Green Infrastructure Commitment

June 2025

Government of South Australia
Department for Infrastructure and Transport

Build.
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Version number	Date changed	Nature of amendment	Approver
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Version 1	May 2024	Minor updates to reflect revised canopy figures from 2024 ‘Urban tree canopy, green spaces and built environment data analysis and reporting’.	Principal Sustainability Advisor
Version 2	May 2025	Update to align with Urban Greening Strategy for Metropolitan Adelaide and ‘Requirements for delivery of greening on transport infrastructure projects’ policy.	Transport Strategy Planning and Policy Executive Committee (TSPPEC)

Document Management

We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

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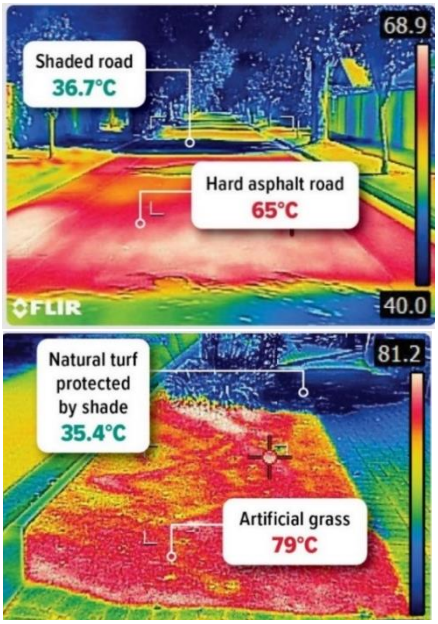
Introduction

Why is green infrastructure important?

South Australia has set a target to achieve 30% tree canopy cover across metropolitan Adelaide by 2055[i] to achieve liveable, cool and healthy urban neighbourhoods[1].

Urban heat mapping has identified 'heat islands' in the Adelaide metropolitan area. These areas generally have fewer green spaces, and are considerably hotter on sunny days, making them unpleasant for pedestrians, cyclists and public transport patrons, more energy intensive (in terms of energy demand for cooling buildings), and less resilient to the impacts of climate change.



Source: City of Burnside's Focus Newsletter (Winter 2023), page 7

Urban heat mapping has identified 'heat islands' in the Adelaide metropolitan area. These areas generally have fewer green spaces, and are considerably hotter on sunny days, making them unpleasant for pedestrians, cyclists and public transport patrons, more energy intensive (in terms of energy demand for cooling buildings), and less resilient to climate change impacts.

It is vital that green infrastructure (including trees, parks and water sensitive urban design elements) is increased in these areas – for urban cooling, biodiversity and our physical and mental health. Therefore, the Government has committed to accelerate strategic urban greening[2].

Greening the transport network is also an important enabler for achieving net zero emissions. Providing improved amenity and shade for cyclists, pedestrians and public transport customers is important to ensure these travel modes remain viable and attractive under future (hotter) climate conditions and can support the shift to low emission transport.

–Tonsley Greenway artistic impression (Source: https://tonsley.com.au/)

[1] Greater Adelaide Regional Plan (2025); Urban Greening Strategy for Metropolitan Adelaide 2025 – 2030
[2] SA Government Climate Change Resilience and Adaptation Actions, Urban Greening Strategy for Metro Adelaide

The many benefits of urban greening.
Source: Urban Greening Strategy for Metropolitan Adelaide 2025 – 2030

The Department for Infrastructure and Transport values trees and vegetation, acknowledging the critical role vegetation provides for the health and wellbeing of the community, the environment, and the economy.

Purpose

The Department has a significant role to play in delivering increased greening on the transport network and in Metropolitan Adelaide, due to its significant property portfolio and its role in planning and delivering public infrastructure. This Green Infrastructure Commitment outlines the Department's commitments relating to green infrastructure and how it will go about achieving them.

This Green Infrastructure Commitment focuses on the urban environment, including the Metropolitan Adelaide region and townships[ii][3] outside of this region, where the social, environmental and economic benefits from provision of increased green infrastructure can be maximised. These areas are most vulnerable to the urban heat island effect, and have greater numbers of residents, pedestrians and cyclists who will directly benefit from increased greening.

