

WHAT WE HAVE HEARD REPORT

STATE PLANNING COMMISSION WORKSHOPS



State Planning Commission Workshop Series, May 2018

The *Planning, Development and Infrastructure Act 2016* (the Act) is being introduced in stages over the next two years as part of the biggest modernisation of South Australia's planning system in more than 20 years. This planning reform represents a once-in-a generation opportunity for South Australians to improve the way their communities look, grow and change.

To capture early industry and community feedback about planning reform, the State Planning Commission hosted three separate workshops attended by more than 150 people at the Office of Design and Architecture SA, Leigh Street, Adelaide in May 2018.

Workshop participants, including those in regional SA on livestream, were able to hear from Commission members and senior members from the Department of Planning, Transport and Infrastructure on the planning reform journey, including an overview of the draft State Planning Policies and early insights into the development of the four Planning and Design Code policy discussion papers on *Integrated Movement Systems*, *Natural Resources and the Environment*, *People and Neighbourhoods*, and the *Productive Economy*.

This report has been prepared as a summary of the workshops, and feedback received on the draft State Planning Policies and the four policy discussion papers.

State Planning Commission Workshop #1 – State Planning Policies

At the request of the Minister for Planning, the State Planning Commission together with the Department of Planning, Transport and Infrastructure and other key state agencies have prepared draft State Planning Policies (SPPs) to set out the Government's overarching objectives and principles for the new planning system.

There are 16 SPPs, 5 legislated under the Act (mandatory) and 11 initiated by the Minister for Planning (strategic), which have been categorised into the following key themes:



Michael Lennon addressing workshop participants



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Early engagement

On 10 May 2018, the State Planning Commission hosted a public workshop to provide an overview of the new planning system and to introduce the draft SPPs.

In total, 54 people attended the workshop with participants including members of the general public, local residents, planning practitioners, council staff, state agency staff and key industry representatives.

The format of the workshop involved an overview of the draft SPPs and a question and answer session, followed by an engagement activity.

The engagement activity asked attendees to rate each of the draft SPPs into three categories:

- Love it
- Like it, or
- Loathe it.

Comments from the floor

The following comments were received during the question and answer session:

- Incentivise better housing options
- Infill development is contributing to the loss of private trees and landscaping
- Loss of local level planning and opportunities for community input
- The range of policies is broad and covers a wide range of planning topics
- The need to plan for autonomous vehicles
- The need for more street trees
- The need to make sure we replace trees that are lost during development – whether in public realm or in the new development
- There should be care taken to ensure that the existing character of areas is not lost
- Protect our heritage – particularly heritage buildings
- General support for the SPPs overall and key themes contained in the policies.

Rating the State Planning Policies

The following feedback was received from workshop attendees who participated in the engagement activity:

Legislated State Planning Policies – average score 94%

In general, the group rated the legislated policies highly, with the majority of participants citing they were very supportive of the proposed policies.

Out of the suite of legislated SPPs, only three of the six were identified as requiring refinement and reworking. Those policies being Integrated Planning, Design Quality and Adaptive Reuse.

Ministerial State Planning Policies – average score 85%

Similarly, the Ministerial State Planning Policies were highly supported. However feedback received on the policies related to Employment Lands, Housing Supply and Diversity, Strategic Transport Infrastructure, and Water Security and Quality indicated slightly less support than others.

Summary

Overall the policies proposed at the workshop were highly supported. Those that scored less than their more popular counterparts warranted additional review and discussions with relevant state agencies. In doing this, the full suite of policies was taken into consideration and as a result, considerable time has been spent working with agencies, thought leaders and industry representatives to refine, review and enhance the policies proposed. These revised policies will be reflected in the draft SPPs released for consultation in mid-2018.

Next Steps

Following the State Planning Commission Workshop, the draft SPPs will be:

- Approved for consultation by the State Planning Commission
- Endorsed for consultation by the Minister for Planning
- Released for public engagement and consultation in mid July to mid September 2018.

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State Planning Commission Workshops #2 and #3 – Policy Discussion Papers

In March 2018, the State Planning Commission introduced its blueprint for developing the Planning and Design Code. This involves releasing a series of policy discussion papers designed to build an understanding of the strengths, weaknesses, opportunities and challenges associated with current land-use planning policies in South Australia. See Figure 1.

