

03

Implementing, monitoring and reporting on our Plan



Introduction

The State Government will make this Update happen through leadership, collaboration and monitoring.

The Government will ensure that:

- a collaborative whole-of-government approach to the achievement of the policies, actions and targets is undertaken
- the local context and character of the different parts of Greater Adelaide are recognised and responded to in partnership with local government
- continuous dialogue with local government, business, industry and the community is conducted through the Community Engagement Charter.

This will require the collective action and joining of resources by all levels of government and the private sector and will be undertaken in conjunction with the roll-out of the new planning system.

The Plan will be delivered via a range of new tools that will be progressively introduced with the introduction of the PDI Act and the delivery of the new planning system.

A key new element of implementation will be an annual implementation plan which will measure our progress on delivering the new urban form and creating liveable, sustainable and competitive places.

The State Planning Commission will report annually on how the policies and actions have been implemented and our progress to meeting our targets.

This section outlines how the Plan will be implemented, monitored and reported on.



Implementation

Coordination of the different levels of government will help facilitate the delivery of this Plan and the new State Planning Commission will be a key coordinator of this process.

The role of the State Planning Commission

The State Planning Commission will be a key driver in achieving improved whole-of-government coordination and partnership with councils, which will be vital to the successful implementation and monitoring of the Plan.

The Commission will:

- facilitate the achievement of the Plan's policies and actions
- ensure alignment with other strategic government plans and policies
- ensure a coordinated approach to land-use planning
- elevate strategic issues and/or decision making to the Minister level where appropriate
- monitor the implementation of the Plan and provide an annual report card on the progress of the actions and targets.

The Commission will ensure appropriate industry and community participation in the development of planning policies. A key pathway to this will be the establishment of the following advisory committees:

- Local Government
- Development Industry
- Community Participation and Sustainability.

These committees will support the implementation of the new planning system and provide advice to the Minister on key policy issues.

A new government agency advisory group will report to the Commission and provide input and guidance regarding the implementation of the Update's policies, actions and targets. This group will also help develop the new State Planning Policies, which will assist in achieving whole-of-government coordination on key planning policy issues.

The role of the Department of Planning, Transport and Infrastructure

The Department is the lead agency for the implementation of the Plan. It will:

- develop the new planning instruments prescribed under the PDI Act
 - better integrate transport and land-use planning commitments, including the development of a Public Transport Plan under the Integrated Transport and Land Use Plan (ITLUP)
 - facilitate the alignment of land-use planning with infrastructure investments and strategic priorities
 - work closely with local government to implement the Plan
 - work with State Government agencies and local government to secure the necessary infrastructure commitment and service provision to support the development of walkable healthy neighbourhoods
- provide opportunities for community engagement in the implementation of the Plan
 - manage the Housing and Employment Land Supply Program
 - share case studies of innovative delivery in support of the Plan's actions and outcomes. This will include work by state government agencies, local government and other delivery partners
 - develop and maintain a report card to monitor the implementation of the Plan and use it to inform the annual report by the Minister for Planning
 - regularly liaise with the Council of Australian Governments (COAG) to ensure that the delivery of the Plan continues to align with the national objectives and criteria for the strategic planning of Australia's major cities.

The role of local government

This Plan has been developed in consultation with local government. Its governance and implementation arrangements seek to ensure ongoing local government participation and collaboration in the realisation of the policies and targets. The specific role of local government, in partnership with DPTI, will be to:

- lead the strategic planning process, at the local level, in collaboration with state government agencies and key stakeholders to identify areas of growth and change
- leverage local knowledge, decision making and consultation to achieve better outcomes on the ground
- help implement the Plan's policies and actions.

What will the annual implementation plan do?

Each financial year a stand-alone implementation plan will be developed to provide a clear direction of the Department's annual priorities for implementing the Plan.

These implementation plans will detail the actions proposed, how they will be implemented, their resourcing implications, and their relationship with key stakeholders. There may also be additional actions identified to address emerging issues.

The Department's first priority will be to focus on working with councils, the private sector and other key stakeholders to build the foundations of the new planning system and the delivery of the Plan.

Another key priority will be to support the development of the new walkable urban form. A number of issues arise from this and are of increasing importance. These include: developing quality urban design; managing the preservation of character and heritage; enabling the development of the required infrastructure; ensuring affordable living options; and creating healthy neighbourhoods.

The implementation plans will be developed around these issues and will help to:

- implement the new planning system

- manage how Greater Adelaide grows within its existing urban footprint
- direct growth to areas best able to be supplied with infrastructure and services
- create healthy neighbourhoods that promote cycling, walking and quality public realm
- protect our valuable environmental and food production areas
- facilitate good design outcomes that ensure new development positively contributes to existing neighbourhoods
- resolve barriers to affordable and diverse housing types for our different household types and lifestyles
- better mitigate and adapt to climate change.

During the transition to the new planning system, an education program will be also developed with key stakeholders.

Regional Plans

This Plan will become a Regional Plan under the PDI Act. Regional Plans will play a similar role to the spatial volumes of the Planning Strategy under the Development Act 1993, with the new option of linking directly through to zoning changes. A Regional Plan may include structure plans, master plans, concept plans or other similar document.

Community engagement

A Community Engagement Charter will also set benchmarks for meaningful and genuine engagement with communities. The charter will guide the engagement requirements for actions to implement the Plan.

The implementation plan for the 2017 Update will work hand in hand with the planning reform implementation program.

How will our new planning tools support the implementation of this Plan?

The following tools within the new planning system will be key vehicles for the delivery of the Plan.

Planning and Design Code

The new Planning and Design Code will set out a comprehensive set of planning rules for development assessment purposes, classified into zones, subzones and overlays. This will make the Code the single point of reference for development assessment.

The Code will respond to the key policy directions of this Plan and will be developed in stages over a two-year period. The first priority of the Department will be the transition of current policies in Development Plans into the Code (where appropriate).

After this, further research and investigations, as identified in the Plan, will be undertaken over the short to medium term to inform new policies with the Code and/or other planning instruments.

Infrastructure delivery schemes

The PDI Act provides two infrastructure delivery schemes which will support the provision of infrastructure in the growth areas identified in the Plan.

