

Trend Analysis and Challenges for City of Prospect

Issues Paper



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4. Summary

1. Purpose of the Issues Paper

The purpose of this Issue Paper is to succinctly outline, from available data sources, the current and likely strategic and policy issues of relevance to the City of Prospect. This background paper can then be used to engage with elected members and the community and is a useful tool to help develop priority planning policy and strategic projects for council for the next five years.

2. Strategic Plans

2.1 State Government

2.1.1 South Australia's Strategic Plan (2011)

The South Australian Strategic Plan is the State Government's primary strategic policy document and provides a framework for the activities of the State Government, business and the SA community. It also is a means for tracking progress state-wide through the monitoring of targets.

The seven strategic priorities include:

- Creating a vibrant City
- An affordable place to live
- Every chance for every child
- Growing advanced manufacturing
- Safe communities, healthy neighbourhoods
- Realizing benefits of the mining boom for all
- Premium wine and food from our clean environment.

The ten economic priorities, include:

- The knowledge state
- Premium food and wine
- A destination of choice
- Unlocking our resources
- Global leader in health and ageing
- Best place to do business
- Growth through innovation
- International connections
- Vibrant Adelaide
- Opening doors for small business.

2.1.2 The 30-Year Plan for Greater Adelaide (2017 Update)

The 30 Year Plan for Greater Adelaide was updated in 2017. It outlines Adelaide's planning policies to manage the growth and change that is forecast to happen in the next 30 years. The update reinforces the 2010 Plan through:

- Steady population growth
- Promoting economic and jobs growth
- Additional housing and a greater range of housing types
- Mixed use development principles and higher housing densities along transit corridors
- Revitalization of activity centres
- Focus on built up area rather than green-field sites
- New kind of built form
- Greenways and tree lined streets to improve liveability and attractiveness.

The 30 Year Plan update strengthens:

- Supporting the new urban form
- Liveable and vibrant place
- Good design outcomes & positively contributing to existing neighbourhoods
- Protecting & recognizing our heritage
- Affordable and diverse housing choices
- Healthy neighbourhoods
- More connected & accessible Greater Adelaide
- Supporting economic development & investment
- Efficient use of infrastructure
- Valuing natural environment & enhancing biodiversity
- Diverse & quality open space
- Climate change adaption
- Water resources management
- Hazard & disaster management.

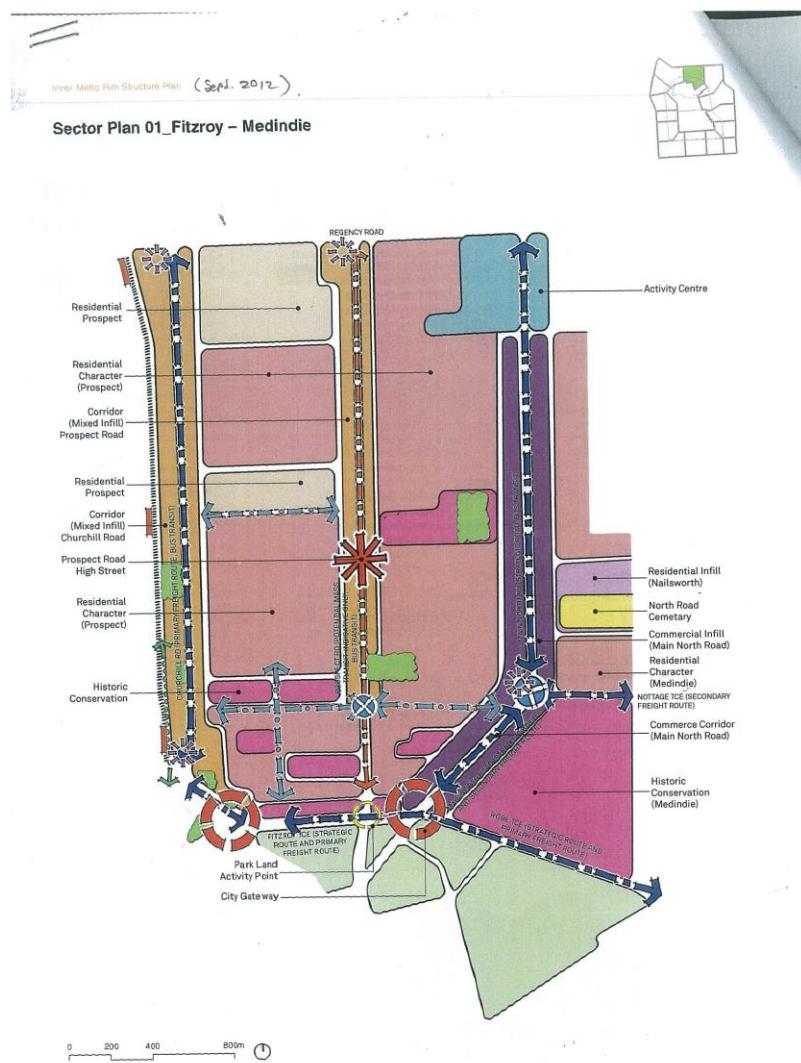
2.1.3 Inner Metropolitan Rim Structure Plan