The strategic context for the DIT Green Infrastructure Commitment is outlined in Figure 1 overleaf. This is supplemented by Department and other government delivery tools, which provide frameworks to ensure compliance with legislative requirements relating to native vegetation and regulated trees, and assessment and decision-making processes to assist staff and contractors to implement this Commitment. These delivery tools are shown in Figure 1.

[3] A Township Zone is defined in the SA Planning and Design Code as '*a zone supporting a range of residential, community, retail, business, commercial and light industry uses and facilities to serve the local community, businesses and visitors*.' For the purpose of applying this Commitment, these can be identified through the following SA Property and Planning Atlas overlays: Regulated and Significant Tree overlay (for urban areas beyond metropolitan Adelaide) and Environment and Food Protection Areas overlay (noting that townships are excluded from the area designated as EFPA).

Figure 1 – Strategic Context for DIT Green Infrastructure Commitment and Implementation Delivery Tools

Strategic context	SA-Government-Resilience-and-Adaptation-Actions	State Planning Policies	Greater Adelaide Regional Plan	Urban Greening Strategy for Metropolitan Adelaide	SA Water Sensitive Urban Design Policy	20 Year State Infrastructure Strategy	South Australia's Transport Strategy
Green Infrastructure Commitment	Increasing canopy cover on departmental-managed land, targeting ≥ 30% canopy cover where feasible, in line with the Urban Greening Strategy for Metropolitan Adelaide 2025-2030		Improving liveability: Providing adequate shade and amenity for pedestrians, cyclists and public transport customers, targeting ≥ 50% canopy cover over footpaths and bikeways, and shade in public transport nodes		Minimising impacts to natural ecosystems and improving biodiversity		
Department's Delivery Tools*	*Requirements for delivery of greening on transport infrastructure projects* Policy		Sustainable Government Building Requirements (*in development*)		**Master Specifications:** • PC-PL1 - 3 and PC-PL5 (Transport planning parts) • PC-ST1 / ST2 (Sustainability in Design and Construction) • PC-ENV1 / ENV2 / EV3 (Environmental Management, Protection and Design) • PR-LS-D1 / D2 (Landscape and Urban Design) • RD-DK-D1 (Road Drainage Design) • Road Maintenance Specifications (M7-9, M14 and M15).		
	Sustainability Manual		Active Travel Design Guide				
	Vegetation Impact Assessment Guideline		Bus and Rail Asset Standards				
	Amenity Planting Fund		Estimating Manual				
	Contracting and procurement documents (e.g. Business Requirements, Functional & Operational Requirements, Sustainability Commitments schedule)		Operational Instruction 19.8: Trees in Medians and Roadsides in the Urban Environment;				
			Electrified Rail – Vegetation Planting Guidelines				
Other Government Delivery Tools*	Urban Heat and Tree Canopy Mapping Viewer	Green Adelaide grant program	Local Council greening programs	Water Sensitive SA resources for designers and asset managers	Planning and Design Code		

* Refer to Appendix A for further detail on the Department's and other government delivery tools

DIT Green Infrastructure Commitment

DIT commits to:

- **increasing canopy cover on departmental-managed land, targeting ≥ 30% canopy cover where feasible, in line with the Urban Greening Strategy for Metropolitan Adelaide 2025-2030[3]**
- **improving liveability: Providing adequate shade and amenity for pedestrians, cyclists and public transport customers, targeting ≥ 50% canopy cover over footpaths and bikeways, and shade in public transport nodes**
- **minimising impacts to natural ecosystems and improving biodiversity.**

We will do this by:

- delivering more greening through infrastructure projects
- working with Green Adelaide and local government to deliver strategic greening in high priority locations, including areas with:
  - low canopy cover
  - high urban heat
  - high socio-economic disadvantage and
  - high pedestrian or cyclist activity
- applying the mitigation hierarchy when planning and delivering infrastructure, and preferentially retaining mature trees, including regulated and significant trees
- preferencing the use of native species in landscaping, and identifying and pursuing opportunities to improve fauna habitat and connectivity (using tools such as biodiversity sensitive urban design (BSUD))
- implementing water sensitive urban design (WSUD) on infrastructure projects to achieve the state WSUD Policy performance targets for water quality, peak flow and flood risk.

Further information on each of these actions is provided in the following sections.