The Basic and General Infrastructure Schemes will supplement existing arrangements such as planning conditions, deeds and bonding arrangements. They will be used to ensure that the infrastructure needed to support new developments; suburban infill; and the renewal of neighbourhoods and suburbs is identified, committed, costed, funded and delivered when and where needed.

These schemes will be used to unlock new growth areas on the fringe and replace the need for numerous infrastructure agreements with individual landowners, which are typically slow and complex. The tools will also ensure that those who will gain financially from works pay their fair share of the cost of the infrastructure.

Design Standards

The PDI Act provides for design standards which can comprise technical specifications and policy responses to various elements of infrastructure and the public realm. They will be used in conjunction with the Planning and Design Code for assessing proposed development and will also be used when assessing and costing

infrastructure scheme proposals. A design standard can be applied in any spatial layer or any specific location in the Code or to an infrastructure delivery scheme to ensure the provision of infrastructure and the aesthetics of urban areas are aligned with community expectations and needs.

Design standards will be a useful tool in the development of healthy walkable neighbourhoods as envisioned in the Plan.

Monitoring and Reporting

Monitoring our progress on delivering this Plan will be important in both the short-term and long-term.

The key elements that will support this monitoring process will be:

- the Housing Employment and Land Supply Program (HELSP)
- an Annual Report Card
- high-level strategic targets.

Housing and Employment Land Supply Program

The Housing and Employment Land Supply Program guides the effective management of land supply in South Australia for residential, commercial and industrial purposes and is a key tool used to monitor the implementation of the Plan. In particular HELSP:

- identifies the total amount of land needed and sets annual rolling targets to respond to changes in the market and to the rate of population growth
- ensures there is sufficient land to meet annual housing targets and that this capacity is spread equitably across the region

- assists infrastructure agencies to ensure that infrastructure and urban development are effectively and efficiently coordinated.

Annual Report Card

The State Planning Commission will produce an annual report card to track the progress of implementing the policies, actions and measuring our progress against the targets of the Update.

High-level strategic targets

Six strategic high-level targets have been developed to replace the 89 targets established in 2010. These new targets provide clear signposts of where we want to be and allow us to measure progress to see if we are on track. They are a key tool in determining whether the policies and actions outlined in the Plan have been effective in delivering the new urban form. Consequently they cover multiple policy themes.

The six targets were chosen as, together, they indicate how well we are achieving some of the key elements that make up walkable healthy neighbourhoods. The targets also focus on areas where in the past there have been challenges to achieving successful outcomes. We acknowledge that there could be tensions in achieving the outcomes of all these targets simultaneously. Therefore a key part of implementing this Plan will be monitoring and managing these tensions.

This section outlines how each of the six targets will be measured. However, the evaluation tools and data sources will also be monitored in collaboration with key stakeholders and improved where possible.

Our targets

1



Containing our urban footprint and protecting our resources

2



More ways to get around

3



Getting active

4



Walkable neighbourhoods

5



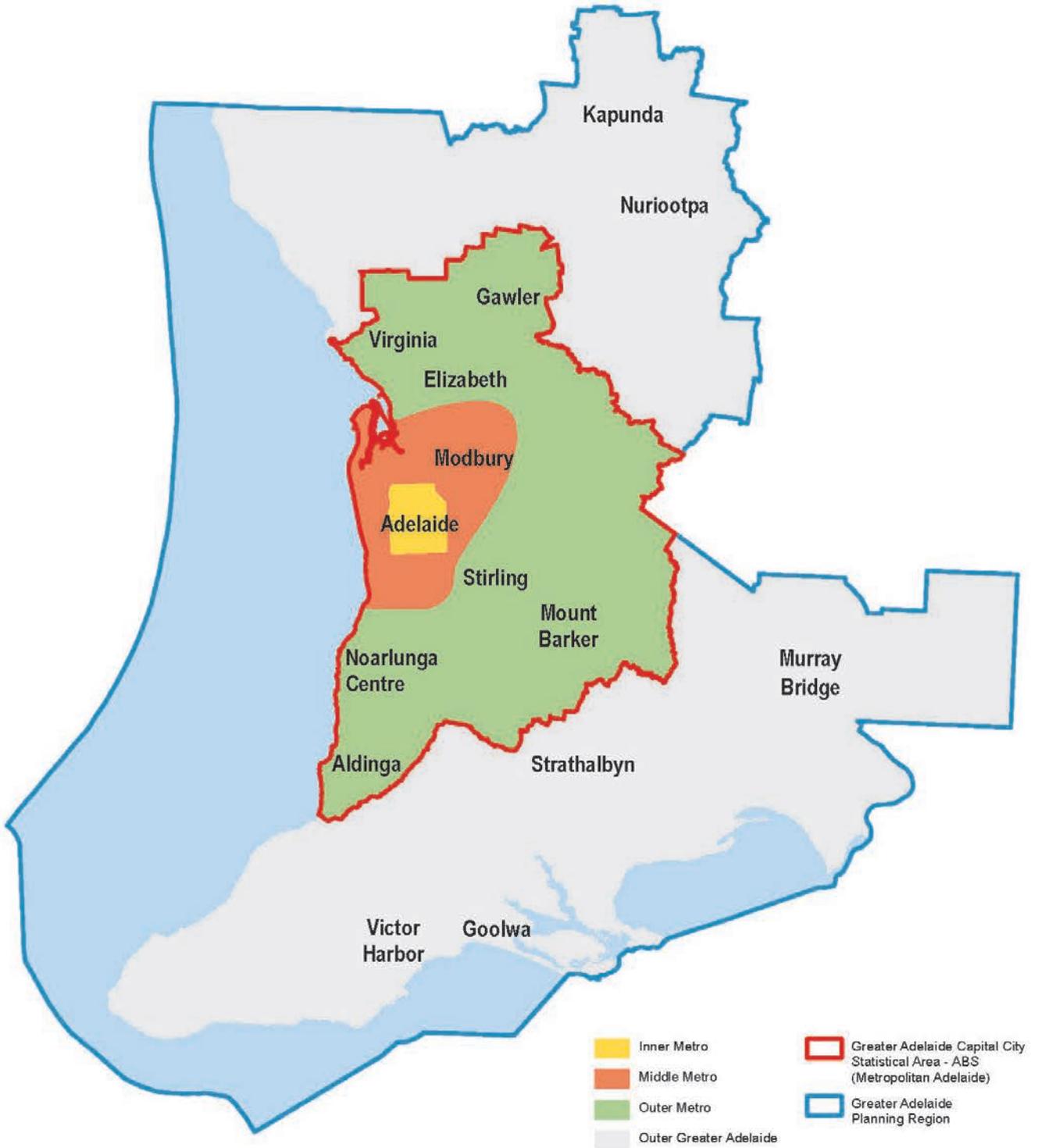
A green liveable city

6



Greater housing choice

Figure 3.1 The indicative geography used in the targets



PLN ID: 5272



1 Containing our urban footprint and protecting our resources

1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045

1.2 - 90% of all new housing in the Outer Greater Adelaide will be built in established townships and designated urban development areas by 2045