The four Policy Discussion Papers in the series are:

- Integrated Movement Systems
- Environment and Natural Resources
- People and Neighbourhoods; and
- Productive Economy.

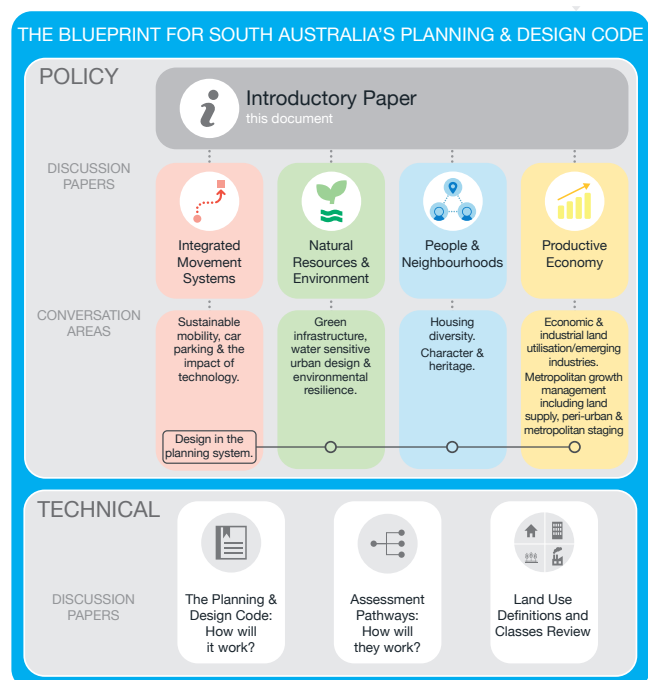


Figure 1: Blueprint for South Australia's Planning and Design Code

An important step in developing these documents is early engagement with built environment professionals, local government, peak bodies and the community. As part of this, the Commission held two workshops in May 2018 to identify key challenges and opportunities with existing planning policies relevant to these four policy themes. This report has been prepared as a summary of the workshops, and in particular highlights the feedback received so far.

Early engagement

In total, 104 people attended the workshops which were held on 17 May and 24 May at the Office of Design and Architecture SA. Attendees were from a range of backgrounds including local residents, councils and key industry representatives. The engagement activity involved asking participants the following questions on each of the four themes:

What do you want to:

1. **Stop** in regards to existing planning policies?
2. **Start** in regards to existing planning policies?
3. **Continue** in regards to planning policy and transition into the new Code?



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Integrated Movement Systems Policy Discussion Paper

This paper has the following key **focus areas**:

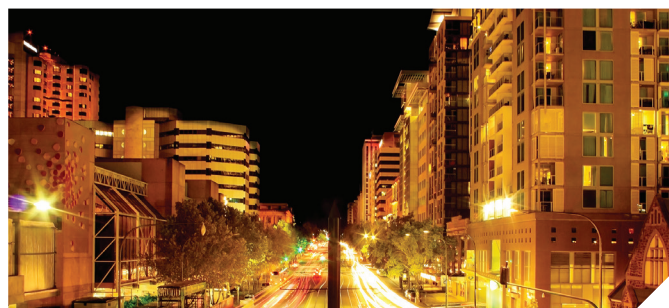
- Public transport connections
- Active travel (cycling and walking)
- Car parking requirements
- Planning for new technologies
- Strategic freight corridors
- Transport facilities (ports and airports)
- Transport and land-use interface
- Better aligning transport, land-use and public realm improvement.

The following **feedback** and **ideas** were received:

- The accommodation of all types of vehicles is important. However vehicles increase the danger to cyclists and pedestrians.
- The development of new car parks in the city discourages the use of public transport.
- Ad-hoc design standards are applied to bikeways.
- There is an over-prescription of car parking requirements (although some took a different view).
- Higher density residential development should not occur along freight corridors.
- Greater focus needs to be placed on public transport frequencies and coverage.
- Public realm policies should be implemented to ensure safe and walkable environments for the community.
- High rise developments should provide parking for bicycles and adequate end-of-trip facilities.
- Roads should be constructed to accommodate bus pull out bays, bicycles and pedestrians separately.
- Policy that encourages built form and design standards that minimise excessive car turning/movements (and hence the need for more paved surfaces) could reduce site imperviousness and the associated excess stormwater runoff and urban heat impacts.
- Financial incentives should be available to incentivise an increase in no-car households.