[3] The Greater Adelaide Regional Plan (GARP) and the Urban Greening Strategy (UGS) for Metropolitan Adelaide 2025-2030 includes an absolute target to achieve 30% Urban Tree Canopy by 2055. The Strategy also includes the action: *Work with stakeholders to investigate differential sub-targets for different land-uses and landscape types, and whether any land-use types should be excluded in the future*. DIT will align canopy cover ambition with the UGS, noting the existing planting limitations on some departmental-managed land.

Delivering greening through transport infrastructure projects

Infrastructure projects present opportunities to deliver improved amenity and greening on the transport network. When designing new or upgraded infrastructure, the Department will endeavour to incorporate suitable and sufficient green infrastructure to achieve the green infrastructure targets in Table 1, or project-specific targets, where these have been developed in a project's planning phase[4].

When planning transport infrastructure projects with a construction value of greater than $4 million dollars, the Department will also seek opportunities to deliver additional greening beyond the Site (within an 'Additional Greening Zone'). The extent of Additional Greening Zones is dependent on the nature and scale of the project, stakeholder input and the greening opportunities available on adjacent land.

Conceptual example of additional greening extent

Project site

Additional Greening Zones

The following standard green infrastructure targets apply within the Site and within an Additional Greening Zone (where relevant).

Table 1: Standard Green Infrastructure Targets

A.	Provision of shade trees to achieve ≥30% canopy cover across the Site (measured at maturity).
B.	Provision of shade trees to improve amenity for pedestrians, cyclists and public transport customers, targeting ≥50% canopy cover (at maturity) over all footpaths and bikeways included in the Site, including those existing prior to the Commencement Date.
C.	Where new or upgraded car parking areas are included in the Works ≥50% of vehicle spaces shall have some degree of canopy cover (at maturity).
D.	Minimum 50% of new landscape plantings to be native species suited to local conditions, **to help respond** to the future impacts of climate change and provide habitat for desired wildlife.
E.	Incorporation of WSUD elements to achieve the state WSUD policy performance targets for water quality, peak flow and flood risk, as set out in Department of Environment, Water and Natural Resources: 'Water sensitive urban design'.

[4] Refer to the DIT Sustainability Manual for a methodology for calculating tree canopy cover and for information on how project specific green infrastructure targets are set.

What is considered ‘suitable’ green infrastructure?

Suitable green infrastructure is green infrastructure that maximises achievement of the Department’s or project’s greening objectives/ targets, having regard to Site or asset owner constraints. What is considered suitable can vary between projects, but in general, the following characteristics are preferred in street trees:

- local native species, suited to future climate conditions and providing habitat for desired wildlife[5]
- broad canopy (to maximise canopy cover and shade)
- clean stemmed (i.e. a form that allows traffic/ pedestrian movements around and under the tree and complies with relevant required clearance envelopes)
- long-lived
- acceptable leaf and fruit fall characteristics
- tolerates soil compaction (where trees are proposed to be planted in hard paved areas)
- does not require a lot of formative pruning
- does not require ongoing irrigation (beyond initial establishment period)
- not known for having particularly vigorous root systems that cause pavement uplift
- not known to have brittle branches/ prone to limb shear.

For further information, refer to the Department’s Street Tree Species Suitable for Adelaide Streetscapes. This is not an exhaustive list and is not intended to limit the planting of other species. The list will be reviewed and updated in future to provide information on additional species suited to Adelaide and regional South Australian streetscapes and future climate conditions.

[5] The Which Plant Where tool provides useful information on species’ suitability to future climate conditions

How does DIT ensure greening opportunities are realised on infrastructure projects?

1. Projects are required to deliver sufficient greening to achieve the standard Green Infrastructure targets in **Table 1**, or the project-specific targets specified in the Contract Documents.

2. Land acquisition decisions and cost estimates must have regard to the green infrastructure targets and the type of greening envisaged across the project, to ensure adequate space and budget is allowed to achieve the desired outcomes.
   Refer to **Specification PC-PL3, PC-PL5** and **Cost Estimating Manual** for further detail.

Bus stop with adjacent shading, Anzac Highway

3. Design teams must identify the key design parameters required to achieve the green infrastructure targets in their Design Basis, to ensure relevant constraints and requirements are understood by the design team from the beginning. This includes things like minimum verge/median widths, relevant clearance envelopes including but not limited to applicable sight distance/ setback requirements from existing utilities/ infrastructure (as per Operational Instruction 19.8), as well as soil depths required to accommodate street trees. Engineering design decisions made in the absence of this information can often result in road layouts that prevent inclusion of green infrastructure.

