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The Australian Institute of Landscape Architects – South Australian Chapter (AILA SA) is pleased to provide a response to the 2016 Update of the 30 Year Plan for Greater Adelaide. AILA SA has previously provided industry contribution towards the Planning Reform, Planning Development and Infrastructure Bill and the Climate Change Strategy. AILA SA remains willing to collaborate with the State Government and its agencies to promote a more prosperous, liveable and sustainable future for South Australia.

Overview

AILA SA is part of AILA, the growing national advocacy body representing almost 3,000 active and engaged landscape architects. Committed to designing and creating a better Australia, landscape architects have the skills and expertise to solve macro issues with innovative, integrated solutions. Landscape architects contribute leadership, creativity and innovation as they strive to collaborate to achieve better health, environmental, social and economic outcomes. From citywide strategies to the redesign of local parks and streetscapes, landscape architects are making places and spaces more sustainable and productive.

AILA SA commends the Minister for the leadership shown to elevate the Plan above land use planning to recognise and highlight the complexity of ingredients that must be considered in the successful evolution of Adelaide's CBD, suburbs and neighbourhoods. The Plan must retain the lifestyle qualities that are valued by the community in its transformation to a more compact and resilient urban form. The Plan places greater emphasis on the importance of design as a tool to balance the competing demands of urban infill within Adelaide and its surrounding suburbs.

The 2016 update highlights through its policies and targets the importance of liveability and resilience in driving change towards a new urban form. The Plan better recognises the many elements that contribute to an appealing way of life, as well as the many different opportunities to better position our urban environment to adapt to a changing climate, as well as a lower carbon lifestyle.

Landscape Architects can play an increasing role in shaping the urban form of Adelaide's neighbourhoods in support of the new urban form of the update. AILA SA supports the greater recognition and value of Green Infrastructure in the Update when compared to the original edition. It is evident directly and indirectly in a range of policy measures, as well as specifically through the ambition of Target 5. Green Infrastructure initiatives can include green roofs and walls, rain gardens, street trees, tree planting and under-planting to create greener plazas, open-spaces and streetscapes. AILA SA appreciates the support for Green or Living Infrastructure within the Update, in particular the inclusion of AILA's definition of Green Infrastructure as "*the network of natural landscape assets, which underpin and provide for the economic, socio-cultural and environmental functionality of our cities and towns.*"

Landscape Architects are professionally trained to influence and enable greater built outcomes through engaged planning, design and implementation. The work of Landscape Architects will benefit from the establishment of Targets, as well as enable measurable built outcomes that demonstrate the State Government's broader aims and objectives.



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The 2016 Update is recognised as another tool with the PDI Act that can continue to elevate the better planning, design and integration of the built environment to improve the quality of a place for its local community and cumulatively for Greater Adelaide.

Engagement Process

AILA SA congratulates DPTI for their openness to engage on the development of the document as well as the stakeholder review of the 6 targets and key policy areas.

AILA SA was pleased to work with DPTI and DEWNR in May to host the Green Infrastructure Workshop. It is clear in the update that the engagement has been reflected in the directions, language and policy settings of the 2016 update.

The 6 target workshops brought together a diversity of stakeholders. The sessions were a very obvious demonstration of the complexity of skills required to achieve a more liveable and resilient Adelaide. It also highlights the potential in fostering stronger relationships between planning, design, health, transport, environment, social services and economy, as well as a link between Government and industry.

The plan and supporting legislation and process (including PDI tools) must ensure that the diversity of expertise and industry maintain their engagement in shaping the new urban form for greater Adelaide through to implementation.

Importance of Design

AILA SA supports the recognition given to design in the new vision for Greater Adelaide and its role in enabling a new urban form. As Landscape Architects, we use design as a tool to unlock the potential of our projects, as well as to find balance amongst competing interests. AILA SA highlights the importance in recognising the role of design in determining the quality of the process not just in the quality of the outcome. *Design quality* as a policy theme presents opportunities in achieving a greater range of targets. The targets; 2. *Smarter Travel*, 3. *Getting Active*, 4. *Walkable Neighbourhoods* and 5. *A green liveable city* are fundamental to good design and accordingly *design quality* should be overtly linked as relevant to these targets.