- There is a need to review the parking and turning templates and standards used in planning assessments for passenger vehicles due to increasing size and reduced manoeuvrability with increasing proportion of larger vehicles.
- In a future where car ownership is expected to reduce, particularly in inner metropolitan suburbs and along transit corridors, providing for a design that allows the function of the space to be flexible over time can add to liveability for residents.
- Creation of policy provision for new technologies such as driverless cars.
- Wider expansion of the tram network around the city and inner metropolitan areas.
- Provide increased passenger capacity on trains (including bicycles).
- Ensure that car parking requirements in regional areas are not considered in the same context as metropolitan situations.
- Think more broadly about mobility and travelling around urban and regional areas.
- Incentivise drivers of single-person cars to use other transport methods to enter the CBD.
- Review freight routes through metropolitan Adelaide.
- Investigate the creation of dedicated automated vehicle or carpooling lanes.

We note that some of these ideas are within the scope of the planning system and some are the responsibility of other bodies, particular public transport service provision. However, the principle of supporting public transport is a key planning consideration.





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Environment and Natural Resources Policy Discussion Paper

This paper has the following key **focus areas**:

- Sustainable and liveable urban environments (including green infrastructure, water sensitive urban design, energy efficient design and waste management)
- Water security and quality
- Biodiversity
- Coastal environments
- Natural hazards (including flooding and bushfires); and
- Environment protection and public health (including site contamination and interfaces, such as noise and air emissions).

The following **feedback** and **ideas** were received:

- Policy should seek to ensure we are not losing green canopy cover.
- Stop food waste ending up in land fill.
- Ensure all new housing developments have a passive solar design.

- Conflict with underground services limits opportunities to roll out urban greening and water sensitive urban design opportunities in the road reserve (verge and roadway itself). Policy that encourages the co-bundling of underground services across all utilities would vastly improve opportunities to achieve 30-Year Plan canopy cover targets.
- Not enough policy currently on green infrastructure.
- Include performance-based policy measures for stormwater runoff quality and quantity management.
- The Aldinga Arts EcoVillage is a successful example of a model suburb based on sustainability principles. This could be used as an example for future suburbs and subdivisions.
- Make landscaping and stormwater collection compulsory in shopping centre car parks.
- Ensure planning guidelines consider overshadowing of solar panels in residential areas.
- Continue with more effective design review - so much new development in such poor quality.
- Allow historic buildings to be reused as dwellings in rural landscapes.
- Environmental design requirements must not be a trade-off for 'breaking the rules'.



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People and Neighbourhoods Policy Discussion Paper

This paper has the following key **focus areas**:

- Residential Zone Consolidation
- Housing Diversity
 - The Missing Middle
 - Housing for the aged
 - Affordable housing
- Design Quality
 - Buildings and interface
 - Public realm (including streetscapes and public open space)
- Heritage and Character

The following **feedback** and **ideas** were received:

- Regulate short term accommodation.
- Poor quality designs are affecting heritage neighbourhoods.
- Open space and trees should not be lost to make way for housing.
- Fences should not be too high as they block light.
- Allotments should be large enough to allow for vegetation to grow.
- Zoning provision can ruin the character of an area and encourage a gradual change in streetscape.
- Heritage is lost when all but the front façade is destroyed.
- There could be a role for Renewal SA or other parts of Government, or industry bodies like the HIA, to assist in facilitating site amalgamation with multiple owners for private developments.
- Plan for emerging trends such as Uber to lower car ownership.
- Start planning for community focus (not for vehicle access) with more areas excluding cars to bring the community closer.
- Allow more flexible housing options without impacting on character areas.