4. Design teams must engage as early as possible with the relevant local Council to ensure responsibility for future maintenance is clear and the proposed green infrastructure meets any specific requirements the Council may have to enable asset handover.

Sometimes it is not feasible for infrastructure projects to deliver greening within or in the vicinity of the Site, either directly or via the local Council. In these cases, the project may make a payment into the Department's Amenity Planting fund. The fund will be used to deliver strategic planting along active travel routes, in priority greening corridors and at public transport interchanges.

Approach to greening when targets cannot be achieved

Where the green infrastructure targets cannot feasibly be achieved within the Site (and/or the Additional Greening Zone, where relevant), the required additional canopy cover may be delivered beyond these boundaries. The greening location hierarchy in Figure 2 will be used to ensure greening is prioritised in areas where it will contribute to achieving the Department's canopy targets and improve conditions for active and public transport customers.

Where it is not feasible to deliver the required greening within or in the vicinity of the Site, either directly Planting or via the local Council, the project may make a payment into the Department's Amenity Fund. The fund will be used to deliver strategic planting along active travel routes, in priority greening corridors and at public transport nodes.

Figure 2: Hierarchy of planting locations			• **Adjacent footpaths/ bike paths** • **Public transport nodes˜** • **Medians**	**Other areas**
Within the project site		Locations with high place value*	1	2
		Other locations	2	3
DIT land	Adjacent the project site#	Locations with high place value*	3	4
		Other locations	4	5
	Elsewhere within the relevant local council area(s)	Locations with high place value*	5	6
		Other locations	6	7
Non-DIT land	Adjacent the project site#	Locations with high place value*	7	8
		Other locations	8	9

Most desirable

Least desirable

* *Areas with high place value include areas with high pedestrian activity, e.g. adjacent schools, shopping/ dining precincts, neighbourhood centres.*

˜ *Locations where patrons can board or alight from public transport services like buses, trains and trams. These nodes include stops, stations, interchanges and adjacent footpaths/bike paths, acting as key points of access to the public transport network.*

Adjacent land is defined as land ≤60m from the project site, in accordance with the Planning Development and Infrastructure Act (2016)

Delivering greening through social infrastructure projects

Social infrastructure is defined under the *Planning, Development and Infrastructure (General) Regulations 2017*, as 'buildings or areas that facilitate the delivery of social services by a government or other service provider'. Social services include health services, disability services, aged care, childcare, education, justice and emergency services, arts and culture, sport and recreation, social housing and any other service provided for community benefit.

The Department delivers some social infrastructure projects on behalf of other State and Local Government agencies. Where the Department is the lead agency for the social infrastructure project, the green infrastructure targets set in the *Sustainable Government Buildings Requirements (in development)* apply.

Suitable greening should be incorporated into the delivery of social infrastructure projects, taking into account the following principles:

- Minimise impacts to existing vegetation; Preferentially **retain mature trees**
- Aim to plant the **largest size tree** (at maturity) for the space available (having regard to other site constraints)
- Prioritise **local native species**, unless there is a reason for selecting non-natives (e.g. deciduous trees)
- Justification must be provided where it is not intended to deliver Green Infrastructure as part of the project.

Where the Department is not the lead agency, the Department will endeavour to ensure the design of the infrastructure incorporates suitable and sufficient green infrastructure to achieve the green infrastructure targets set in the *Sustainable Government Building Requirements.*

Delivering strategic greening in partnership with Green Adelaide and local government

What are the strategic drivers?

The Urban Greening Strategy for Metropolitan Adelaide 2025-2030 will drive a coordinated approach to the greening of metropolitan Adelaide. The strategy sets a shared long-term vision – '**a resilient and liveable Adelaide for all: leafier, cooler and more biodiverse**' and outlines actions for government to *lead by example* and *scale up impact by working together*, including through delivery of flagship greening projects.

A target of 30% tree canopy cover by 2055 has been set for metropolitan Adelaide to achieve liveable, cool and healthy urban neighbourhoods. This target is included in the Greater Adelaide Regional Plan (GARP) to ensure a consistent, regionwide approach.