The Policies identify the need for further design direction through guidelines, in particular the residential design, green infrastructure, water sensitive urban design as well as streetscape guidelines. The new urban form will rely on a greater ability to translate planning aspirations into a local context to meaningfully achieve a new urban form and achieve measurable target outcomes.

AILA SA supports the identification and co-ordination of a suite of supporting strategic and technical documents necessary to translate the ambition of the plan into effective implementation that leads the changing urban form across Adelaide. This library of documents should consider the development of built form, as well as the development of the public realm and provision of infrastructure.



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The 2016 targets and policy directions could result in a number of individual guidelines being developed which impact on the local streetscapes, but cumulatively could result in congestion and contradiction for government agencies, local government, developers and the local community.

Office of Design and Architecture SA

AILA SA supports the recognition of ODASA and their local importance in the 2016 update, as well as the importance of the design review process in championing greater quality in development across Adelaide. AILA SA fully supports the growth of the Design Review Panel, the culture of design review and early input, as well as the development of design codes to ensure good design quality across all scales of development.

Design principles are now incorporated into the Act, and will be implemented through the P&D Code. The expression of which will be demonstrated in the content of *Residential Design Guidelines*, and a process of *Design Review*. AILA SA supports the opportunity to expand the scope of design guidelines into the public realm to provide balance between the increasing demands being placed on streetscapes and public spaces.

An *expanded* design review panel process, in thematic scope, should be an *expanded* role for design per se; given the multiplicity of factors, particularly where Policies may run counter across different Targets. For example, a Policy theme of *Housing mix, affordability and competitiveness*, as envisaged by the ‘missing middle’ may be negated by the Target – *A green liveable city*, whereby canopy cover increases by 20%. The consideration of ‘sensitivity’ of built form interface must be cognisant and accountable to the outcomes for greening in the streetscapes which provide the framework for buildings, be that in the public realm, or as equally important in the context of the ‘missing middle’, greening in the private realm.

Local Area Plans

The Update includes the breakout quote “Successful cities don’t happen by accident. They need long-term strategic planning, co-ordinated action and sustainable investment”. Rather than a ‘catch-all phrase’ for the range of traditional detailed planning responses of structure plans, precinct plans, master plans etc, this quote highlights the key drivers for the formalisation and elevation of Local Area Plans. AILA SA considers a strengthening of the legislative context for Local Area Plans must be made to elevate the Governments drive to see local change in response to the vision of a new urban form.

‘Good’ design is introduced as the panacea for addressing the sensitive issue of interface between the old and the new. AILA challenges DPTI through the 2016 update to elevate design above the immediate or localised issue to develop a new approach to the planning of Local Area that embraces the complexity of the urban environment and promotes a more contextual and desired future. The Plan recognised the complexity in its targets and policies, but design is required to demonstrate the link between land use planning and behaviour change. Proximity to public transport wont ensure



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you catch public transport, or ride a bike. The development of Local Area Plans should not limit their ambition to the traditional and at times severely lacking narrow consideration of;

- *medium and high rise buildings*
- *sensitive infill and areas of protection* (or should that read – heritage)
- *where there should be minimum and maximum height levels.*

The ‘Design Guidance Note for Master Plans’ contained on the ODASA website contains existing detail and direction that could be applied to the formalisation of the Local Area Plan requirements. The Guidance Note sets out “Planning for change in the physical, social and economic fabric of places is seen as an integrated process, which can be achieved through the input and efforts of many professionals and local communities”. It is important that Local Area Plans provide a balanced direction that strives to best respond to the targets and policies of the 2016 update, reflects the input of many, including State and Local Government, developers, professionals and the local community.

AILA SA encourages the consideration by DPTI of how Local Areas Plans could be developed to provide greater design standards and reporting of heat impact as well as stormwater impact statements, for local areas, integrating development and public realm amendments to achieve a zero net effect to increased local temperatures or local runoff.