- Start recognising that not everyone wants to speak to their neighbours.
- Allow more flexible zoning to allow diverse housing.
- Increase opportunity for ageing in place with more flexible 'granny flat' options and dual living within existing single detached houses - particularly in heritage character areas.
- Allow housing at the backs of existing big block houses.
- Aged housing cluster near medical facilities and vice versa.
- Try and develop linkages between the planning system and the SA Government's HomeStart organisation.
- Make it harder to leave rental properties empty.
- Produce land development and housing policies that deliver affordable housing outcomes.
- Provide a mix of affordable and exclusive apartments, and townhouses in the same development.
- Allow affordable density in more areas, enabling young people to stay in their local area.
- Accept that some people do not drive and do not need a parking space.
- Consider design advisors per council, similar to heritage advisors to encourage improvement in design quality.
- Insist developers engage with the neighbourhood at an early stage.
- Design for the highest quality so buildings are future proofed for the long term.
- Transparency of decision making is important.
- The new Code needs to recognise the context of the site and allow a decision that responds to and reinforces it.
- Design all new buildings to be accessible.
- Include mechanisms that ensure neighbourhoods have space for trees.
- Identify and manage character independent of heritage to provide clarity in design guideline intent.



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- Ensure any new building has character features in it whether modern, funky or traditional.
- Demolition control on suburbs with pre-1940's dwellings largely intact.
- Identify elements of character beyond the built form itself.
- Think about neighbourhoods of people, not houses.
- Provide better protection for character and heritage. It should not be demolition 'on merit'.
- Translate existing historic conservation zones to become 'Local Heritage Zones' with the same protection as 'Local Heritage Places'.
- Continue and strengthen acknowledgement of heritage - state, local and contributory items.
- Support inclusionary zoning to increase affordable housing supply in a vast number of areas in Greater Adelaide.
- Provide more secure dog parks and mini-parks in neighbourhoods on low traffic streets.
- Include public health considerations.
- Provide design guidance on the interface between truck loading access (some occur anytime 24/7) and adjacent residential properties.





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Productive Economy Policy Discussion Paper

This paper has the following key **focus areas**:

- Retailing
- Land supply for employment activities (including industrial, mixed use, primary production and tourism)
- Value adding (tourism and primary production)
- Primary production interfaces
- Smart cities
- Renewable energy
- Emerging economic land uses (e.g advanced technology)
- Adaptive re-use.

The following **feedback** and **ideas** were received:

- Allowing big regional metropolitan shopping centres to grow bigger has a negative impact on small businesses.
- Reduce referral timelines for Government departments and provide quicker turn around.
- Early consideration of infrastructure to ensure adequate open space and other necessary public infrastructure.
- Stop allowing residential code development if it is adjacent to an industry zone.
- Prevent Ministerial intervention.
- More flexibility in employment zones to address more business activities.
- No more growth on the fringes.
- Stop wind farms near residential properties.
- Allow retail centres to be built around and on top of rail stations.
- Bring back the corner store.
- Increase opportunities for mixed-use development with retail on lower level and residential above.
- Allow decentralisation of small bars into neighbourhoods.

- Provide incentives to develop parking at rear of properties, leading to more pedestrian friendly streets / frontages.
- Facilitate temporary land use approvals. Promote pop up culture to increase vibrancy.
- Provide planning and money incentives to reuse buildings.
- Penalise building owners who have properties vacant. Consider a vacant property levy.
- Encourage change of use from office to residential.
- Consider legislation to control design and quality of the buildings surrounding heritage / character.
- Industrial / commercial zones should have a list of developments that are allowed in the zone, to prevent confusion on what development can be conducted.
- Move from specific activities to more flexibility e.g. business parks, broad employment creating users.
- Provide opportunities for sensitive development in tourism areas - quality development, nature based, wine tourism, ecotourism.
- Permit job creation and productive activities in suburbs.
- Primary production land not able to be returned to primary production (due to existing or previous uses) should be available for other users.
- Introduce significant financial penalties for development not using predominantly renewable energies.
- Mandate the use of solar power for all new development.
- Employment areas need less separation and segregation. More flexible definitions of activities and more flexible zones.
- Shopping centre hierarchy is still valid and needed as part of retail planning for Greater Adelaide and regions.
- Save our wine/growing areas from urban encroachment.
- Land still needs to be zoned for traditional industry and light industry, it's not all advanced manufacturing.
- Very difficult to predict where tourism development will be proposed. Air BnB is a good example of this.