The Plan aims to progressively change Adelaide's urban form by containing the outward growth of the metropolitan area and avoiding the ongoing consumption of highly productive agricultural and horticultural land on the urban fringe.

This will reduce the potential environmental, social and economic issues of fringe growth, which include high levels of car dependence and associated infrastructure costs; limited access to essential services and facilities; social isolation; transport disadvantage; and excessive consumption of natural resources.

Compact, walkable and cycle-friendly communities, which will be supported by this target, make it easier for people to exercise, reduce car crash fatalities and vehicle-related air pollution, and lower personal transport costs.

Progress against this target will be carefully managed in Inner and Middle Metro Adelaide to ensure there is a healthy balance of public and private green space.

How this target will be measured

Each year new dwellings will be attributed to infill, fringe or township locations within the ABS Greater Adelaide Capital City* (GACC) statistical area, as shown on Map 14.

The target will be measured using annual dwelling count data prepared by DPTI.

Target 1.1

This means that by 2045, 85% of new residential growth will be built within the established urban areas and the remaining 15% will be within the fringe and township growth areas (pink and blue areas on Map 14 respectively).

Note: The 'infill' area for the purposes of this sub-target is the contiguous 'established' urban area of metropolitan Adelaide. The existing township of Gawler is included because it is connected by a railway line. Over time the infill area will be expanded to include completed fringe developments. At the edge of the 'infill' area are the fringe greenfield areas.

Target 1.2

This means that by 2045, 90% of new residential growth in Outer Greater Adelaide will be within the designated urban development areas (shaded yellow in Map 14) and the remaining 10% will be in the area shaded grey in Outer Greater Adelaide.

Current status

Target 1.1

76% of new houses in metropolitan Adelaide are currently built within the established urban areas based on a five year rolling average (2015).

Target 1.2

88% of new housing in Outer Greater Adelaide is currently built in established townships and designated urban development areas**.

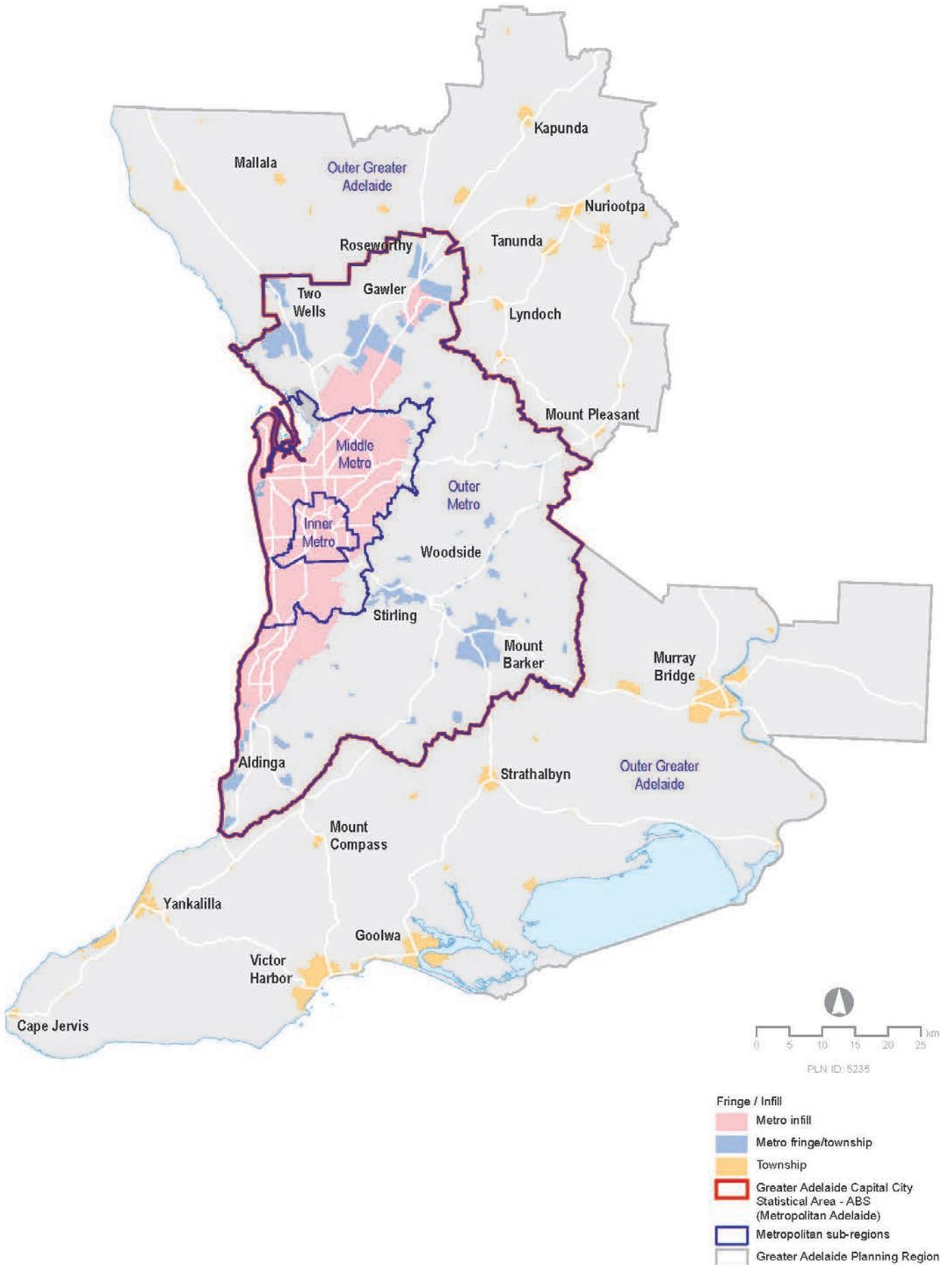
Protecting our resources

Achieving this target will help to protect the more than 970,000 ha of agricultural, environmental and tourism lands from intensive development for residential purposes.