In support of ODASA and the Design Review Process, the facilitation of Local Area Plans could be an expanded role for the Office, acting as a conduit between State and Local Government, as well as a point of connection for the community as well as developers. To enable greater design outcomes, AILA SA strongly urges establishing a more accountable design led approach to the development and review of Local Area Plans, to ensure future development is integrated with its local context and individually contributes to the broader precinct’s aims, aspirations and targets.

Once endorsed, Local Area Plans can become a common framework within which local development can be enabled, efficiencies gained and greater community outcomes achieved. The Plans also provides an informed context to add value and accountability in design review.

Needs versus Opportunity

The 2016 Update is positioned to maximise the opportunity for growth and investment within the CBD and along our key transit corridors and centres. Increased infill is also identified and given greater contextual consideration. The targets and policy settings provide some direction and incentives for the community to transition to a more compact and in many cases vertical way of life. Ultimately, the majority of the document targets new investment through infill rather than outward growth in greenfields. AILA SA supports the prioritisation of consolidation and the additional urban requirements for successful integration. AILA SA has also previously supported the State Governments aims for an urban growth boundary.



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However, to focus the 2016 update on growth limits its strategic importance and the long term economic aims of the document. Walkable neighbourhoods, cycling to work and the ease of public transport are easier in inner rim suburbs such as Parkside, Mile End and Prospect. The social, cultural and economic benefits of a more liveable urban form in the inner rim suburbs are important, however these areas are not our most vulnerable.

To recast the 6 targets in suburbs such as Munno Para, Elizabeth, Hillbank, Parafield Gardens, Renella and Regency Park would provide a host of different challenges, but also enormous long term potential for positive changes amongst the most disadvantaged and vulnerable communities. Many of these suburbs are characterised by low incomes, high unemployment, car dependency, poor health and well-being, poor diet and limited exercise. They have limited housing choices that are more reliant on power for heating, cooling and lighting. The streets, parks and other public and private open spaces are of poorer quality with reduced areas of greening compared to inner rim suburbs.

Research has confirmed that the causes of many contemporary western health problems is directly linked to the lifestyle produced from low density residential suburbs, separated from work, shops, community and recreation facilities stimulating increased private car use, which in turn reduces opportunities for walking and cycling (Kellett and Rofe, University of South Australia 2009).

Studies have shown that the design of our urban environments, through increasing albedo, surface emissivity, thermal conductivity, evapotranspiration, and shade via increasing vegetated areas can reduce the annual number of heat related emergency calls to ambulance services by 48% (Silva 2010), (Loughnan, Coutts, Tapper, Beringer 2012).

During the 2009 Victorian Black Saturday bushfires 173 people died. During a severe heat wave event just a few weeks prior, 365 people died from heat related illness. Reducing the night time temperature (reducing the hard surfaces emitting heat at night) will be a major preventative public health activity (Tapper).

The 2016 Update should consider where are the opportunities in Adelaide's most vulnerable neighbourhoods to redefine the suburban form, to create healthier, safer, cooler and greener neighbourhoods to improve the long term standard of living of the missing middle and forgotten outer Adelaide. A better suburban environment will allow State Government to proactively target the social, education and health issues affecting these communities, which in turn can reduce the long term economic costs to society.

Demonstration Sites

The State Government should be applauded for its leadership in the redevelopment of Bowden and Tonsley, both recipients of past AILA SA Awards. These projects represent the aspiration of the 30 Year Plan for Greater Adelaide in their planning and importantly provide on the ground demonstrations of new possibilities. The leadership provided by the State Government is critical in



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enabling industry change as well as broader community acceptance. However, the high quality vision and aspirations established in each of these project must be maintained over the long term to fully realise its ambition.

While these projects reflect a positive step forward, the State Government must continue to challenge its own internal standards across all departments to ensure its leadership contributes to the realisation of a new urban form for Adelaide. The ‘Renewing our Streets and Suburbs’ infill program must utilise Local Area Plans as its starting point, ensure contextual planning and streetscape enhancements can demonstrate process and benefit to the community, as well as ensure the policy aims and targets of the 2016 update are realised through the renewal process. Similarly, infrastructure projects such as the Obahn City Access Project must set a higher standard to ensure the State doesn’t compromise or contradict its own ambition.