This document outlines how the South Australian Government proposes to balance population and economic growth with the need to improve accessibility, preserve the environment, support community well-being and protect the character of Greater Adelaide. The purpose of the Structure Plan is to achieve the following:

- Assist in achieving the population, dwelling and employment targets as outlined in the 30 Year Plan for Greater Adelaide
- Identify and facilitate strategic infrastructure issues

- Encourage the design and development of new sustainable and liveable urban form
- Facilitate the rezoning of land for residential and employment purposes.

Within City of Prospect, the structure plan identifies the major north-south corridors, east-west local movement networks linking key nodes and intersections, the residential area is characterized as either historical (protection of historical built form), character (maintain streetscape character), residential (gradual sensitive infill) or infill (infill) residential precincts and a major activity centre at North Park. On Sector Plan 02, North East Road is shown as a mixed infill corridor (similar to Prospect and Churchill).



2.1.4 Integrated Transport and Land Use Plan

To provide better integration of planning and transport that connects people to places and businesses to markets and identifying a functional hierarchy for our transport network to deliver benefits, including:

- Greater choice of travel modes
- Distributing goods and services more efficiently
- Improving road safety
- Reducing the environmental impacts of transport system
- Fostering medium density mixed use development
- Creating more attractive and lively suburban centres
- Protecting vital freight routes for export industries.

Specific proposals for City of Prospect, include

develop high capacity, high frequency, on-road bus priority corridors in inner areas, such as Main North Road
targeted upgrades to North East Road
electrification and improve service frequency and upgrades to the Gawler trainline
ProspectLINK (bringing trams back to CBD and inner/middle Adelaide)
bike lanes on Main North Road and connections to other cycling/walking networks
outer ring route for prioritised freight transport, includes Hampstead Road.