* The Greater Adelaide Capital City statistical area is defined by the Australian Bureau of Statistics (ABS). This is referred to as 'Metropolitan Adelaide'. Capital City areas represent the functional extent of each of the eight state and territory capital cities.

** Designated urban development areas are defined as land that is either residential or identified for future urban zoning within Outer Greater Adelaide

Map 14 — Metro infill vs metro fringe/township





2 More ways to get around

60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045

The Plan seeks to provide more well-designed housing options for people to live in locations that are well serviced by public transport.

This is supported by the State Government’s Integrated Transport and Land Use Plan (ITLUP) which proposes a new tram system for Adelaide, along with service and infrastructure improvements for a number of train lines and high frequency bus routes.

It is acknowledged that being in close proximity does not guarantee that residents will use public transport but it does increase the likelihood of people taking up this option for one or more journeys.

Research shows that cities around the world with high-quality light rail, and high public transport use have an average population density of at least 3000 people per km². Adelaide’s current average population density is around 1400 people per km².

Therefore to grow public transport use in Adelaide, increases in dwelling density are required within:

- 800 metres of tram route* corridor catchments
- 800 metres of train stations and O-Bahn interchanges*
- 400 metres of high frequency bus routes (including Go Zones)*.

How this target will be measured

This target will be measured using annual dwelling count data prepared by DPTI. Each year new dwellings will be attributed to the defined catchments and then calculated as

a proportion of the total dwellings built in metropolitan Adelaide (urban area). Any additions to the public transport network that meet the high frequency criteria of this target will be added annually and included in the analysis (see the ITLUP Technical Report¹⁵ for projected service patterns and frequency). Refer to Map 15 for details.

Current status

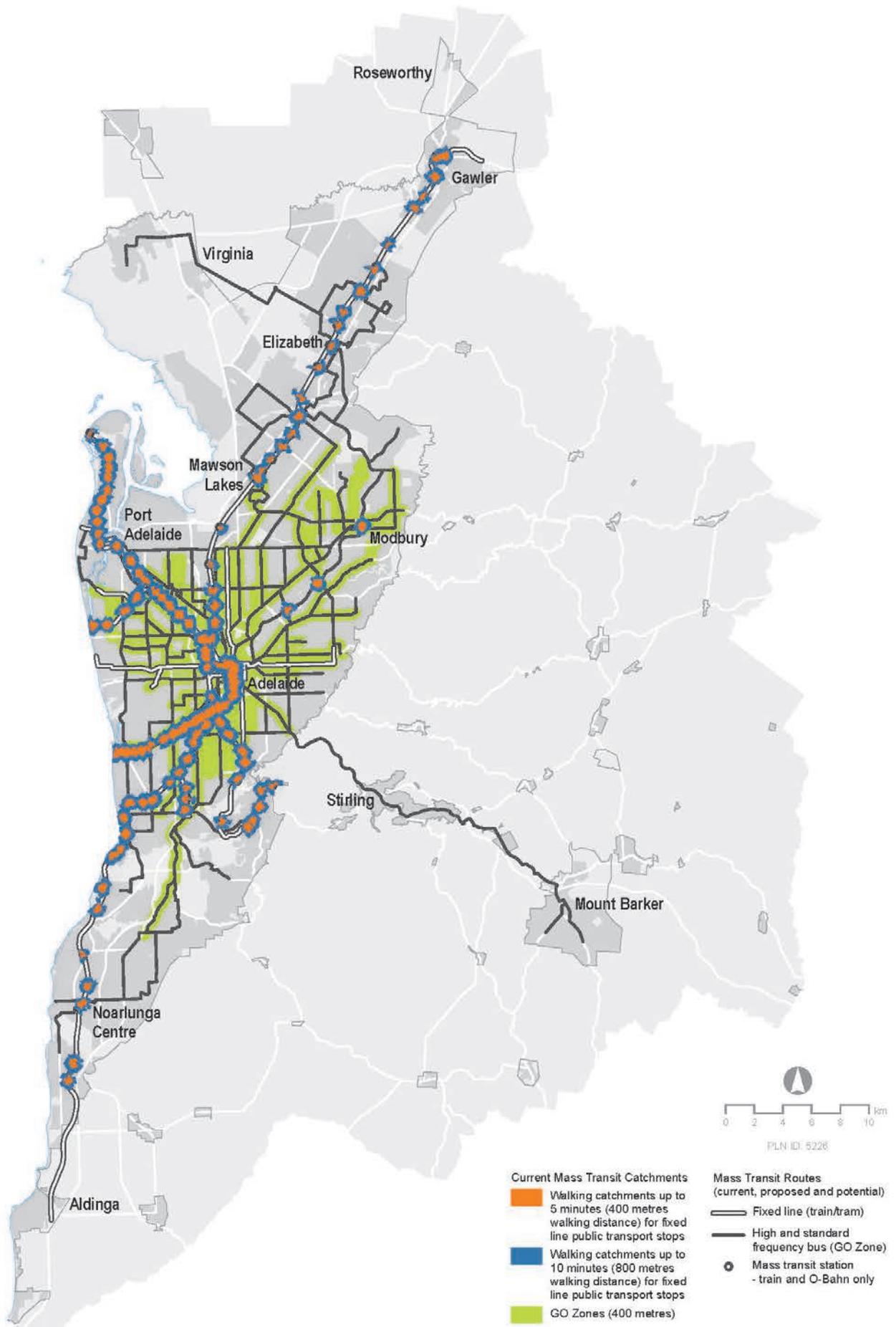
This is a new target with a baseline of 40% (the percentage of new dwellings built each year over the last five years within current fixed line and high frequency bus routes). Refer to Figure 3.2 below.

