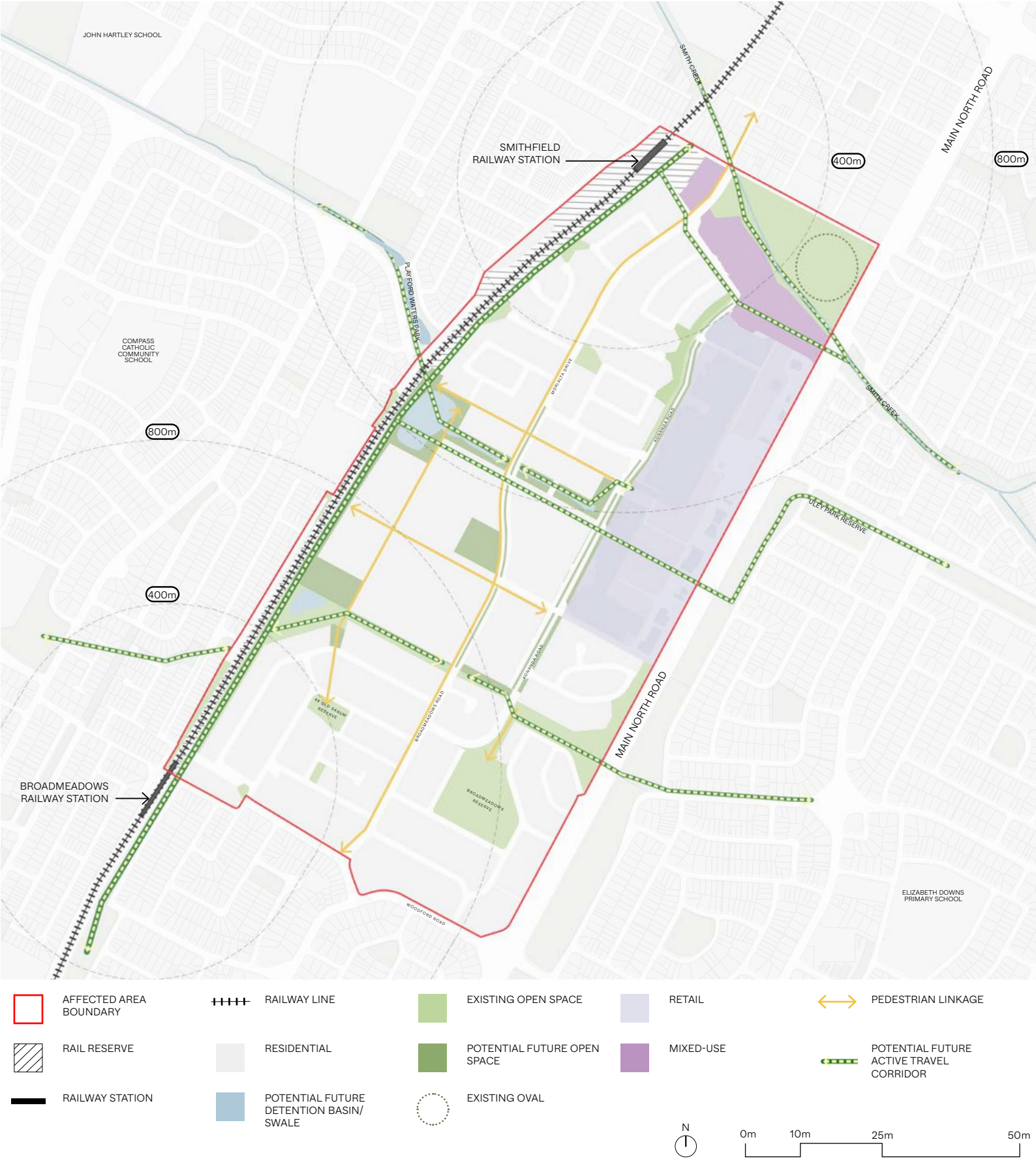
As the Renewal SA site is developed, opportunities for new active transport corridors can be established—such as a north–south link between Smithfield and Broadmeadows Railway Stations, broader green connections to Playford Waters Park, Smith Creek, and Uley Park Reserve, and east–west routes linking to Main North Road and Munno Para Shopping City. These connections can support walkability, promote sustainable transport, and strengthen access to key destinations across the Affected Area and beyond.



WALKABLE STREETS
GENEROUS FOOTPATHS AND STREETS THAT ARE SAFE AND COMFORTABLE



ACTIVE TRANSPORT CORRIDOR
DEDICATED BIKE LANES AND PEDESTRIAN PATHS FOR RECREATION AND COMMUTING



PUBLIC TRANSPORT

TRAIN AND BUS CONNECTIONS

The Affected Area is well-served by two railway stations—Smithfield and Broadmeadows—located along the Gawler Railway Line, providing direct access to Adelaide and surrounding suburbs.

Two major bus interchanges are located at Smithfield Railway Station and Munno Para Shopping City, offering regional connectivity and access to key destinations.

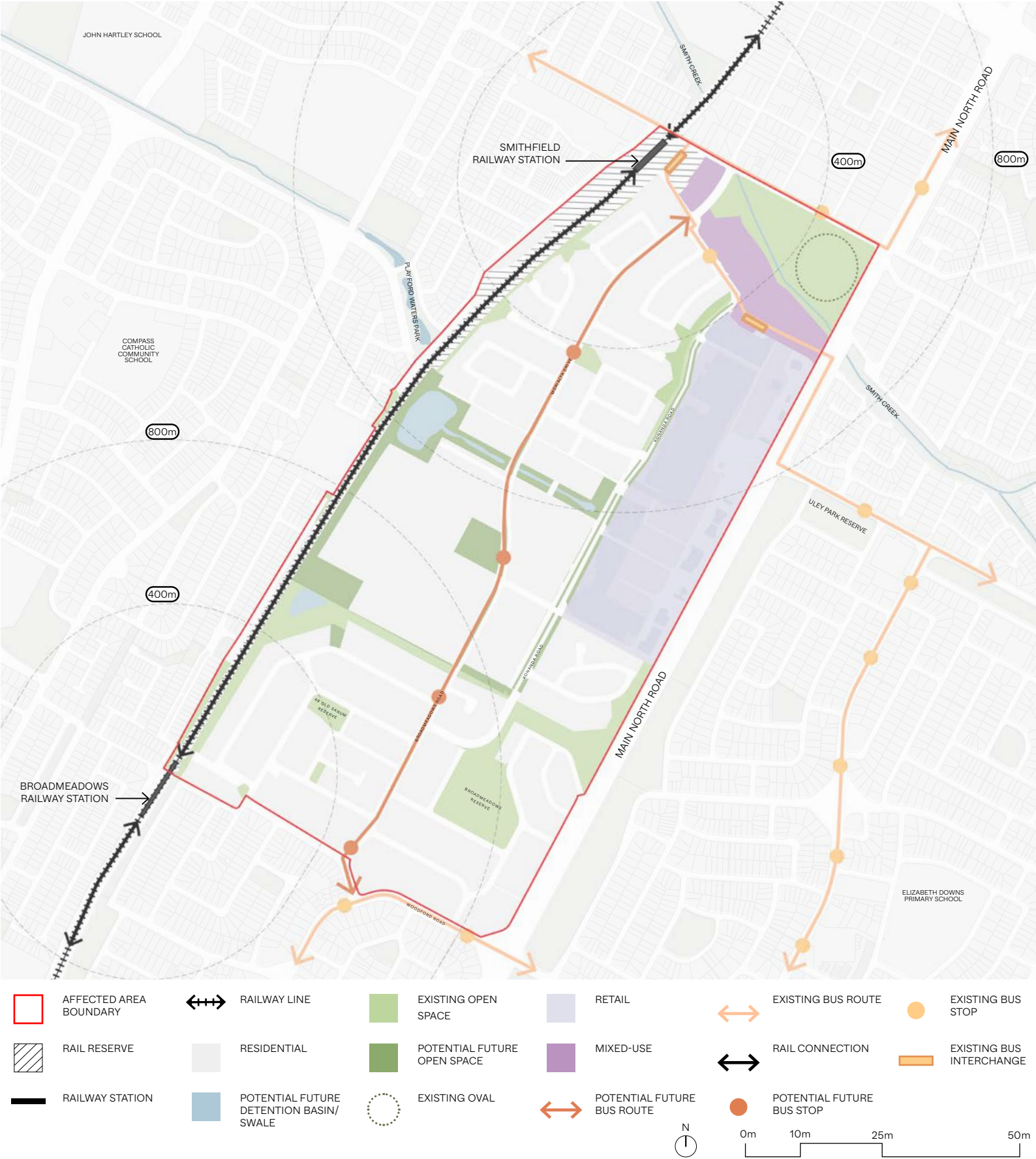
Bus stop coverage and connectivity within the Affected Area is limited. Regeneration of the area offers the opportunity to review bus stop provision.