2.2 Local Government

2.2.1 Strategic Plan 2016-2020

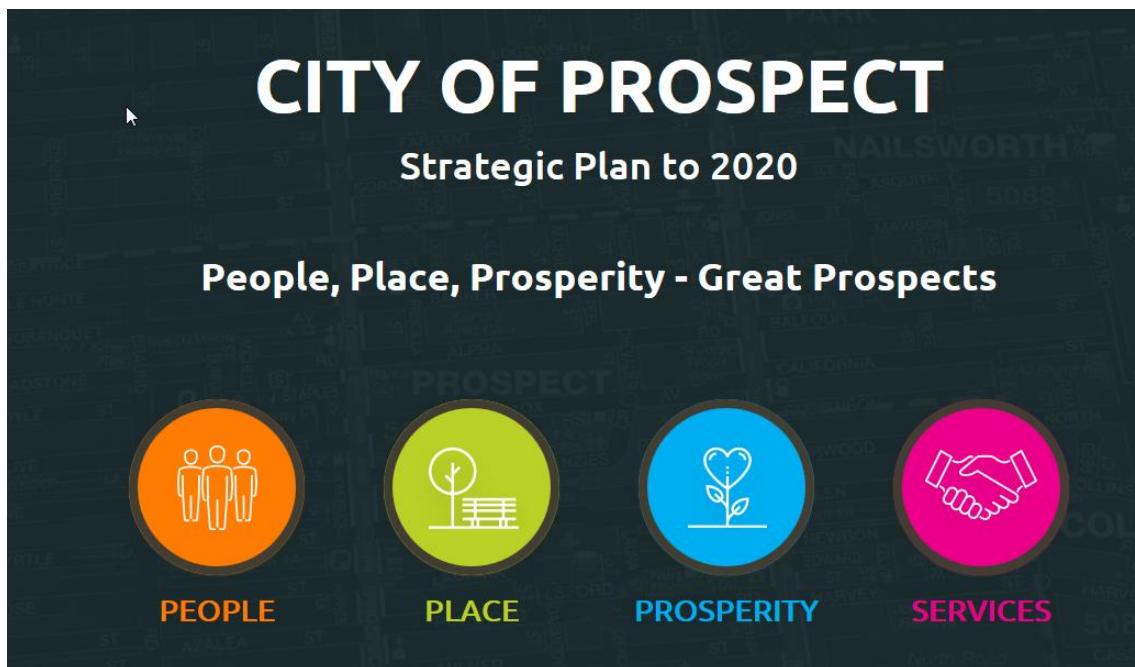
The current Strategic Plan 2016-2020 identifies 4 focus areas as follows:

- People (understanding the local community and pro-actively being environmentally sustainable, active and creative)
- Place (respecting our past and creating our future, to value public spaces, develop connected communities and a greener future)
- Prosperity (looking beyond the local area, building a resilient economy, leveraging our advantages (digital) and exploring new opportunities eg. vibrant night-time)
- Services (efficient delivery of services).

The local strategic directions are considered to be well aligned with the focus areas identified within the State Government directions, particularly with regard to:

- Economic investment
- Strategic growth
- Respecting our past and heritage values
- Liveable and connected communities
- Greener future.

Where differences arise, it will be due to the weighting of importance placed on these focus areas by stakeholders who have different motivations or desired outcomes. Council's role is to be aware of State priorities, collaborate and add value to the outcomes or justify alternatives.



3. Trend and Data Analysis

3.1 General characteristics of City of Prospect

City of Prospect is located on the Adelaide Plains on a limestone escarpment that commands views over the City with gently sloping topography following drainage lines that generally grade downward from east to west (toward the coast) and north to south (toward the River Torrens).

The area is typical of most inner urban Adelaide locations and displays a predominantly modified landscape with little or no local native vegetation, but with leafy tree canopy of mainly introduced species within streetscapes, open space areas and backyards. It has a relatively low percentage of public open space at approximately 4% of the residential area, but has the advantage of close proximity to other major open space areas, for example the Adelaide Park Lands along its southern boundary.

City of Prospect is an inner urban community located immediately north of the City of Adelaide. It is bounded by major transit corridors, including the City/Gawler railway line (west), Regency Road and environs (north), Hampstead Road (east) and North East Road/Nottage Terrace/ Main North Road/ Fitzroy Terrace alongside of the Adelaide Park Lands (south). It covers a total area of approximately 778 hectares (7.8 square kilometers).

The City of Prospect is a predominantly low rise (up to 2 storey) residential area with mixed land uses and retail land use ('main street' along Prospect Road, North Park Centre on Main North Road and local shopping strip on North East Road) along its major transit corridors. The Development Plan currently allows for a variety of minimum residential allotment sizes ranging from 800 square metres in Fitzroy Terrace Policy Area 1 to 200 square metres within Residential Policy Area B200 (Regency Road and Hampstead Road). The Urban Corridor Zone (Churchill Road, Prospect Road & Main North Road) allows for medium to high density residential development within mixed use developments of up to 250 dwellings per hectare and comprising a larger scale built form of primarily 2 to 4 storey built form.