Figure 3.2 Dwellings built in close proximity to fixed line and high frequency bus routes

Dwellings Built	Metropolitan Adelaide (Urban Boundary)	800m walk fixed line public transport / 400m GO Zones	% within 800 / 400m public transport
Built 2011-2015	32809	13199	40.2%

*Current and planned

Map 15 — Current and proposed fixed line and high frequency bus routes



- Current Mass Transit Catchments**
- Walking catchments up to 5 minutes (400 metres walking distance) for fixed line public transport stops
 - Walking catchments up to 10 minutes (800 metres walking distance) for fixed line public transport stops
 - GO Zones (400 metres)

- Mass Transit Routes (current, proposed and potential)**
- Fixed line (train/tram)
 - High and standard frequency bus (GO Zone)
 - Mass transit station - train and O-Bahn only



3 Getting active

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045

The Plan aims to encourage active transport (i.e. walking, cycling and public transport) as important everyday modes of travel and as key parts of our urban transport systems.

Getting more people walking, cycling and using public transport will result in:

- increased capacity and reduced congestion in the transport network
- reduced environmental impacts
- improved public health
- reduced healthcare costs
- improved community wellbeing and social cohesion.

The Plan supports the State Government’s *Integrated Transport and Land Use Plan (ITLUP)*, which outlines a range of active transport network improvements and other solutions. Studies that informed ITLUP found that 72 to 75% of people⁶ have a trip destination within the same area from where they start and these trips are on average short, being three to six km in length. Facilitating more housing close to activity centres, jobs and services and public transport will provide more opportunities for people to change the way they travel for short daily trips (less than two km for walking and five km for cycling).

It is important to recognise that well-designed infrastructure is key to this increased usage as it provides an appropriate level of amenity and safety for users and a more pleasant and appealing journey.

How this target will be measured

The target will use journey to work Census data and set separate targets for Inner, Middle and Outer Metro areas (refer Map 16).

Current status

The share of work trips by active modes across metropolitan Adelaide in 2011 was 14.1%. An increase by 2045 would see this share increase to 18%.

The breakdown for Inner, Middle and Outer Metro areas is detailed in Figure 3.3 below.

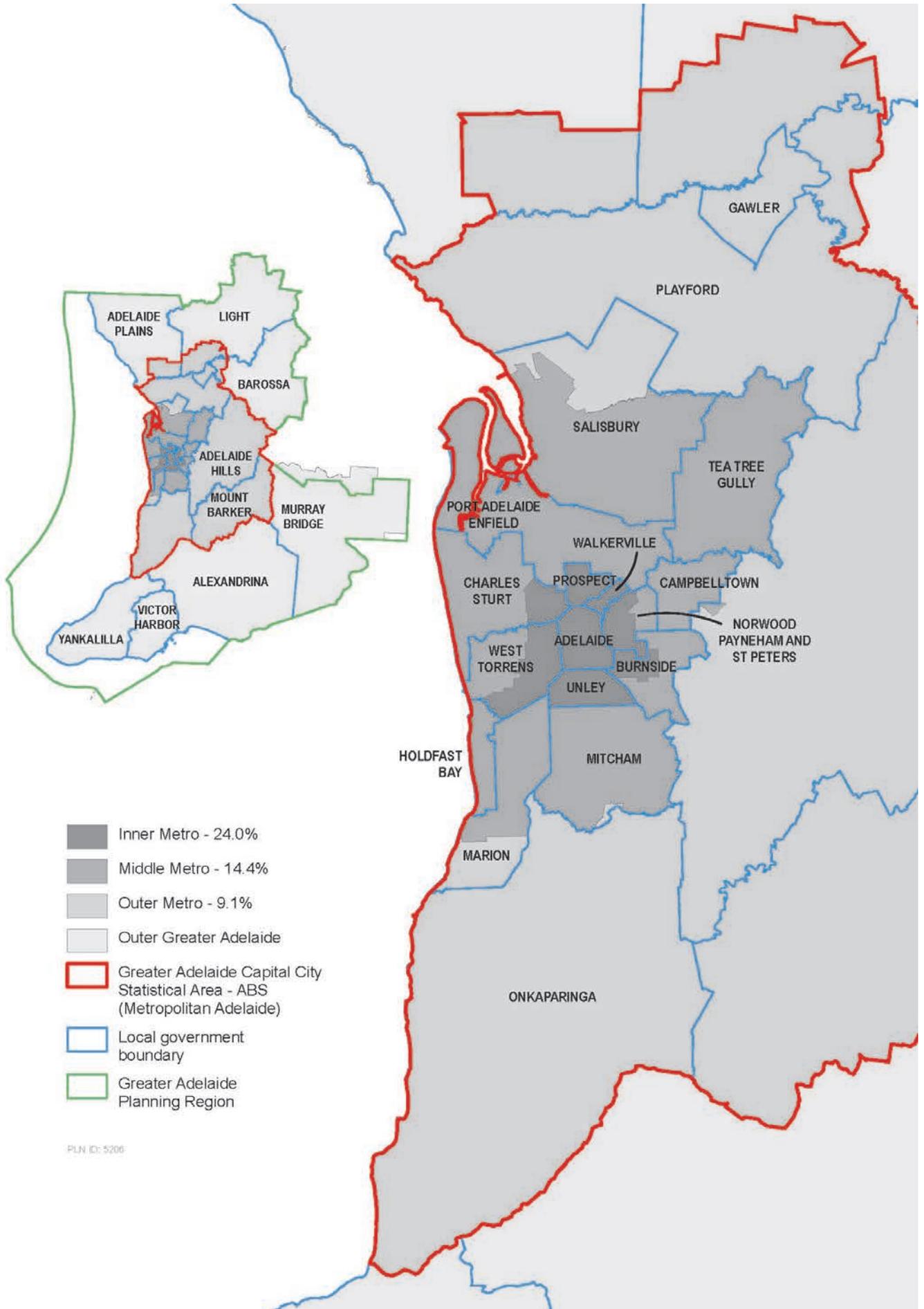
Future investigations

DPTI will explore new data sources to assist with measuring the target, which may allow other trip purposes to also be measured (e.g. journey to school).