The Department will work with Green Adelaide and local government to deliver greening projects in high priority locations, including areas with low canopy cover, high urban heat, high pedestrian or cyclist activity, and high socio-economic disadvantage.

Bus stop with canopy cover, Prospect Road

How and where does the Department deliver strategic greening?

The Department prioritises delivery of greening in areas which currently have low levels of canopy and where the benefits (in terms of improved amenity for cyclists, pedestrians and public transport customers) can be maximised. Urban canopy mapping, the cycling hierarchy and information on place value* are used to identify high priority road corridors for greening.

The Department works with local councils to identify plantable locations within these corridors (considering constraints such as the presence of underground or overhead utilities and sight distance requirements). Once planting locations and species have been determined, the Department will use the Amenity Planting Fund to deliver greening. The amount of greening that can be undertaken in any given year will depend on the funds available in the Amenity Planting Fund. This fluctuates according to the amount of infrastructure delivery work undertaken by the Department.

* *For more information on the Movement and Place concept and how the Department classifies roads' place value, refer to the Department's Active Travel Design Guide.*

Initial corridors for assessment to identify viable planting locations. Prioritisation is based on Tactiv tree canopy indicator gap score ≥5

Minimising impacts to natural ecosystems and improving biodiversity

Existing Vegetation

Delivery of infrastructure projects sometimes impacts existing vegetation. The Department will minimise impacts to existing natural ecosystems by applying the mitigation hierarchy when planning and delivering infrastructure, and preferentially retaining mature trees, including regulated and significant trees.

Where trees must be removed as a result of infrastructure projects, the Department will offset removals in accordance with the **Vegetation Impact Assessment Guideline**[6].

The preferred approach to offsetting amenity trees is via on-ground planting, as close to the removal site as practicable, and in accordance with the hierarchy of planting locations shown in Figure 2.

Figure 2

Biodiversity Sensitive Urban Design

Biodiversity sensitive urban design (BSUD) seeks to create diverse habitats, promote wildlife corridors, ecological processes and encourage positive human-nature interactions. Increasing tree canopy cover alone does not always achieve these objectives. For further information about BSUD refer to the Blueprint for a Nature-Positive Adelaide.

The Department seeks to improve biodiversity by preferencing the use of local native species which provide suitable habitat and food source for native fauna.

Where specific opportunities to improve biodiversity are identified through project planning, the Department will endeavour to pursue these through landscape design and species selection. For example, particular types of planting (including understory planting) may be specified where there is an opportunity/ objective to improve habitat connectivity.

Water Sensitive Urban Design

Infrastructure projects can impact water quality by increasing the area of impermeable surfaces. This can add to the volume and rate of stormwater runoff entering our waterways and reduce opportunities for filtration or settlement of pollutants and sediment.

The Department will implement water sensitive urban design on infrastructure projects where practical to achieve the state Water Sensitive Urban Design (WSUD) policy performance targets for water quality, peak flow and flood risk.

[6] Available from the Department's Manuals webpage

Water Sensitive Urban Design (WSUD) Policy

The **Water Sensitive Urban Design policy** establishes the following guiding principles and state-wide performance targets for run-off quality and quantity.

Performance Principle	Performance Target
Runoff quality: Positively manage the quality of urban runoff through implementing water-sensitive urban design.	Achieve the following minimum reductions in total pollutant load, compared with that in untreated stormwater runoff, from the developed part of the site: • total suspended solids by 80% • total phosphorus by 60% • total nitrogen by 45% • litter/gross pollutants by 90%.
Runoff quantity: Post-development hydrology should, as far as practical and appropriate, minimise the hydrological impacts of urban built environments on watercourses and their ecosystems.	Manage the rate of runoff discharged from the site so that: • it does not exceed the pre-urban development 1-year average recurrence interval (ARI) peak flow (where runoff from these land uses drains to an un-lined watercourse) • the capacity of the existing drainage system is not exceeded and there is no increase in the 5 year ARI peak flow and no increase in flood risk for the 100 year ARI peak flow, compared to existing conditions (for development/ infrastructure that will drain runoff to an existing publicly managed drainage system or to a drainage system such as a creek or watercourse on privately-owned land).

Gross pollutant and sediment basin, North South Corridor (Cedar Avenue).