TRAIN
INTEGRATION WITH THE EXISTING BROADMEADOWS AND SMITHFIELD RAILWAY STATIONS



BUS
WELL CONNECTED BUS ROUTES AND BUS STOPS WITHIN THE AFFECTED AREA



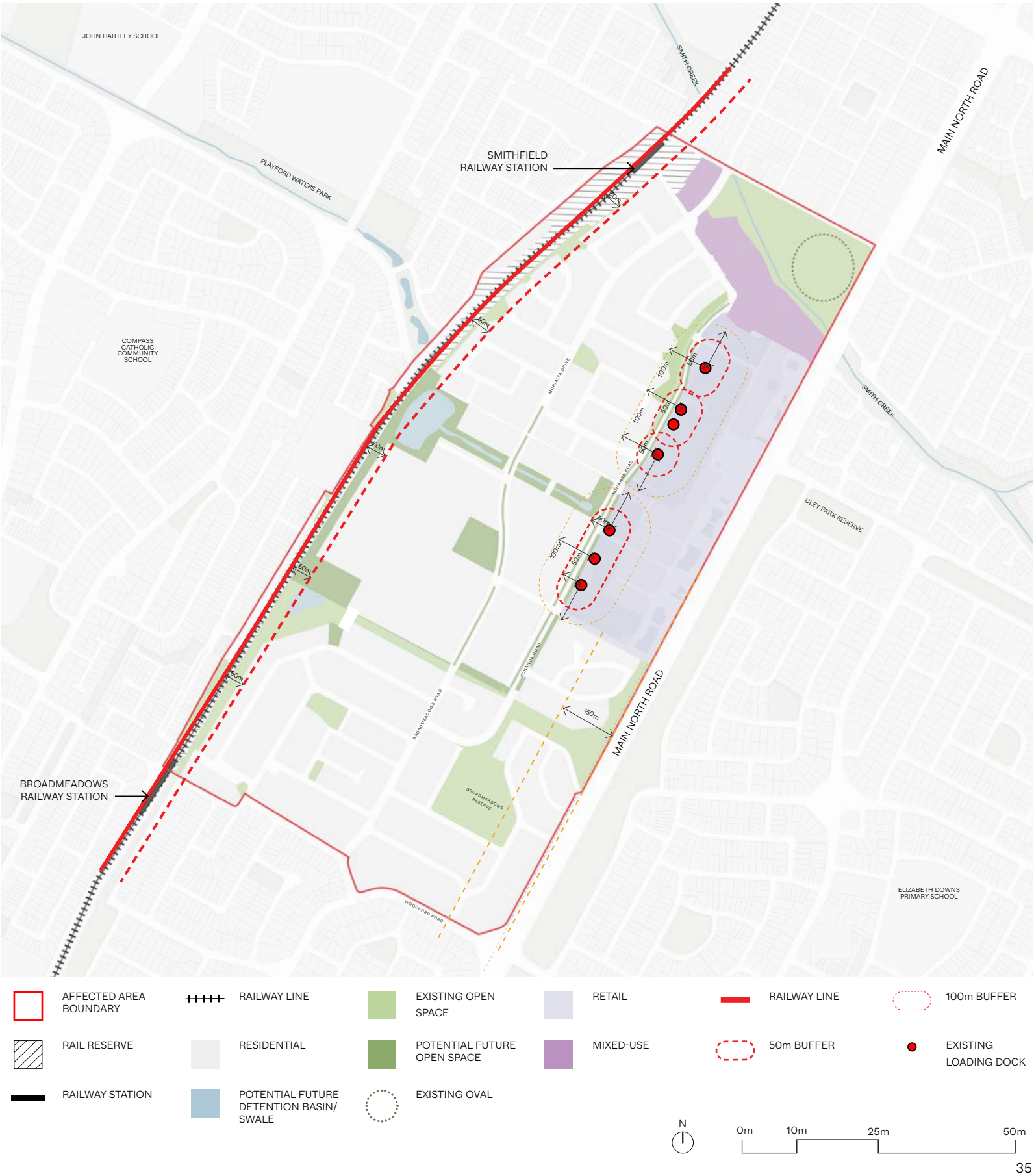
ACOUSTIC

RAIL CORRIDOR:
SEPARATION OF NEW BUILT FORM IN THE ORDER OF 50m FROM THE SOURCE OF RAILWAY NOISE IS DESIRABLE.

ALTERNATIVELY, ACOUSTIC TREATMENT COULD BE INTEGRATED INTO THE BUILT FORM.

LOADING DOCK:
SEPARATION OF NEW BUILT FORM IN THE ORDER OF 50-100m FROM THE SOURCE OF LOADING DOCK NOISE IS DESIRABLE.

TREATMENT:
ACOUSTIC TREATMENT WILL STILL BE REQUIRED TO THE BUILT FORM IN THE VICINITY OF THE LOADING DOCKS, SUBJECT TO FUTURE ASSESSMENT.