Figure 3.3 Active Travel to Work (includes bike, walk and public transport)

Area	2011	30% increase by 2045
Inner Metro	24%	31.2%
Middle Metro	14.4%	18.7%
Outer Metro	9.1%	11.8%
Metro Adelaide (GACC)	14.1%	18.3%

Map 16 — Active transport use for work trips



PLN ID: 5206



4 Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan** Adelaide by 25% by 2045

A 'walkable neighbourhood' is where the daily needs of most residents can be met within a short trip of where they live or work. It provides close access by foot, bike or public transport - through the provision of well-designed infrastructure - to jobs, shopping, learning, open space, recreation, and other amenities and services.

Walkable neighbourhoods have extensive economic, social, health and environmental benefits.

Higher density is needed to provide economic support to increase and improve local services and infrastructure (e.g. public transport, shops and community infrastructure).

This target will incorporate the following criteria:

1. **Public open space'** (greater than 4000m² in size) (400m / 5 min walk)
2. **Primary schools** (1km / 15 mins walk)
3. **Frequent bus services** (including Go Zones) (400m / 5 min walk) **OR**
Train station or tram/o-Bahn stop (800m / 10 min walk)
4. **Shops** (800m / 10 mins walk)

How this target will be measured

Each of the spatial data layers developed for this target is based on the criteria identified. The following maps show areas that currently has access to each individual criteria (open space, primary schools, shops, and high frequency public transport), and the cumulative effect of the four criteria combined. The walking distance from each criteria was measured using network analysis rather than 'as the crow flies'. The higher the rating, the more walkable the neighbourhood. Population data at the ABS mesh block level (approximately 30 to 60 households) was overlaid to estimate the population within each walkability category. The results are shown on Map 17.

A walkable neighbourhood is one where at least 3 out of the 4 criteria are met.

Current status

This is a new target, determined using a multi-criteria GIS analysis.

The baseline for 3 and 4 out of 4 for:

- Inner Metro: 73%

- Middle Metro: 53%
- Outer Metro (in established urban areas): 30%

Consideration is being given to an Outer Metro sub-region target.

A 25% increase by 2045 would result in over 90% of residents living within at least 3 out of 4 criteria in Inner Metro, 66% in Middle Metro and 36% in townships and other established urban areas**.

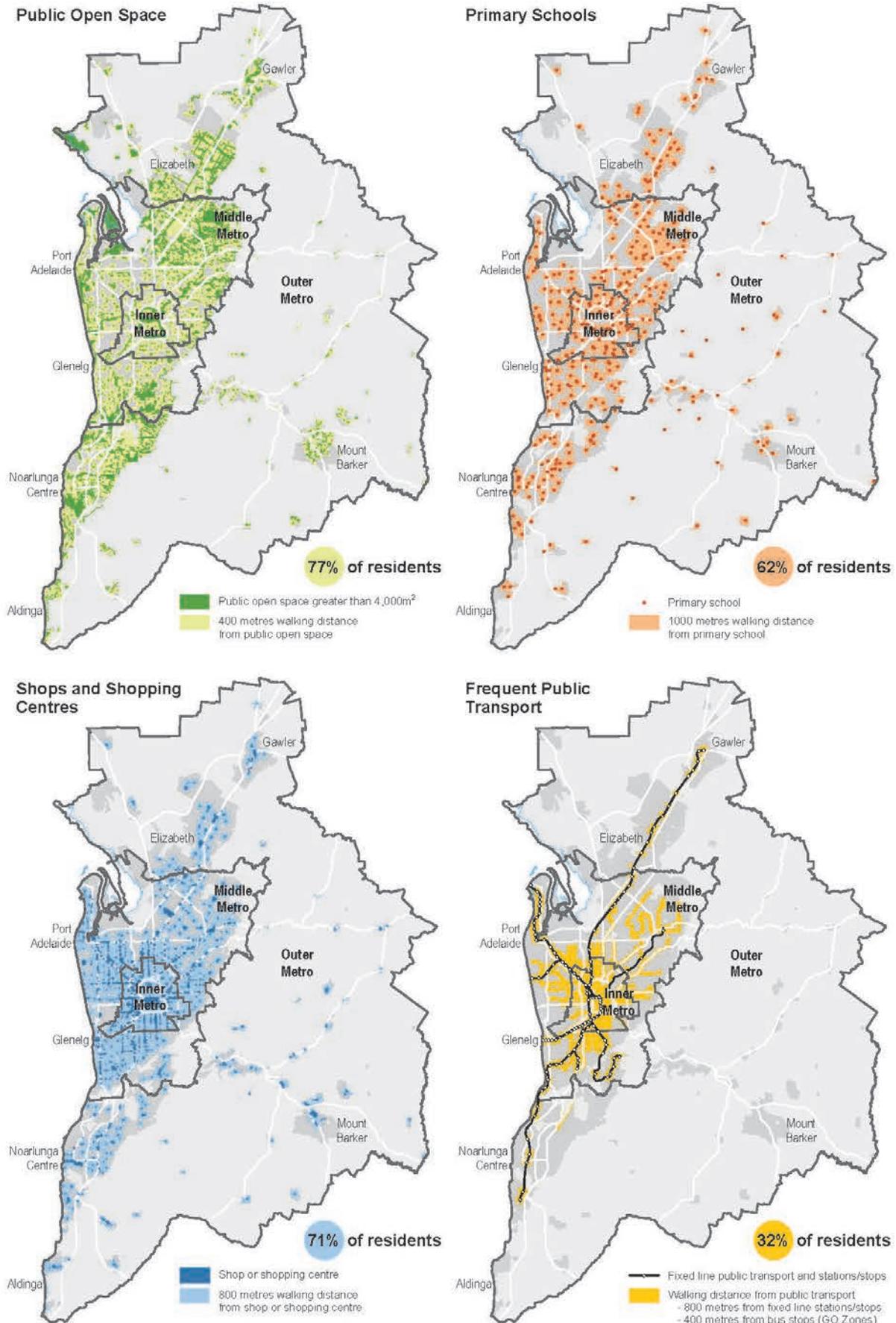
Future investigations

Additional criteria will be investigated such as social infrastructure. Tailored criteria for outer metropolitan Adelaide will also be investigated for possible inclusion.

* Includes playgrounds, parks and shared open spaces.