Major north/south roads traverse through the council area (city to northern suburbs) with Main North Road catering for 50,000 vehicle movements per day. A variety of public transport options are available with 3 train stops on the western boundary and bus services along the main roads. A tram line is proposed (ProspectLINK) as part of the State Governments Integrated Transport Plan for Greater Adelaide. Various north/south bike routes through the City of Prospect exist with connections to bike lanes in adjacent areas, such as Braund Road, Prospect Road, Main North Road and Galway Avenue.

East/west movement, particularly for active transport, is restricted by the major roads such as Main North Road and the railway line.

3.2 Demographic data

3.2.1 Population and projections

SA Population Projection is for 2 million people by 2045 from a base line of 1.67 million people in 2016. Within Greater Adelaide the population was 1.43 million people in 2016 with population growth of 545,000 people (38%) expected and 248,000 dwellings (about 8,300 per year). Most of this increase is attributed to immigration with a small percentage attributed to natural increase.

The population for City of Prospect reached a peak of 24,000 people in 1950. A fall in population followed from smaller household sizes and life-cycle movement out of the area. Gradual and steady increases in population have been recorded since the 1990s (18,367 in 2001, 19,294 in 2006 & 19,955 in 2011). Total population was 20,527 people 2016 Census, an increase of 572 people (3%) from the 2011 Census and consistent with the growth rate for the state of 5%. This growth rate is expected to continue to rise in accordance with State Government strategies for population growth and focusing this growth within the Greater Adelaide region.

Interestingly, City of Prospect's residential density is at 2,632 persons per square kilometre and in the highest density cohort within Greater Adelaide (pp44 within The 30 Year Plan for Greater Adelaide – 2017 Update). The only other areas in Greater Adelaide showing density at this level are City of Unley and the suburbs of Glenelg/Glenelg North/Glenelg East, Kent Town/Norwood and Henley Beach. State Government targets for population growth are based on 3,000 persons per square kilometre to make public transport provision viable and therefore City of Prospect is one of only two local government areas that are around the required density level. Prospect (C) would satisfy 3,000 persons per square kilometer with a total population of 24,000 (similar to its peak in 1950) or an additional 3,500 people from the 2016 Census.

3.2.2 Age and Family composition

The median age of people in City of Prospect was 37 years and this is comparatively lower than the rest of the state at 40 years. Higher numbers of 20 to 34 year olds within the council area represent a larger group of young adults and family forming households. Also, there was a discernable decrease in 65 to 79 year olds representing a smaller group of young retirees within the local area when compared with the rest of the state.

The dominant 20 to 34 age grouping is reflected in 'couple family with children' data, with 50% within Prospect (C) compared to 42% for the state. The lower

early retiree group is reflected in lower 'couple family without children' figures (36% compared to 40% respectively).

Although not yet showing in the City of Prospect, an Australian trend is for an increasing demand for retirement living with figures rising from 184,000 to an expected 382,000 or double the number of people within 8 years. Increasing life expectancy and the ageing of the baby boomers is providing population challenges with the over 65 year olds facing insufficient retirement living opportunities. Life-cycle changes and immigration into the local area will have the capacity to make this an issue going forward.

3.2.3 Ethnicity

Prospect (C) has a typical dominant percentage (69%) of Australian born persons. This percentage has been gradually decreasing from 72% in 2006, with increasing levels of culturally diversity coming mainly from India and China. Traditional ethnic contributions also come from England, Italy and Greece. From 2006 to 2016 gains have been shown for India (2% to 5%) and China (1% to 2%), while other ethnicities have shown declining numbers. There has however, been an adjustment since the last census with India's rate of change now stabilising.