4.2

OPEN SPACE

OVERVIEW

OPEN SPACE, TREE CANOPY AND WATER SENSITIVE URBAN DESIGN OVERVIEW

The Affected Area can deliver high-quality open space amenity through a network of local parks, green links, and tree-lined streets that seamlessly connect with surrounding neighbourhoods. These spaces can be underpinned by best-practice Water Sensitive Urban Design (WSUD), incorporating features such as detention basins and swales to manage stormwater sustainably while enhancing landscape character and ecological value.

12.5% (4.2 ha)
OPEN SPACE RENEWAL SA DEVELOPMENT SITE

22.3 ha
EXISTING OPEN SPACE

26.5 ha
TOTAL OPEN SPACE

20-30%
TARGET TREE CANOPY COVER
20% TARGET TREE CANOPY - CITY OF PLAYFORD
30% TARGET TREE CANOPY - GARP

AFFECTED AREA BOUNDARY

RAIL RESERVE

RAILWAY LINE

RAILWAY STATION

RESIDENTIAL

POTENTIAL FUTURE DETENTION BASIN/ SWALE

EXISTING OPEN SPACE

POTENTIAL FUTURE OPEN SPACE

EXISTING OVAL

MIXED-USE

RETAIL

POTENTIAL KEY OPEN SPACE

A detailed map of the Smithfield Regeneration Code Amendment area. The map shows a network of streets, including Main North Road, Broadmeadows Road, Woodford Road, and various residential streets. Key features include the Smithfield Railway Station and Broadmeadows Railway Station, both marked with black rectangles. The map highlights existing open space in light green and potential future open space in dark green. Potential future detention basins and swales are shown in blue. The map also indicates existing ovals with dashed circles and potential key open spaces with green asterisks. The affected area boundary is outlined in red. The map includes labels for various reserves and parks, such as John Hartley School, Don Hardy Reserve, Playford Meadows Park, Compass Catholic Community School, Faith Reserve, Chesterman Street Reserve, McPherson Reserve, 49 Old Tarum Reserve, Broadmeadows Reserve, Broadmeadows Reserve & Playground, Burdell Reserve, Elizabeth Downs Primary School, Uley Park Reserve, St Leonards Reserve, and Fildoll Reserve. The map also shows the location of Smith Creek and the Smithfield Civic Park & Memorial.

STRUCTURE PLAN REPORT

SMITHFIELD REGENERATION CODE AMENDMENT

37

OPEN SPACE AND TREE CANOPY

PARKS, OPEN SPACE AND GREEN LINKS

The existing open spaces within the northern and southern residential precincts offer valuable recreational amenity to current residents. Building on this, the Renewal SA site presents a significant opportunity to enhance local green infrastructure through the creation of additional parks and green links. These elements can contribute to a cohesive and connected open space network, promoting community interaction and connection to the local environment.

Primary boulevards and local streets can be designed as tree-lined corridors, providing shade, improving visual amenity, and contributing to the overall character of the neighbourhood. The City of Playford’s urban greening objectives are targeting tree canopy cover of 20%.



LOCAL PARKS
LARGER PARKS WHICH CAN BE USED FOR RECREATIONAL PURPOSES SUCH AS SPORTS, POP-UP EVENTS, DOGS, PICNICS ETC.



GREEN LINKS
SMALLER LINEAR AREAS OF OPEN SPACE THAT PROVIDE CONNECTIONS THROUGHOUT THE AREA AND CAN BE USED FOR INFORMAL ACTIVITIES.



OPEN SPACE STUDIES

The following section explores a range of potential open space configurations for the Renewal SA site. Each potential configuration maintains an equal provision of open space but varies in layout and distribution to support different urban outcomes—such as large central parks for recreation and a network of smaller linear parks to improve connectivity.

POTENTIAL ROAD NETWORK

OPEN SPACE

POTENTIAL FUTURE DETENTION BASIN/ SWALE

POTENTIAL FUTURE PEDESTRIAN LINKAGE

MEDIUM HEIGHT RESIDENTIAL

HIGH HEIGHT RESIDENTIAL

*

POTENTIAL FUTURE OPEN SPACE (LOCAL PARK)

*

POTENTIAL FUTURE OPEN SPACE (SMALL PARK)



STORMWATER AND DETENTION BASINS

WATER SENSITIVE URBAN DESIGN

The existing Smith Creek runs through the northern section of the Affected Area and is integrated into the open space. Development of the Renewal SA site presents a strategic opportunity to integrate Water Sensitive Urban Design principles into residential development. Given the site’s existing stormwater challenges—including shallow flooding risks and limited culvert capacity—Water Sensitive Urban Design can play a pivotal role in enhancing resilience and livability as well as developing a connection with water. Key strategies for this area can include:

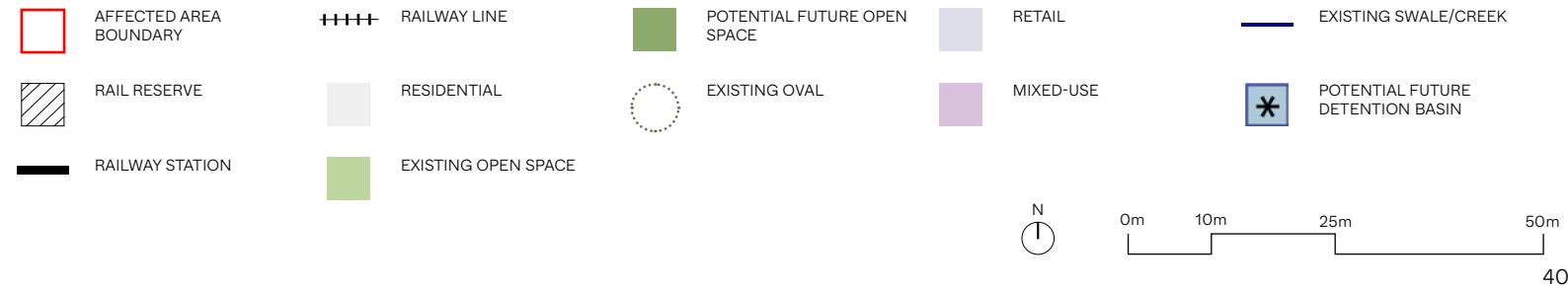
- Detention Basins
- Green Infrastructure
- Swales



DETENTION BASINS
DETENTION BASINS THAT ARE DESIGNED SEAMLESSLY INTO THE OPEN SPACE NETWORK TO PROVIDE AMENITY AS WELL AS STORMWATER FUNCTIONS.



SWALES
SWALES INTEGRATED INTO STREETS AND OPEN SPACE



4.3

BUILT FORM AND DENSITY

DENSITY AND YIELD

The Code Amendment Proposal to Intiate references the exploration of 3,000-5,000 total dwellings for the Affected Area, which includes 1,500-3,000 new dwellings for the Renewal SA site.

These are indicative scenarios intended to demonstrate how yields could be achieved. They do not necessarily reflect how development may occur on the site.