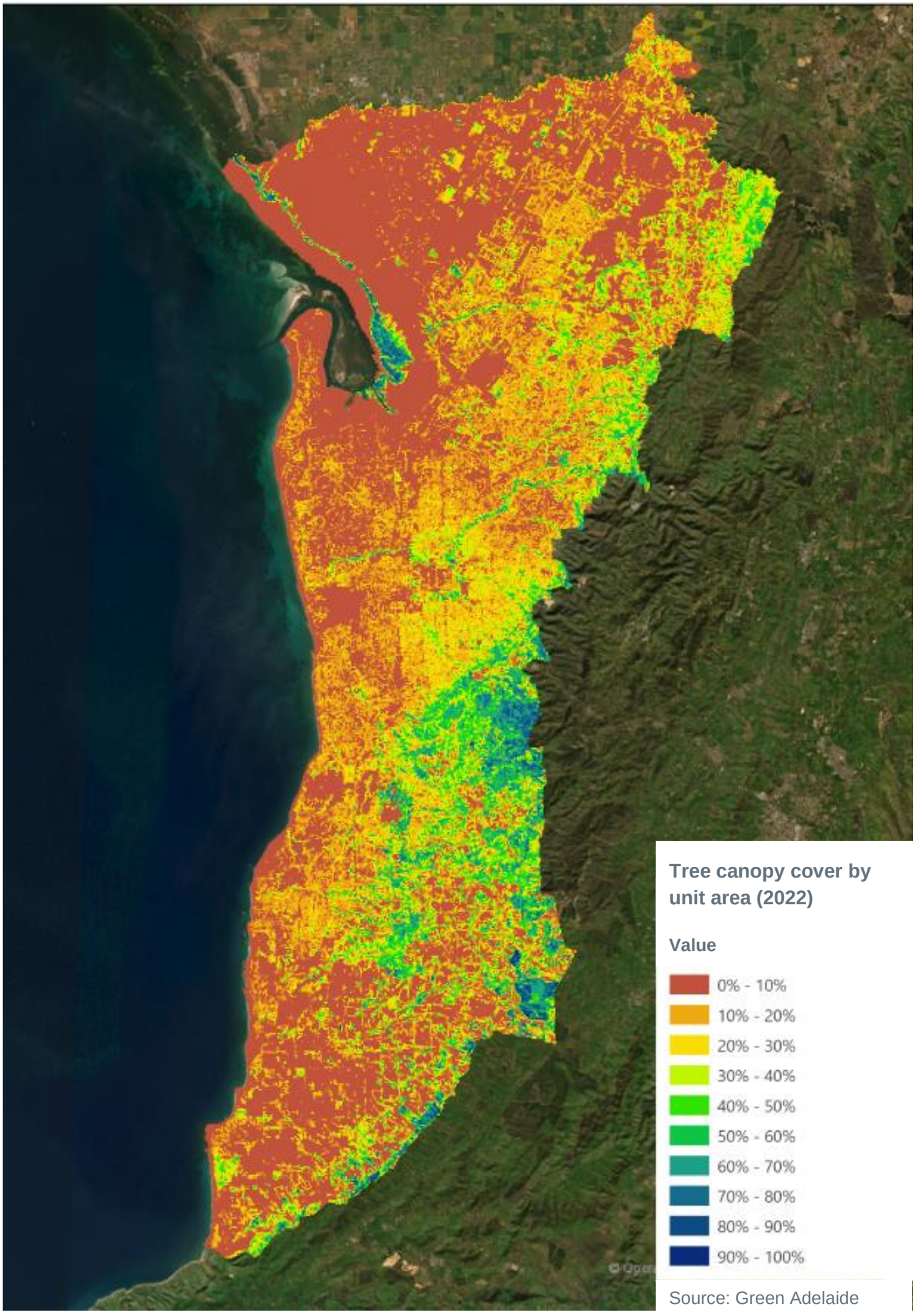
Appendix 1 – Delivery Tools for Green Infrastructure