3.2.4 Income and Occupation

The medium personal income was higher in Prospect (C) at \$757 per week compared with \$600 for the state and \$602 nationally. Household income was \$1,576 per week within Prospect (C), \$1,206 for the state and \$1,438 nationally. About 95% of households have mortgage repayments that are less than 30% of household income which is slightly better than 93% for the rest of the state.

Persons employed in full-time work were higher in Prospect (C) at 57% compared with 54% for South Australia.

The dominant occupation of employed people within Prospect (C) was Professionals (31%) and this was considerably higher than the rate of 20% for the state and 22% nationally. Other occupations are not significantly different.

The number of people that work within Prospect (C) is 5,980 (local and non-local residents) and this is just over half the number of local residents that are employed at 10,128 people. Hence, travel to work is an important issue affecting people living within Prospect (C) as the majority of people need to move outside their local area to reach their places of employment. Also, many people are not making locational decisions based on employment having to be found within

their local area. Work from home figures have also remained at low levels at 3% compared with South Australia (4%) and Australia (5%).

3.2.5 Education

Persons with education beyond Year 12 was higher in Prospect (C) (54%) compared with the State (44%) and people with 'Bachelor Degree level and above' was significantly higher at 33% compared with 19% for the rest of the State.

Student numbers were almost double the corresponding figures for South Australia in Catholic primary (9%) and secondary schools (7%) and university or tertiary institution (27%). Significantly lower figures (less than half) were shown for secondary government schools at 4% and primary government schools (three quarters) at 15% when compared with South Australia.

These figures correspond with the availability of schools in the local area, particularly secondary schools, and it will be interesting to monitor whether any changes occur as new secondary government schools within Adelaide City Council are built and/or include the Prospect (C) within their capture zones. Increasing cultural diversity trends from India and China may also affect these figures in the future with a possible shift away from Catholic schools.

3.2.6 Household Size and Type

Prospect (C) had 72% of households in a detached dwelling, 12% in a semi-detached, row or townhouse of one or two storeys and 16% in an apartment of three storeys or more. Although the figures were slightly higher for detached dwellings, they are typical of inner metropolitan Adelaide local government areas.

Prospect (C) had 28% one person households, 31% two person households, 14% three person households and 15% four person households. Although smaller household numbers dominate, the average household size for Prospect (C) has slightly increased from 2.4 (2011) to 2.5 (2016) people and this could be attributed to the dominant family rearing life-cycle within the local area. This figure is however below the rest of the state with average number of people per household at 3.

Prospect (C) has 43% of dwellings with 3 bedrooms (of these 84% are detached, 14% semi-detached/townhouses, 1% apartments), 30% with 2 bedrooms (of these 37% detached, 32% apartments, 30% semi-detached/townhouses), 17% with 4 bedrooms (95% detached) and 5% with 1 bedroom (47% semi-d/townhouses, 35% apartments, 18% detached). Recent growth in apartments along the corridors will increase the percentage of 2 bedroom dwellings within the local area as over 80% of new dwellings are comprised of 2 bedroom accommodation.

As the local population progressively ages (children leave family household and become 'empty nesters') and different household compositions continue to rise (eg divorce, couple only and single person households), there will be an increasing demand for smaller houses. Other trends for more affordable housing and more environmentally sustainable buildings (building footprint) also support this scenario. Currently the majority of dwellings are detached family homes and low density residential and historical conservation zoning within the Development Plan favours this type of dwelling as the envisaged development. Recent Urban Corridor zoning along Churchill Road, Prospect Road and Main North Road has, however, encouraged multi-level apartment and townhouse style accommodation and smaller living spaces. The delay between zoning changes to development assessment and construction means that these changes (31 October 2013) are not yet being identified in the 2016 Census data.

The lack of 1 bedroom accommodation may need to be addressed by policy amendments to encourage a diversity of housing that can 'future proof' the local area from life-cycle bubbles. For example, encouragement of dependent and laneway housing within the Residential and Historical Conservation Zones that are sympathetic to streetscape character should be explored.