It is critically important that State Government show leadership through its own projects. It must be willing to demonstrate how the new urban form can be realised within our existing suburbs, adding to the local quality of life without compromising development potential or placing unrealistic burden onto local government. It is important it is demonstrated as an affordable, accessible and replicable process that adds value to the quality of outcomes achieved through infill development.

Government projects should be used as ‘demonstration sites’ to engage with the public, developers and local government and communicate how the policies and targets of the 30 Year Plan have been translated into these projects. As existing projects, they have important potential to achieve ‘early wins’ which if delivered successfully should move the conversation past ‘nice to have’ to a more ‘business as usual approach’ that includes better streets, more trees, more open spaces within infill sites and stronger connections with the surrounding community.

Green Infrastructure and Health

AILA SA supports the introduction of a tree canopy target in the 2016 Update. It is recognised as a significant advancement from the original document and provides the industry with a strategic incentive to encourage expanded tree planting. However the scale of target may not be ambitious enough if the State has sought to drive critical change. AILA SA encourage greater consideration of an urban forestry, considering the wider variety of green infrastructure as well as reflecting on the research to determine realised benefits from increased targets. Research found that when a variety of vegetation cover (trees, hedges and grasses) is greater than 40% of the total area, a 10% increase in cover would lead to a reduction in land surface temperature of 1.16°C. However there is no reduction on land surface temperature when this mixed vegetation cover is less than 40% (Technical Guidelines: for urban green cover in NSW 2014).

AILA SA believes there should be more consideration given to the many types and resultant benefits of well integrated Green Infrastructure throughout the city and suburbs. Green Infrastructure, including trees, living walls and roofs, urban forestry and agriculture, water sensitive urban design, productive landscapes, soil sciences and urban ecology all contribute significantly to improving the



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amenity of our urban areas. It is scientifically proven that green spaces have a direct link to health, wellbeing and productivity of our communities and it is recommended that further commentary be included in the plan including;

- The benefits of Green Infrastructure with regard to both climate change adaptation and to health and wellbeing.
- The productivity benefits of Green Infrastructure with regards to providing contact greenspaces in education and employment zones, including maximising outlook to green.
- The inclusion of some parameters around the spread of tree canopy cover – a 20% target could be easily met within new growth areas, while other parts of established urban or suburban areas may remain devoid of any increase.
- Prioritisation of demand for tree canopy of other urban forestry initiatives to address deficits in existing urban areas or higher community risk of heat, including the importance of improving green infrastructure to serve those most vulnerable –the ageing, the sick and the financially disadvantaged.
- The importance of education at all levels both to the public and within government with respect to climate change awareness and the multiple benefits of integrated green infrastructure

It is important that the update does not miss the opportunity to emphasise the collective importance and impact of urban forestry in the approach to managing our urban areas. The new urban form must recognise and enable expansion of these opportunities, considered most at risk of compromise through urban infill. Study showed that the level of vegetation in suburbs has a direct link to the elevated levels of heart disease:

"The odds of hospitalization was 37% lower, and the odds of self-reported heart disease or stroke was 16% lower, among adults with highly variable greenness around their home, compared to those in neighbourhoods with low variability in greenness."

The lower prevalence of heart disease may be attributable to higher levels of physical activity, such as neighbourhood walking which is positively influenced by the natural and built environment.

The coexistence of both aesthetically pleasing natural vegetation to entice people out of their homes and destinations within walking distance would also contribute to variability in neighbourhood greenness." (Pereira et al., 2008).

Employment Precincts

The value of a more accessible, active and greener public realm should be integrated into the planning of future employment lands. Research has demonstrated the increased productivity and performance gains that can be achieved by providing staff with the opportunity to engage with nature. In planning employment zones, the update should be strengthened to ensure the targets and policy of the update are not only applied to in a residential context, but additional planning into



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walkable streets, greener streets and investment in public spaces should underpin the long term performance of these precincts. People working in places with trees and plants are 17% more productive than those in bare spaces (Vision 202020). AILA SA urges the State Government to enable greater economic benefit through a more considered planning and design of these specialist precincts around greener spaces, as well as education precincts.