** Established urban areas, including townships, in Outer Metropolitan Adelaide.

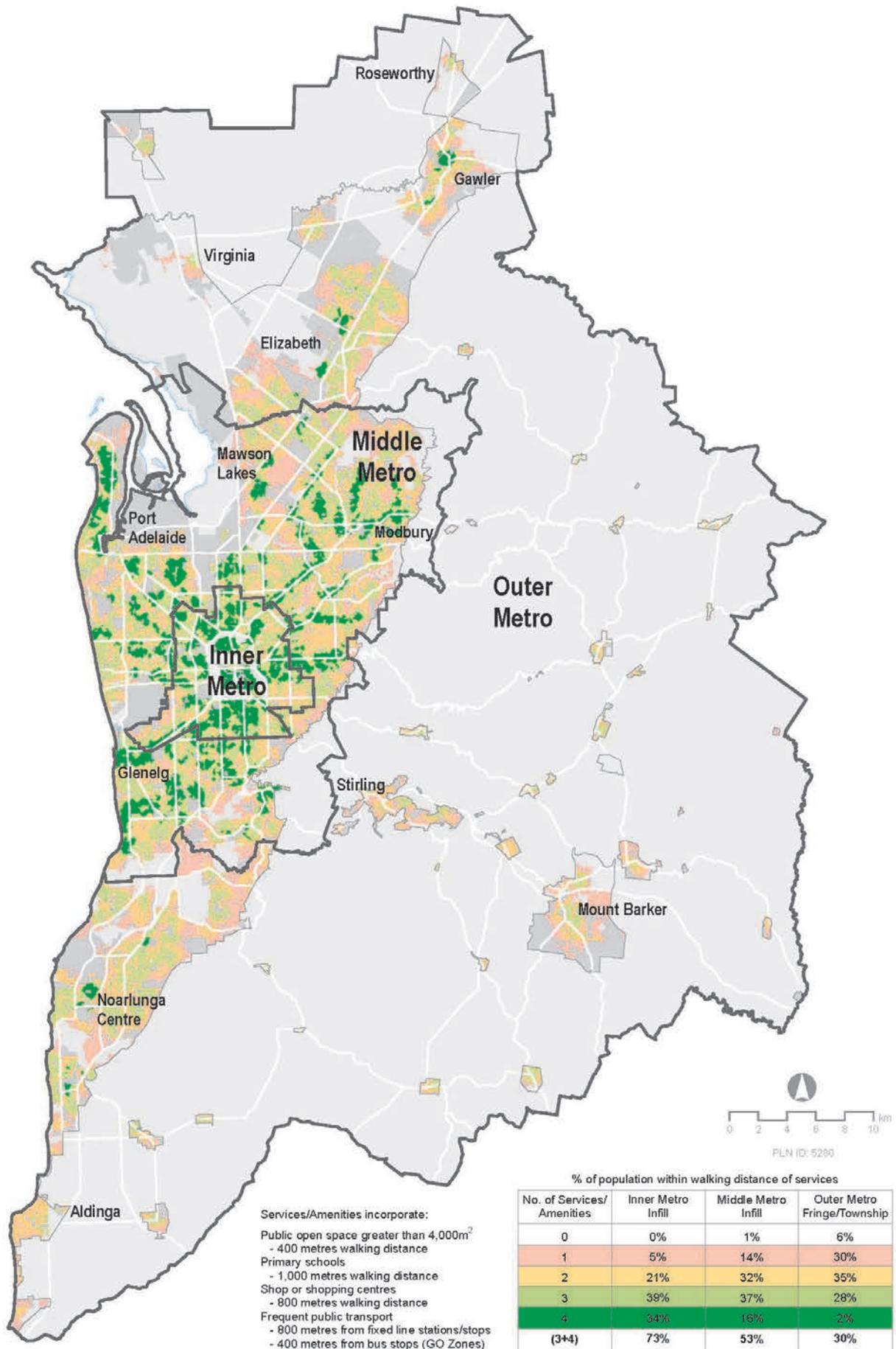
Map 17 — Inner, Middle and Outer Metro areas showing the four walkable neighbourhoods criteria



PLN ID: 5279



Map 18 — Proportion of population within walking distance of services





5 A green liveable city

Urban green cover is increased by 20% in metropolitan Adelaide by 2045

Urban tree cover refers to trees and shrubs located in street verges, parks and backyards. Such vegetation in urban landscapes is known to provide multiple economic, biophysical and social benefits including:

- maintenance of habitat for native fauna, which can include vulnerable or threatened species in fragmented urban landscapes
- reduction of the urban heat island effect
- air quality improvements
- stormwater management improvements through reductions in the extent of impervious surfaces
- provision of spaces for interaction, amenity and recreation, which improve community health and social well-being
- increased level of neighbourhood safety
- positive visual amenity for urban residents
- productive trees that can contribute to local food security.

Particular focus will be placed on ensuring that urban infill areas maintain appropriate levels of urban greenery.

This target will support the work being done by councils through their tree strategies which address biodiversity and quality of vegetation.

How this target will be measured

The target will be measured using software consistently applied to local council areas across the Adelaide metropolitan area.

It is recognised that councils currently have varying amounts of tree canopy cover. Therefore, the following is proposed:

- For council areas with less than 30% tree canopy cover currently, cover should be increased by 20% by 2045.
- For council areas with more than 30% tree canopy cover currently, this should be maintained to ensure no net loss by 2045.

Current status

An average of 27.28% of tree canopy cover across the local government areas was captured in the research undertaken in the national benchmarking report by the Institute of Sustainable Futures of the University of Technology Sydney in 2014.¹⁷ See Map 19 which illustrates the indicative urban green cover of 19 Greater Adelaide LGAs.