3.2.7 Mortgage and Rent

Median weekly rent at \$260 and monthly mortgage repayments at \$1,767 (or \$442 per week) are higher in Prospect (C) than for South Australia (\$220 & \$1,387 respectively) and this is typical of inner city areas where property values are relatively higher and life-cycle factors contribute to more recent housing purchases and higher repayments (ABS 2016 Census).

Real Estate Institute of South Australia (REISA) figures are slightly higher than ABS with medium weekly rent at \$295 and monthly mortgage repayments at \$1,863 (or \$466 per week) for Prospect (C). Nevertheless, when compared to South Australia the differences are similar with lower medium weekly rent at \$260 and monthly mortgage repayments at \$1,491 (or \$373 per week).

There is an increasing trend for more people to rent long term as buying a house becomes increasingly more difficult, which is happening in an environment of greater rental housing stress stemming from a lack of rental tenant rights to long term tenancy, low wage growth, less permanent employment and supply issues arising from likely decreasing tax incentives for negative gearing and capital gains concessions for local investors and reduced international investment (realestate.com.au).

3.2.8 House Prices

Median house prices for City of Prospect increased from \$542,000 (2011) to \$626,000 (2016) or 16% over 5 years. This compares with the Metropolitan Adelaide region from \$396,375 (2011) to \$442,563 (2016) or 12% over 5 years. (www.reisa.com.au) (www.data.sa.gov.au). Interestingly, Prospect recorded double digit growth in medium house prices in the past 12 months (2017) (realestate.com.au). Recent high rates of development along the main roads are helping to drive these price rises.

Issues of housing affordability are therefore relevant to the local area. Data from Renewal SA shows that from 2013 to 2016 City of Prospect had an affordability price point as gazetted of \$288,000 to \$304,000 and there were 41, 37 & 47 dwelling sales per year or from 9.5% to 11.5% of total sales. Affordable housing sales were higher within our Urban Corridor Zone with 7, 10 & 11 dwelling sales per year or from 13.6% to 29.4% of total sales. Council's Development Plan requires at least 15% for affordable housing of developments comprising 20 or more dwellings within the Urban Corridor Zone. As of August 2016, there were 17 new development sites constructed or undergoing construction and two of these (12%) comprised 20 or more dwellings. The two developments comprising 46 dwellings therefore required 7 dwellings to be affordable housing. Affordable housing sales within the zone totaled 28 within this period and equivalent to 4 four times the required amount.

3.2.8 Journey to Work

Journeys by car is still the most dominant method of travel to work at 82%, bus at 10%, walking and bicycle at 3% each. For an inner city area with good access to public/active transport, car usage to work remains very high and similar to the rest of the state (86%) and suggests a behavioural preference for this mode of transport.

Points of difference were shown with bicycle use at three times and bus use at two times higher than for the rest of the state, suggesting locational and servicing reasons encouraging these types of journeys to work. Interestingly, although there are 3 train stops on Council's western boundary, train use remained very low at below 1%. Possible explanations may include the lack of suitable east/west connections within the council area, other more suitable transport options being provided and its location on the edge of the council area.

Worked at home data showed similar levels for Prospect (C) 3% as for the rest of the state at 4%. Time series analysis shows that work from home has remained constant at 3% since 2001.

4. Summary

In summary the key issues arising are:

- State Government and Local Government strategic directions, targets and tensions:
 - population growth within Greater Adelaide and policies for general infill and evolving character compared with targeted growth areas and maintaining existing character
- Providing greater housing choice:
 - to reflect strategic directions and diversity of households, life-cycle changes, ageing in place, national ageing trends and inward migration, ethnicity and affordability
- Integrate Infrastructure and services:
 - to align with a strategy for transient orientated development and promoting changes in behaviour such as transferring from car use to active transport
- Providing quality living environments (work, live and play):
 - greening, walkable communities and protecting and enhancing valued community assets
- Ability for council to plan for, respond to and inform an increasingly activated and diverse local community.

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