It is concerning that there is little mention of Education as a key employment sector within the state. We see the education system, at all tiers, to be an important growth sector for our economy, providing a service to the increasing international student market and feeding the knowledge industry that has had significant recent investment with projects such as the Tonsley Innovation Precinct, Health and Education Precinct and the Super Schools program. These education precincts have a direct impact on activating the public realm which in turns provides improved amenity for our communities.

Open Space Provisions

It is clear that the driver for change has begun with the Planning Reform process and the subsequent introduction of legislative change with the PDI Act. AILA SA remains frustrated that to date these significant changes including the update of the 30 Year Plan for Greater Adelaide have not meaningfully extended to the provision of Open Space. The 2016 Update positively identifies the elevated role local streets can play in building stronger and healthier communities. They need to be valued as a ‘type’ of public open space, and that recognition enabled through better planning. Without a sophisticated and nuanced recasting of Open Space in the legislative context, the new bold vision of Living Adelaide will remain locked into an outmoded regulated concept of open space as a 12.5% quantum, irrespective of the needs of new communities or increased density.

Translating the aspirations – Streetscape Design Guidelines

As stated above, AILA SA supports the greater recognition given to design in leading the realisation of a new urban form for Adelaide. The quality of design will heavily influence the local community in their acceptance of the change, as well as the long term legacy of the strategic changes proposed in the Plan. The Plan, through the targets and policies identify the need for further design direction through guidelines. In particular the update identifies the need for residential design, green infrastructure, water sensitive urban design as well as streetscape guidelines. The Plan will rely on a greater ability to translate planning aspirations into a local context to meaningfully achieve a new urban form and measurable target outcomes.

AILA SA encourages the State Government to build on the success of the Streets for People compendium with a supporting document that brings together the policy expectations of green infrastructure, streetscape design and water sensitive urban design contained within the Update. AILA SA considers there to be enormous benefit in a single consolidated document that provides demonstration and design directions in response to the link and place definitions established in the original Compendium. A single document provides more balanced technical detail of the public



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realm to support the elevation of Local Area Plans (see above), as well as means to translate outcomes towards Target 2-6. It would provide greater advice to local government, the local community as well as directions for developers.

The Streets for People Compendium is an existing strategic document that is recognised through the policies of the 2016 Update. It has provided important guidelines in the recognition of the different roles streets can play in the liveability and servicing of cities, towns and neighbourhoods. The introduction of 'Link and Place' assessment has provided a common language that has allowed a range of professions, stakeholders, decision makers and the local community to work together and make more informed assessment on the roles and priorities of local streets across Adelaide.

Work by the CRC for Water Sensitive Cities demonstrates a Melbourne pocket park and immediate surrounds showed surface temperatures across the park on a 33°C day as follows. The roadway surface is 46°C, shade under trees is 32°C, a concrete path is 43°C and a water sensitive urban design (WSUD) bed is 34°C. This quantifies that there are better ways to design healthier and more active streetscapes through the re-prioritisation of key components of the streetscape. The guidelines should help to emphasize the value of shading solar radiation by tree canopy cover, or the inclusion of more WSUD bed as the most effective means of cooling, and therefore drive change in how we design for these elements, rather than the prioritisation of other assets or infrastructure.

The supporting design guidelines could include existing and infill tree planting, WSUD, footpaths and DDA requirements, lighting, below ground and above ground services, front and rear lot integration, infill drive ways, cycling infrastructure and maintenance.

The update of the Compendium should provide an opportunity to better inform the integration of infrastructure into the streetscape, reversing the negative impact below ground infrastructure has on the quality of the above ground place. The aspirations of the Plan and its targets requires a reassessment of the prioritisation given to the provision of infrastructure and the drivers the need for more integrated solutions between service providers, state and local government, developers and the local community.