Delivery Tool	Description	Owner
Master Specifications – Transport Planning Parts		
Part PC-PL1: Framework for Planning Studies	This Part defines the key tasks and outputs of Planning Studies, including Preliminary Business Requirements report, Business Case documentation and Concept Design. It establishes requirements to address Green Infrastructure targets and objectives in the business requirements report, which influences option development and assessment and identification of benefits.	DIT
Part PC-PL2: Planning Investigations	This Part establishes the requirements for planning investigations, which are used to identify project constraints, risks and opportunities, including green infrastructure opportunities. This information is used by decision makers to select project option(s) that maximise benefits and minimise negative impacts.	DIT
Part PC-PL3: Concept Design Development	This Part includes requirements for developing concept designs, including the inputs that must be considered. It requires concept designs to consider and respond to applicable Green Infrastructure targets and objectives.	DIT
Part PC-PL5: Cost Estimation	This Master Specification Part sets out the requirements for cost estimation, including the requirement to allow sufficient budget for achievement of the applicable Green Infrastructure targets and objectives.	DIT
Master Specifications – Project Controls		
Part PC-ST1: Sustainability in Design	This Part specifies the requirements for understanding impacts and investigating and implementing initiatives to improve sustainability through design. Section 10 sets out the Green Infrastructure requirements for projects undergoing a level 1 or 2 sustainability assessment, and establishes the standard Green Infrastructure targets that apply in the absence of project specific targets.	DIT
Part PC-ST2: Sustainability in Construction	Specifies the requirements for understanding impacts and investigating and implementing initiatives to improve sustainability through construction. It includes requirements for projects to verify that the Green Infrastructure requirements have been achieved and provide justification where changes in outcomes have occurred.	DIT
Part PC-ENV1: Environmental Management	This Part specifies the requirements for the Contractor's Environmental Management and Environmental Management Systems (EMS) Requirements.	DIT
Part PC-ENV2: Environmental Protection	This Part specifies the minimum environmental protection requirements that the Contractor shall comply with. The requirements specified in this part apply unless stated otherwise by the Principal.	DIT
Part PC-ENV3: Environmental Design	This Standard Specification sets out the minimum environmental requirements for the design of the works under the Contract.	DIT

Delivery Tool	Description	Owner
Master Specifications – Other		
Part PR-LS-D1: Landscape and Urban Design	This Part specifies the requirements for the urban and landscape design. It includes the design of elements such as hard and soft landscaping treatments, the architecture of structures (e.g. bridges, road furniture and fences), the design of public spaces and cultural and creative elements. It requires that the landscape design must incorporate sufficient shade trees and other landscaping elements as required to ensure achievement of green infrastructure targets	DIT
Part PR-LS-D2: Landscape Design	This is a simplified version of PR-LS-D1, for use on projects with reduced urban design scope (generally limited to soft landscaping). It sets the requirements for landscape design, including the requirement to incorporate sufficient shade trees and other landscaping elements to ensure achievement of green infrastructure targets.	DIT
Part RD-DK-D1: Road Drainage Design	This Part specifies the requirements for undertaking the design and documentation of stormwater systems associated with Department road infrastructure, including the requirement to meet the SA WSUD Policy targets for water quality and peak flow.	DIT
Road Maintenance Specifications	Including M7-M9, M14 and M15. Maintenance specifications set out minimum environmental protection requirements and vegetation maintenance conditions to ensure good practice (such as pruning and weed control) to minimise impacts to vegetation and protect significant sites.	DIT
Guidelines and Manuals		
Sustainability Manual	The Sustainability Manual outlines the framework and tools for sustainable decision making and describes specific requirements for investigating and implementing initiatives to improve the sustainability of assets during the planning, design, construction and maintenance phases. It describes how projects must demonstrate achievement of the applicable Green Infrastructure targets, including a methodology for calculating canopy cover.	DIT
Requirements for delivery of greening on transport infrastructure projects	This describes in detail the requirements for delivery of greening as part of transport infrastructure project delivery, including the requirement for projects to achieve the applicable Green Infrastructure targets within the project site, preferred locations for delivery of greening (ie focusing on areas with high pedestrian and/ or cyclist activity), alternative compliance pathways where the targets are unable to be achieved through on-site planting (e.g. by entering into agreements with local council to deliver the required greening on the project's behalf and/or by making a payment into the Department's Amenity Planting Fund). It also establishes requirements for higher value projects to deliver extra greening in an 'additional greening zone' (beyond the project site).	DIT