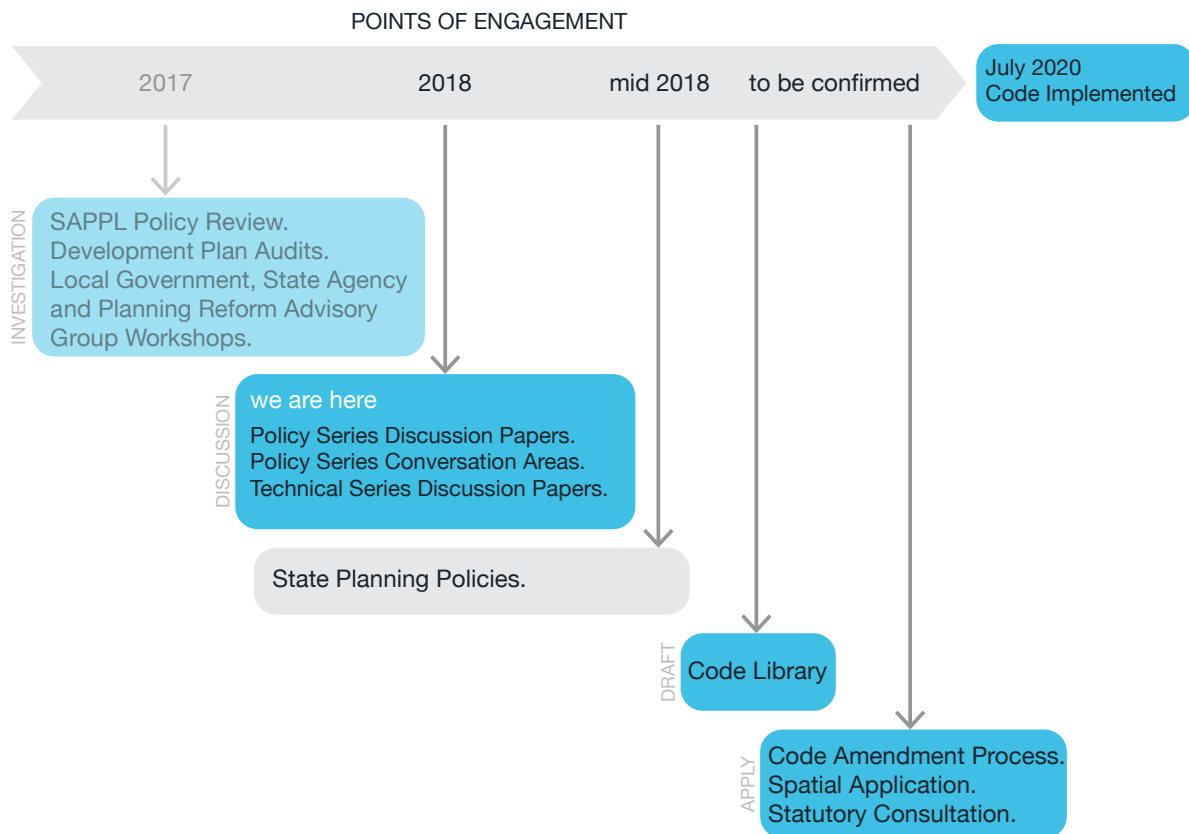
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Next Steps

The feedback and findings from this early engagement in the State Planning Commission Workshops will be considered in the four Policy Discussion Papers. The first two discussion papers - *Integrated Movement Systems* and *Environment and Natural Resources* - will be released in July. *The People and Neighbourhoods* and *Productive Economy* discussion papers are due for release later in the year.

The draft Planning and Development Code Library will be subsequently released for consultation in early 2019.



Conclusion

The State Planning Commission would like to thank those who attended the workshop series and provided valuable input and insights to inform our future planning and policy developments.

For further information visit:
www.saplanningportal.sa.gov.au
www.saplanningcommission.sa.gov.au