EXISTING DENSITY AND YIELD

870
TOTAL DWELLINGS



DENSITY AND YIELD SCENARIOS

SCENARIO 1

3,000
TOTAL DWELLINGS

INCLUDING 2,130 NEW DWELLINGS
(1,500 RSA SITE AND 630 INFILL)

3.4X
EXISTING POPULATION



SCENARIO 2

5,000
TOTAL DWELLINGS

INCLUDING 4,130 NEW DWELLINGS
(3,000 RSA SITE AND 1,130 INFILL)

5.7X
EXISTING POPULATION



DENSITY SCENARIOS

TWO DENSITY SCENARIOS WERE EXPLORED FOR CENTRAL PRECINCT.

The Renewal SA site represents the most significant opportunity for transformative development within the Affected Area. Its scale and location make it ideal for delivering new housing, public open spaces, and increased urban density.

The established residential areas to the north and south have existing amenity which can allow for gradual redevelopment opportunities. Considering a Transit Oriented Development approach, areas close to the railway stations present an opportunity for higher levels of density.

The presence of extensive retail offerings, accessible open space, and existing transport infrastructure creates a solid foundation for future development. These amenities can support a vibrant, walkable community and provide the foundation for the introduction of medium to high density housing typologies.

Sites adjacent to open spaces offer the best opportunities for taller building forms, with open space outlook and enhanced accessibility. Existing residential areas that back onto green corridors could be sensitively redeveloped to align with broader regeneration goals and maximise amenity value.

THE ROAD NETWORK SHOWN IS INDICATIVE ONLY AND DOES NOT NECESSARILY REFLECT HOW DEVELOPMENT MAY OCCUR.

- MUNNO PARA SHOPPING CITY
- MUNNO PARA SHOPPING CITY DINING PRECINCT
- POTENTIAL FUTURE DETENTION BASIN/ SWALE
- OPEN SPACE
- MEDIUM HEIGHT RESIDENTIAL
- HIGH HEIGHT RESIDENTIAL
- POTENTIAL FUTURE PEDESTRIAN LINKAGE
- EXISTING LOADING DOCK
- POTENTIAL FUTURE KEY OPEN SPACE