In the last week, the US-led National Association of City Transport Officials (NACTO) and the Global Designing Cities Initiative have released the *Global Street Design Guidelines*, considered a first ever worldwide standard for designing safe, sustainable City Streets. It provides an important demonstration of what the compendium could become, recognising the importance of better street design in addressing the challenges facing urban areas of economic vitality, liveability, physical and social mobility as well as health and safety for all. AILA SA awarded the Adelaide Design Manual, a joint initiative of the Adelaide City Council and the State Government which demonstrates the potential of a wider street design guide. A whole of state approach to the planning, design, implementation and management of streetscapes is a strategic opportunity before local governments begin to develop individual guidelines and standards for local streets, potentially resulting in additional development confusion.



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AILA SA would welcome the opportunity to work with DPTI and industry partners to further scope and develop this 'second edition'.

Implementation

The 2016 Update is recognised and valued for its strategic directions to a more holistic and informed new urban form. If realised, the measurable targets and policies should create a more liveable and resilient greater Adelaide. However the plan lacks direction towards implementation and designation of roles. To achieve the desired new urban form of Adelaide, the State Government and Local Governments must work together effectively to enable and maintain the changes required to encourage development, as well as to encourage new lifestyle options within more compact suburbs. The potential of policy and targets through land use planning alone will not achieve meaningful long term change – living closer to the CBD does not guarantee more people will ride to work each day if people don't feel safe to ride on the existing streets. The responsibility to enhance key streets, to 'unlock' the 60% of the community who want to ride but don't feel confident should not be transferred to the local government, nor should it remain the State's.

AILA SA supports the LGA's recommendation for a clear governance and implementation plan to be developed in support of the 2016 update, that includes:

- Roles and responsibilities for:
 - Decisions and approvals
 - Involvement in development of complementary localised strategies and policies
 - Data collection
 - Monitoring of targets
- Indicative time frames for implementation toward a 30 year vision
- Funding
- Measures and methods for monitoring achievement in relation to policies and actions as well as targets
- Co-ordination of issues that cut across different government departments and agencies
- Ongoing engagement and collaboration with key stakeholders, including local government

The Update is more aware of the role of the public realm in contributing to the new urban form, as well as delivering against its policies and targets. Implementation must address the responsibility of ongoing maintenance to ensure the quality of place, and the health of the green infrastructure is appropriately maintained long term to realise the full potential identified in the Update. A tree will not deliver the anticipated benefits to the community in shade provision, cooling and air quality improvements until it reaches maturity (approx. 10-15 years).



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Summary

"The liveability of Australia's cities will be affected by how their sustainability is managed."
(Department of Infrastructure & Regional Development, *State of Australian Cities* 2013)

More people are choosing to live in cities and built up areas for employment, education and lifestyle opportunities. Increasingly, Landscape Architects are taking leading roles locally and nationally in the planning and redevelopment of urban and regional areas as well as directing major infrastructure projects. The liveability of cities, towns and suburbs will determine their long term economic success and resilience. Landscape Architects are champions for liveable cities, in particular through the professional respect of place and increasingly the integration of green infrastructure in addressing the effects of climate change within our cities (heat) and suburbs (coastal).

AILA SA supports the 2016 update to the 30 Year Plan for Greater Adelaide as a more informed and diverse document. Its language and complexity is recognition that land use planning will not achieve the aims and ambitions of the State Government, or be understood and valued by local communities.

AILA SA encourages the State Government to develop further through the Plan and the PDI Act, additional complementary processes and detail that can better enable the translation of the 6 high levels targets and the complexity of policy into tangible outcomes that better enables more liveable and resilient neighbourhoods.

AILA SA looks forward to continuing to work with the Minister and the Department of Planning, Transport and Infrastructure to translate the aims and aspirations of the 30 year Plan for Greater Adelaide into real change within Adelaide's CBD, suburbs and neighbourhoods.

A handwritten signature in black ink, appearing to read "Ben Willsmore".

Ben Willsmore
AILA SA President
25 October 2016