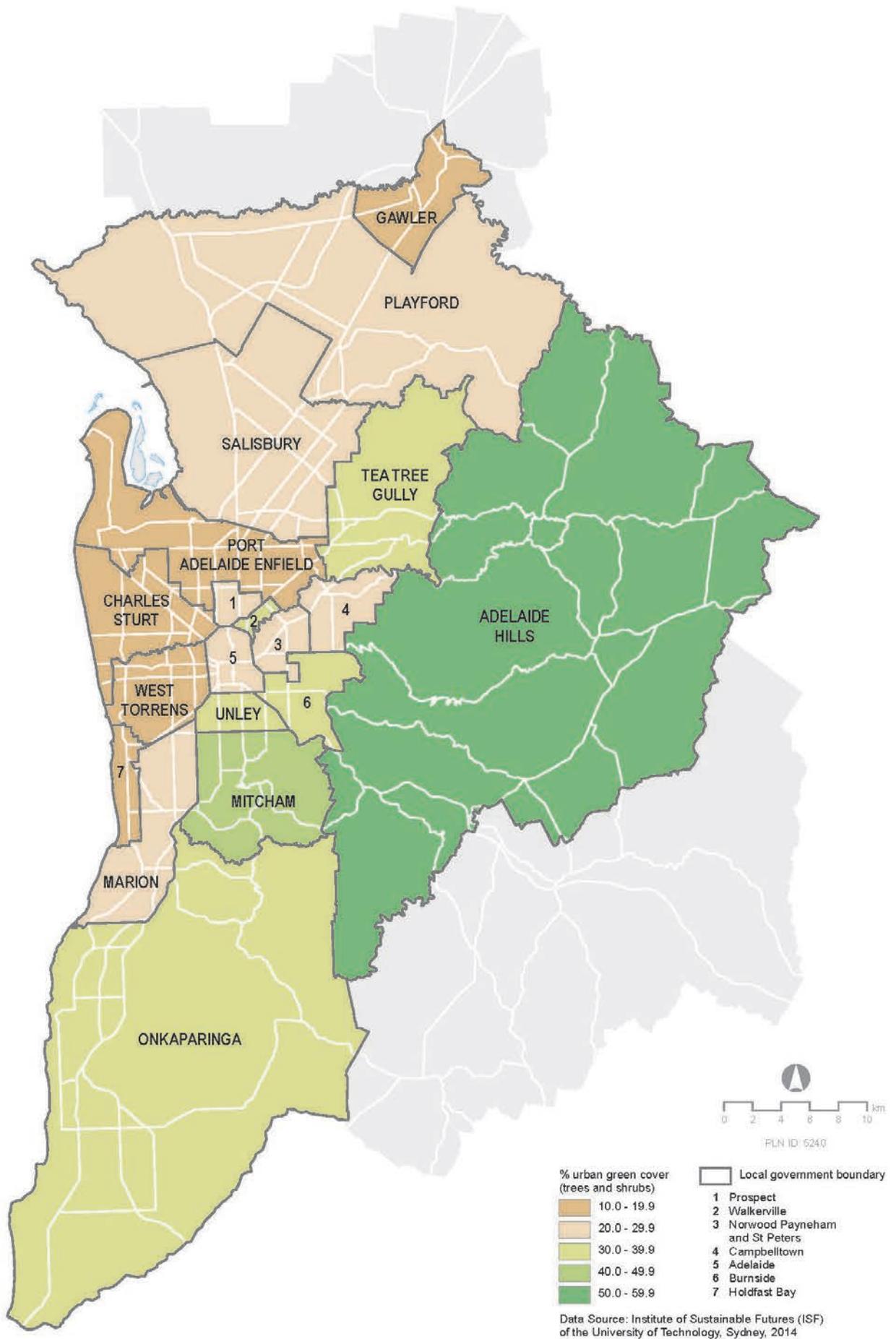
Future investigations

Further work is currently being undertaken to develop a finer grained baseline as well as baseline data for townships and outer metropolitan areas not included in Map 19. Consideration will also be given to expanding the scope of this target to include irrigated grass. This will be available in time for the first report card.

It is acknowledged that some councils are already undertaking further work in this area. Therefore an action has been included in the Plan to ensure consistency in the way that green canopies and other green infrastructure are measured.

Investigating ways to measure additional green infrastructure types (e.g. green walls, rain gardens and green roofs) will also be considered.

Map 19 — Existing urban green cover across metropolitan Adelaide (indicative)¹¹





6 Greater housing choice

Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

Historically, the predominant form of housing built in Adelaide has been detached dwellings on large allotments. The Plan seeks to facilitate the supply of a diverse and well-designed range of housing types to cater for all ages and lifestyles and makes the best use of land and infrastructure. South Australia needs growth in more flexible housing options for one or two person households. By 2031, lone person households are predicted to grow by 44% to 188,000, up from 131,000 in 2011. Single person households are the fastest growing household type in the state.

Our baby boomers (who represent a quarter of our population) are either moving into retirement or are already retired. Many wish to downsize and move into accommodation that better suits their needs and lifestyles. Currently 62% of households have fewer than three residents but 72% of dwellings have three or more bedrooms.

How this target will be measured

This target will be measured using annual DPTI dwelling count data to track the number of dwellings built by type. It will use a rolling five-year average to calculate the ratio of detached to non-detached dwellings.

Investigation will be undertaken to determine other ways to measure diversity of housing types. Currently data is extracted in the following five categories only: detached, semi-detached, flats/apartments, home unit/townhouses and retirement village units.

Current status:

Metropolitan Adelaide

Over the past five years, 25% of the dwellings built were non-detached dwellings. As a result, the current split between detached and non-detached dwellings is 75:25. The following table and chart show the number and relative share of dwellings built by type for each of the past five years. Refer to Figure 3.4.

Townships

Over the past five years, 10% of the dwellings built were non-detached dwellings. As a result, the current split between detached and non-detached dwellings is 90:10.

Future investigations

One way of measuring the diversity of housing is to review the percentage of detached housing compared to the other dwelling categories that the Government currently measures. Future work will focus on how other dwelling types (e.g. as illustrated in the Missing Middle graphic in Part 2) can be easily measured.

Affordable Housing Policy

Diverse housing includes facilitating affordable housing options in desirable, well-serviced locations. This Plan continues to support the State Government's Affordable Housing Inclusion Policy. This requires that at least 15% of all new dwellings meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in all new significant developments and growth areas.

Figure 3.4 Dwellings built by year and type in Metropolitan Adelaide (as defined by the Greater Adelaide Capital City region)

Dwelling type	2010	2011	2012	2013	2014	2010-14 average
Detached	79%	75%	73%	77%	70%	75%
Flats / Apartments	4%	5%	5%	2%	5%	5%
Home Unit / Townhouse	5%	9%	7%	8%	8%	7%
Retirement Village Units	3%	3%	7%	5%	10%	6%
Semi-detached	9%	8%	8%	7%	7%	8%
	100%	100%	100%	100%	100%	100%