SCENARIO 1

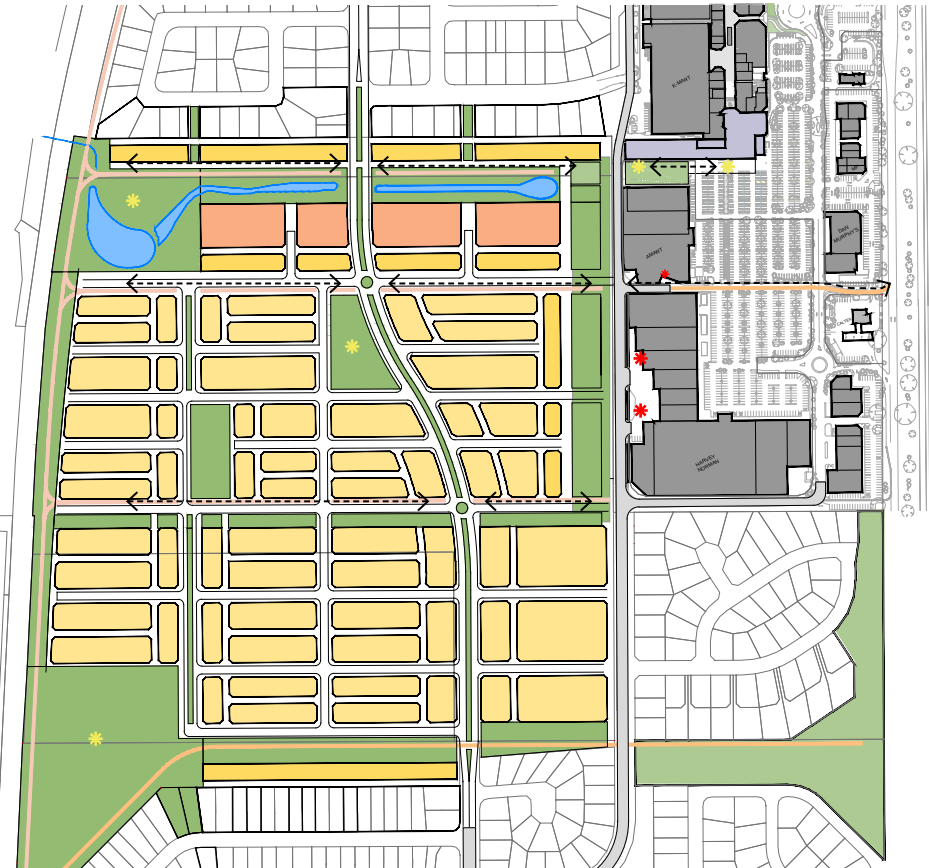
1,500

DWELLINGS

38.4

DWELLINGS PER HECTARE

1,500 / 39 ha



SCENARIO 2

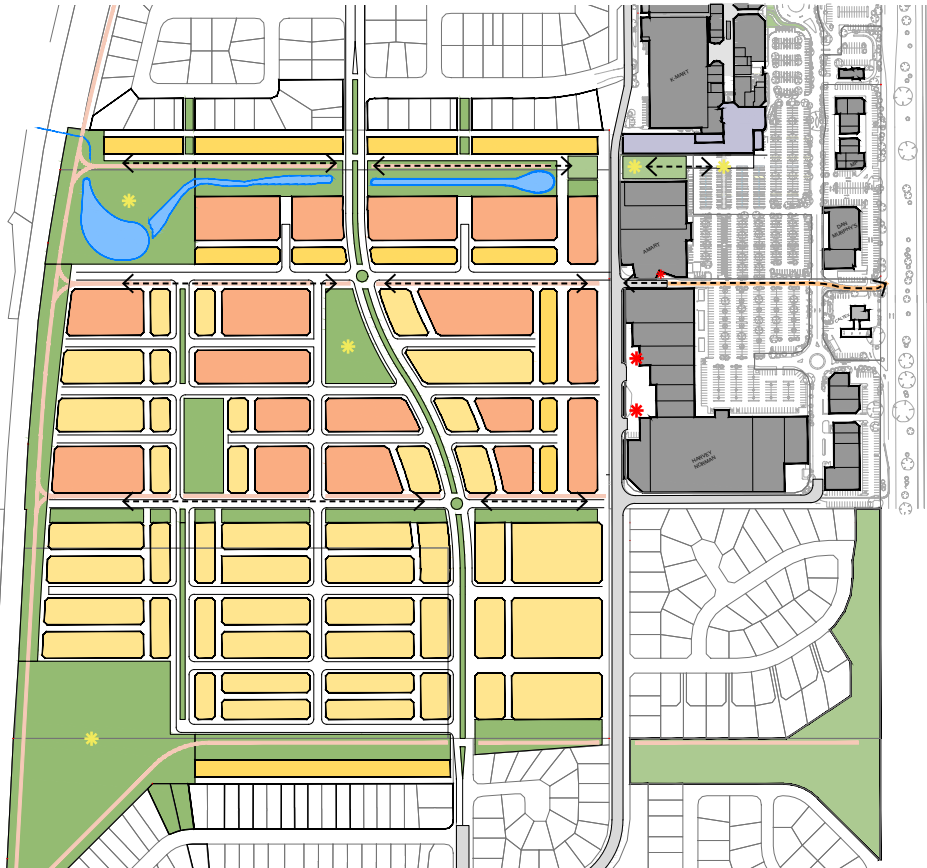
3,000

DWELLINGS

76.9

DWELLINGS PER HECTARE

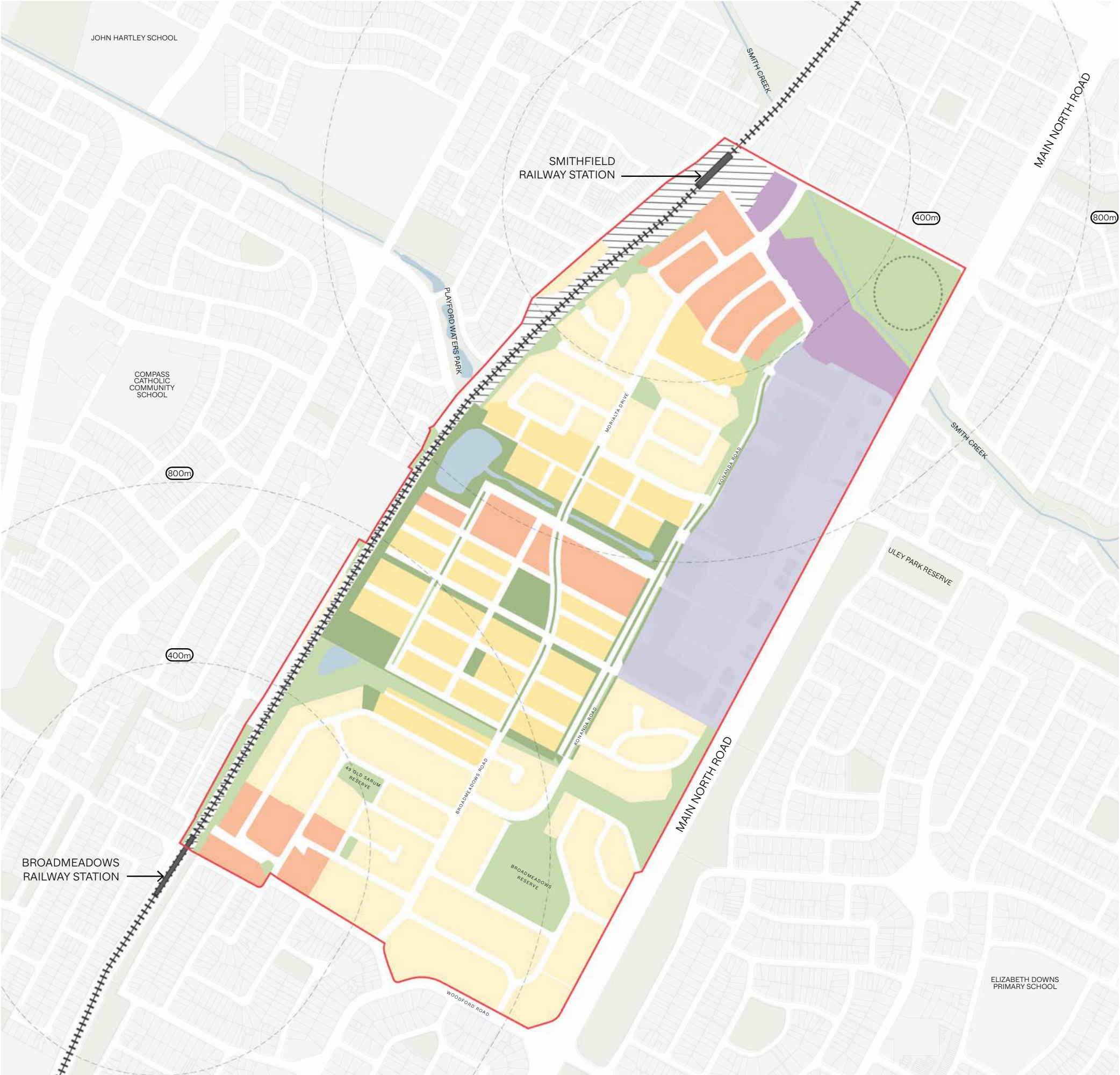
3,000 / 39 ha



SCENARIO 1

3,000	18.4
TOTAL DWELLINGS	DWELLINGS PER HECTARE 3,000 / 163.1 ha
1,500	38.4
RENEWAL SA SITE DWELLINGS	DWELLINGS PER HECTARE 1,500 / 39 ha

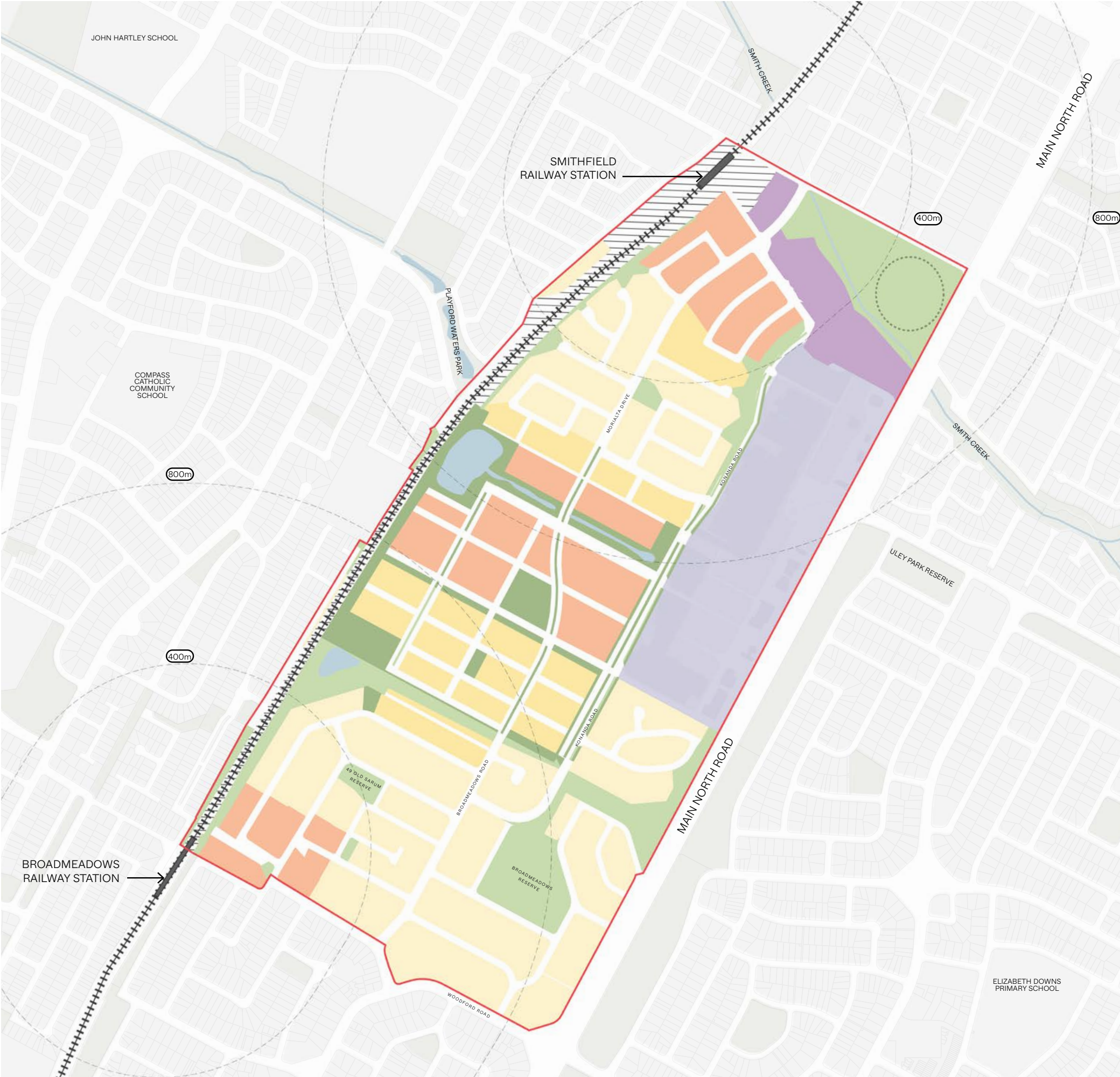
- | | | |
|--|---|---|
|  AFFECTED AREA BOUNDARY |  EXISTING OPEN SPACE |  MEDIUM HEIGHT RESIDENTIAL |
|  RAIL RESERVE |  POTENTIAL FUTURE OPEN SPACE |  HIGH HEIGHT RESIDENTIAL |
|  RAILWAY LINE |  EXISTING OVAL | |
|  RAILWAY STATION |  MIXED-USE | |
|  POTENTIAL ROAD NETWORK |  RETAIL | |
|  POTENTIAL FUTURE DETENTION BASIN/ SWALE |  LOW HEIGHT RESIDENTIAL | |