Delivery Tool	Description	Owner
Vegetation Impact Assessment Guideline	The Vegetation Impact Assessment Guideline outlines the responsibilities of DIT in relation to activities affecting vegetation. The Guideline aims to ensure that vegetation impacts are minimised. Where impacts are unavoidable, it describes how offsets are to be implemented in line with the Department's and State Government's Green Infrastructure commitments, including through replacement planting or payments in lieu of replacement planting.	DIT
Amenity Planting Fund	The Department's Amenity Planting Fund is an internal fund which receives offset payments when: - amenity vegetation (not covered by the Native Vegetation Act or Planning, Development & Infrastructure Act) is removed as a result of infrastructure projects, and the project is unable to deliver the required replacement planting on-ground, and/or - Site and/or Additional Greening Zone green infrastructure targets are not able to be met through on- or off-site planting. Payments are made at the rate specified in the Vegetation Impact Assessment Guideline and funds are used to deliver strategic greening projects.	DIT
Operational Instruction 19.8: Trees in Medians and Roadsides in the Urban Environment	Provides direction to traffic engineering practitioners, landscape architects and councils regarding tree planting in medians and roadsides within Department road corridors. The operational instruction establishes minimum setbacks and sight distance requirements that aim to balance the safety risk to road users with the Department's and the community's goals for an attractive, shady, liveable city that encourages use of active travel and public transport.	DIT
Sustainable Government Building Requirements	The purpose of the Sustainable Government Building Requirements (SGBR, in development) is to ensure that government buildings are designed and built to achieve low or zero emission outcomes and be climate resilient. The requirements also seek to ensure that government buildings use materials with lower lifecycle impacts and achieve government's green infrastructure objectives. Where the Department is the lead agency for the social infrastructure project, the green infrastructure targets set in the SGBRs apply.	DIT
Estimating Manual	The Estimating Manual provides the business context and instructions for estimating, covering the various stages from strategic estimates through to actual project costs. This includes the determination of costs associated with public realm and landscape treatments, including street trees, verge planting, street furniture and water sensitive design.	DIT
Active Travel Design Guide	The Design Guide offers technical design recommendations for active travel infrastructure (e.g. shared use paths and cycle lanes), including design considerations and parameters for provision of green infrastructure alongside paths.	DIT
Bus and Rail Asset Standards	These standards set the design requirements for bus and rail assets including carparks, stations, pedestrian walkways and vegetation.	DIT

Delivery Tool	Description	Owner
Electrified Rail – Vegetation Planting Guidelines	The Electrified Rail – Vegetation Planting Guidelines establish minimum setbacks and exclusion zones for vegetation adjacent electrified rail lines.	DIT
Contracting and procurement documents	The Department uses contract documents to set project-specific requirements/ targets for Green Infrastructure. It may use procurement tools (such as Sustainability Commitment Schedules) to motivate and reward tenderers to deliver improved outcomes, beyond the minimum required in the contract documents.	DIT
Other government delivery tools		
Planning and Design Code	The Planning and Design Code consolidates the planning rules contained in South Australia's Development Plans into one rulebook.	State Planning Commission / DHUD
Urban Heat and Tree Mapping of Adelaide Metropolitan Area	The Urban Heat and Tree Canopy Mapping Project (undertaken in 2022) uses multispectral imagery, LiDAR technology and thermal imagery to map tree canopy, green spaces, built environment and urban heat islands across the entire metropolitan Adelaide footprint.	Green Adelaide
Green Adelaide grant program	Green Adelaide provides grants for local councils and community groups to undertake activities to improve the local environment, including delivery of greening.	Green Adelaide
Local Council greening programs	Many South Australian councils are delivering greening programs to increase tree canopy within their council area and improve liveability and amenity.	Local councils
Water Sensitive Urban Design Policy	The Water Sensitive Urban Design Policy establishes performance targets for water quality and runoff volumes to be achieved on infrastructure projects through implementation of water sensitive urban design practices.	Department for Environment and Water
Water Sensitive SA resources for designers and asset managers	Resources developed by Water Sensitive SA to support government, industry and community to mainstream water sensitive urban design and integrated water management practices.	Water Sensitive SA



Source: Green Adelaide

Mike Turtur bikeway at Tram Stop 11 (near Wattle Terrace)

Government
of South Australia

Department for Infrastructure
and Transport

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