SCENARIO 2

5,000	30.6
TOTAL DWELLINGS	DWELLINGS PER HECTARE
	5,000 / 163.1 ha
3,000	76.9
RENEWAL SA SITE DWELLINGS	DWELLINGS PER HECTARE
	3,000 / 39 ha

 AFFECTED AREA BOUNDARY	 EXISTING OPEN SPACE	 MEDIUM HEIGHT RESIDENTIAL
 RAIL RESERVE	 POTENTIAL FUTURE OPEN SPACE	 HIGH HEIGHT RESIDENTIAL
 RAILWAY LINE	 EXISTING OVAL	
 RAILWAY STATION	 MIXED-USE	
 POTENTIAL ROAD NETWORK	 RETAIL	
 POTENTIAL FUTURE DETENTION BASIN/ SWALE	 LOW HEIGHT RESIDENTIAL	



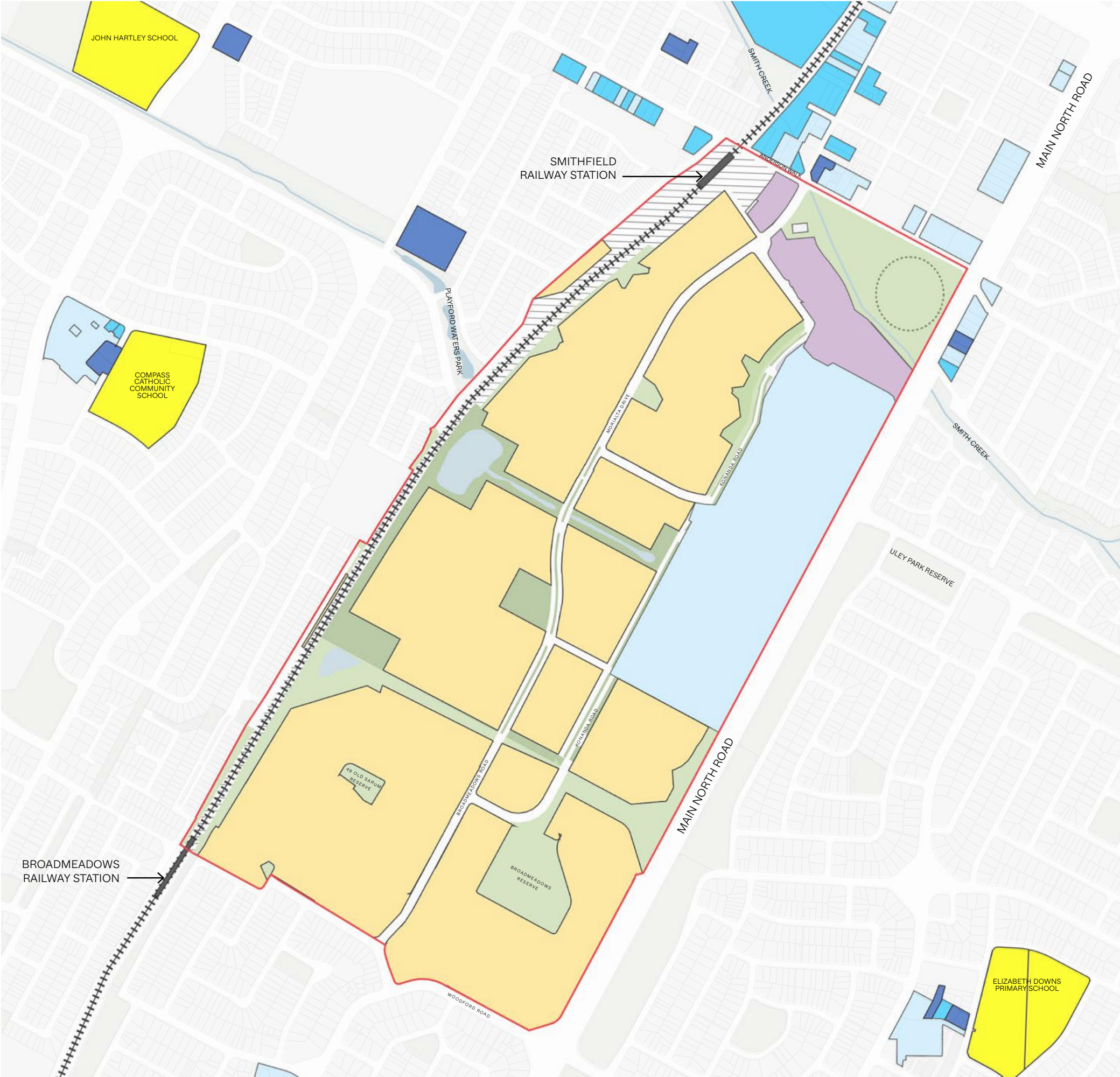
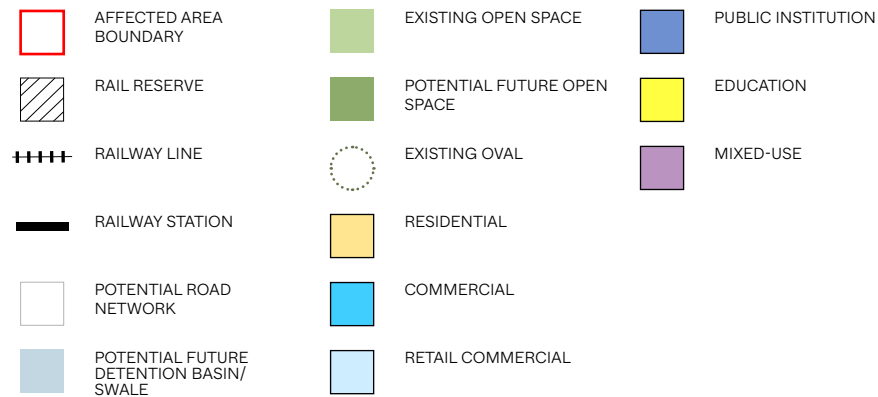
4.4

LAND USE

OVERVIEW

LAND USE OVERVIEW

The Smithfield Regeneration Affected Area primarily consists of residential areas, with a main retail and employment hub at Munno Para Shopping City and some smaller individual employment uses around Smithfield Railway Station and along Anderson Walk. There are multiple schools and community land uses within close proximity of the Affected Area.



RESIDENTIAL

RESIDENTIAL AND AGED CARE

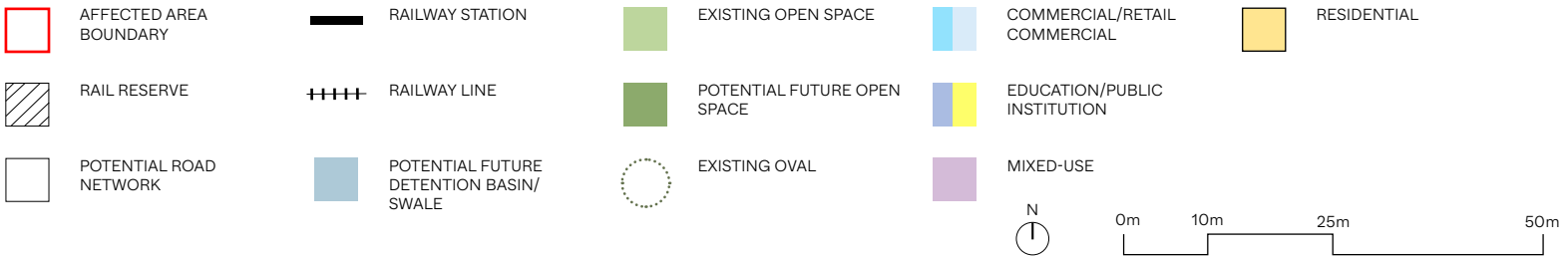
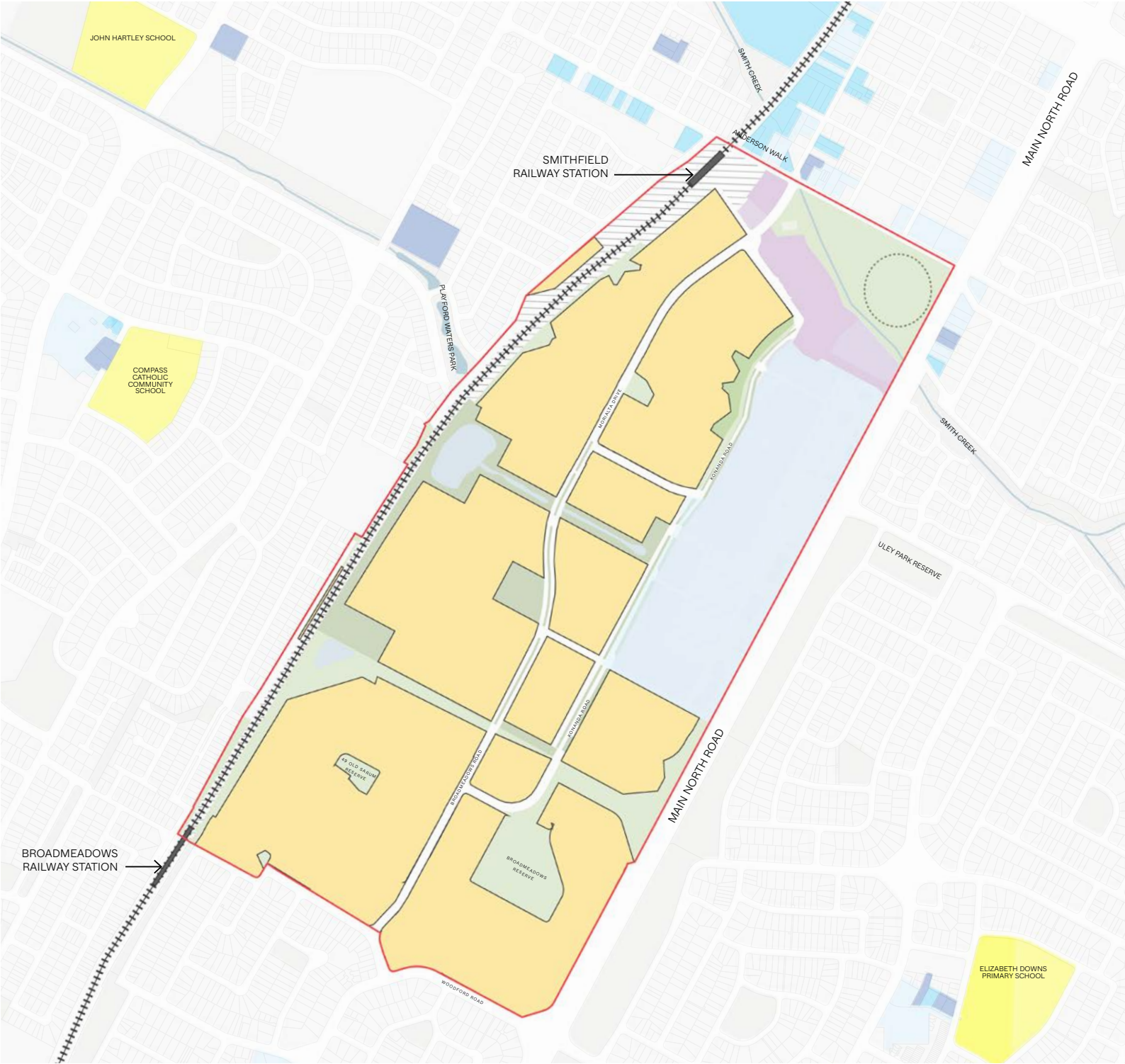
The existing northern and southern portions of the Affected Area are largely low density residential. Development of the Renewal SA site will predominantly include residential land uses and associated amenity. An aged care facility currently exists in the northern section of the Affected Area.



RESIDENTIAL
A DIVERSE MIX OF RESIDENTIAL TYPOLOGIES



AGED CARE
AGED CARE FACILITY



HOUSING MIX

RESIDENTIAL TYPOLOGIES

The Smithfield Regeneration Affected Area can provide a diverse range of residential options including:



SINGLE DWELLINGS



AFFORDABLE HOUSING



HIGH RISE APARTMENTS



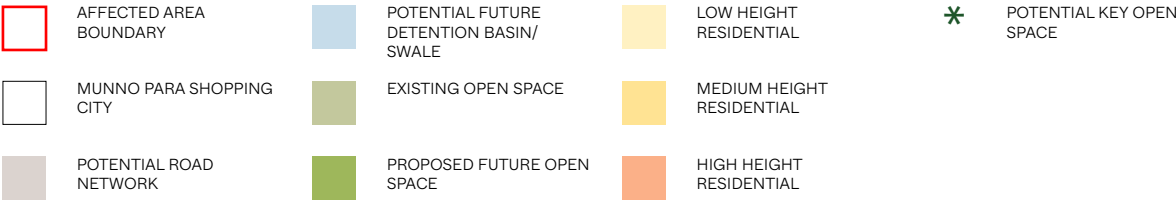
DUAL OCCUPANCY
SPLITTING OF EXISTING SINGLE
BLOCKS INTO 2 DWELLINGS



TERRACE AND TOWNHOUSES



LOW RISE APARTMENTS



EMPLOYMENT

RETAIL AND EMPLOYMENT LAND USE

The Smithfield Regeneration Affected Area is within close proximity to two retail areas - Munno Para Shopping City and the strip along Anderson Walk near Smithfield Railway Station. Munno Para Shopping City provides access to all basic retail needs, as well as food and beverage and bulky goods. Anderson Walk has individual retail tenancies which include local food outlets and smaller businesses.

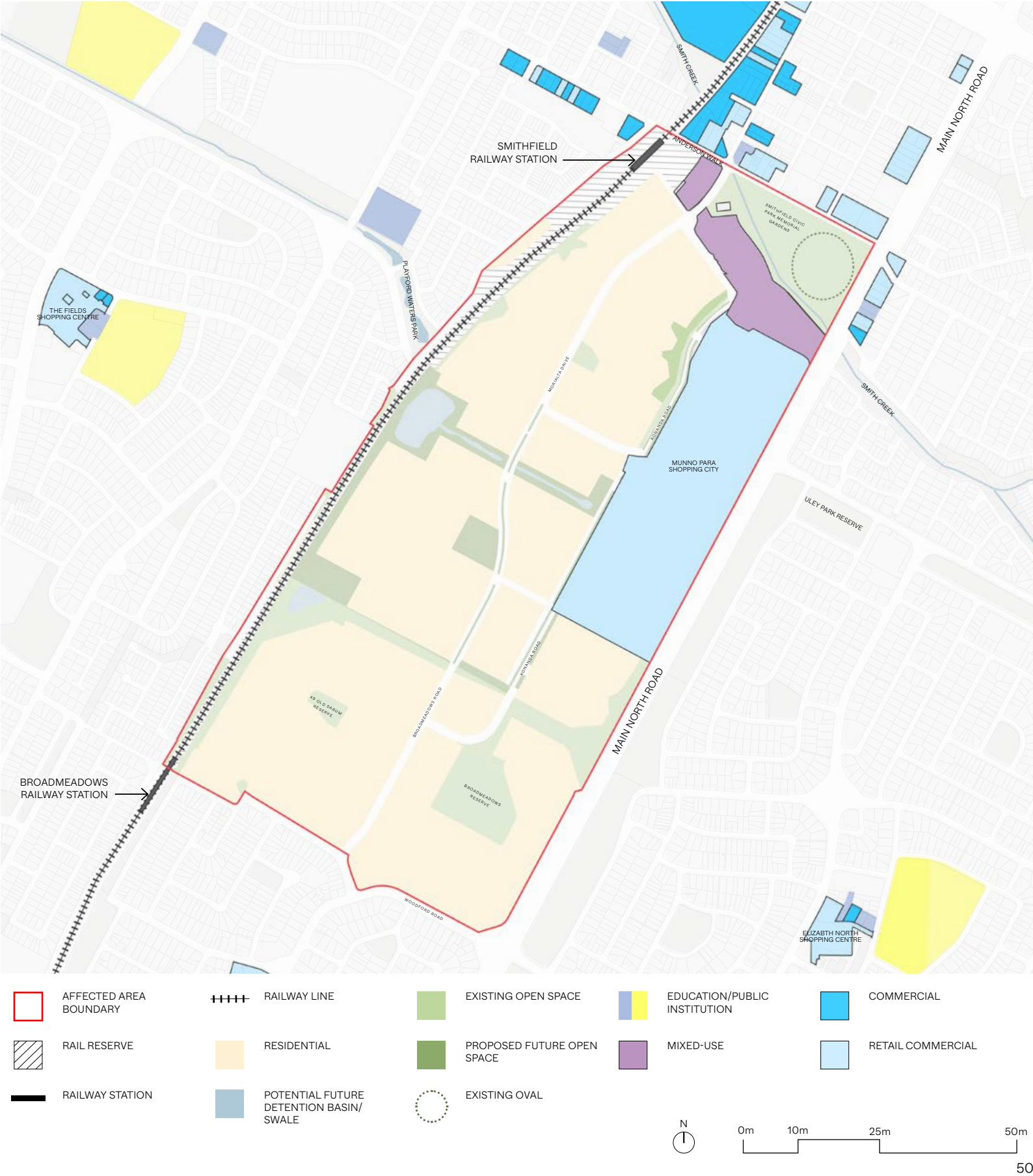
Both retail areas present strong opportunities for integration with the surrounding regeneration area and beyond through enhanced pedestrian pathways, dedicated bike lanes, and vehicle access routes. These connections can support accessibility, encourage active transport, and foster economic and social cohesion across the precinct.



RETAIL COMMERCIAL
SHOPPING CENTRES AND FOOD AND BEVERAGE OUTLETS.



COMMERCIAL AND EMPLOYMENT
COMMERCIAL OFFICES, LIGHT INDUSTRIAL WAREHOUSES, AND FACTORIES.



SOCIAL AND MIXED-USE

COMMUNITY, MIXED-USE AND PUBLIC INSTITUTION LAND USES

The Smithfield Regeneration Affected Area currently includes two small areas dedicated to early education and public institutions, located to the north near Smithfield Railway Station.

Within a 1km catchment, several local schools provide accessible education options for families residing in and around the regeneration precinct.

Community centres and religious institutions are also situated nearby. These facilities contribute to a well-rounded community infrastructure and present opportunities for deeper engagement and inclusion within the Affected Area.



EDUCATION
SCHOOLS, EARLY LEARNING CENTRES AND CHILDCARE



PUBLIC INSTITUTION
COMMUNITY CENTRES AND PLACES OF WORSHIP

