



A WESTERN ROADMAP

WACRA submission on the Greater Adelaide Regional Plan Discussion Paper

4 November 2023

New Operating System Upgrade - GARP

We are heartened to read that the Greater Adelaide Regional Plan (GARP) will replace the current 30-Year Plan for Greater Adelaide. This plan has not aged well, causing harm and heartache. It is very timely to refocus strategically on what can be learned from the experiment and use those findings to inform this new plan.

WACRA endorses the outcomes as proposed in the GARP. In the past, growth was seen as the panacea that would overcome all problems. We now realise that untrammelled growth also leads to undesirable outcomes for our community.

The goals of our residents' association are very similar to these four outcomes built into this Greater Adelaide Regional Plan. The key will be how to implement these and keep them in balance as the pressures of population growth, climate change, technological change and other unknown factors stress the plan.

The Dynamic Adelaide West Region

The west is going to benefit from the massive infrastructure spend on the north-south corridor revamp of South Road which will bring increased growth and industry to our doorstep.

The other huge spend is the Federal Government's defence policy, concentrated on the AUKUS nuclear submarines and upgrades of other naval and air defences which will, if it goes ahead, will boost employment from trade workers to scientists and project managers. As with the previous Collins submarines, opportunities in the nearby west benefit sub-contractors in all areas of defence procurement.

There is still great uncertainty about this project, financially, politically and strategically. Given the attention our current state government is making on creating a green hydrogen plant. What about skipping the submarines and creating industries for the future – e-vehicles, e-buses, e-trains, white goods and solar panels? We have the land and industrial scope. Our current Premier could be the champion of a multi-armed green industry economy, just as Premier Thomas Playford championed manufacturing industries that provided the state economic growth.

The west is growing at 10 per cent per annum, attracting the lion's share of new migrants who come to Adelaide. This new energy, new drive and ambition will be crucial to a thriving region in the west. We lack a university campus to underpin the crucial skills development programs for the future. Would the GARP framework encourage allocation of assets, such as university campuses across the geographical spread of Adelaide to encourage educational mobility?

Unintended Consequences of Narrow Project-based Planning

The success of the new GARP will be a widening of planning perspectives to achieve its four interlinked outcomes. Every project should be tested against these four outcomes to ensure that progress in one place does not create problems elsewhere. We have a recent local case study in Henley Beach that illustrates how easily this can happen with a narrow project-based perspective.

Main Street Redevelopment created a new pedestrian and entertainment precinct in what was an underused road opposite Henley Square. As part of improving Main Street, the project undertook major traffic calming of the cross street, Military Road which now has new roundabouts with wide pedestrian crossings, raised calming devices, new pedestrian paths and landscaping.

In terms of urban beautification, it is a success, with traffic calming prioritising pedestrians, access and safety over the previous use of Military Road as a north-south feeder road between Henley Beach and Grange Roads.

The unintended consequence, however, is that traffic that previously used Military Road now diverts to Seaview Road, a normal suburban width street. This now takes all of the vehicles that previously used Military Road. Pedestrians using the wide, safe crossovers to get over Military Road are marooned trying to cross Seaview Road on the way to the beach. On warm weekend days, the road is bumper to bumper with traffic from Grange and Henley Beach Roads heading to the Square and there have been several accidents on the street, a recent one fatal.

In the GARP planning framework, would this be seen as a successful outcome? It is a small example of how any development needs to model consequences across a range of linked systems. No change is simple in today's world. With the help of AI tools and a strong visionary master-planning, disruptions from change can be predicted and resolved at the planning stage.

Big Ideas Needed for an Uncertain Future

From a local issue to a big-picture idea. Recent announcements about moving 800 ADF personnel from the Edinburgh airstrip opens the door for a second, perhaps major airport in Adelaide. The sea level rise maps show Adelaide Airport could be flooded by the end of the century. Because of air strikes with birds, the airport management are loathe to plant trees. If Edinburgh became Adelaide's main airport, imagine the current airport land converted to urban forest, a new Reedbeds, as development of all kinds moves north. Does the GARP leave space for big picture ideas like this?

Can we sustain the present level of growth knowing the impact of climate change coming? How can this plan help encourage people to design and build houses that live more gently on the earth? Swimming pools will be a luxury full of precious water. Large homes with no gardens will be hot boxes.

Present plans are very focused on development for economic and capital growth without placing priorities on how all living things will live sustainably, given the extreme changes coming. More resources in education of our citizens will be needed to help make a smoother transition to our new world in our natural and built environments. ¹

¹ Priorities for a Strong Community - City of Charles Sturt Community Plan 2023 http://wacra.org.au/new/wp-content/uploads/2023/10/WACRA-Community-Plan-submission-2_9_23.pdf

GARP OUTCOME: A greener, wilder and climate resilient environment

SPP1 – INTEGRATED PLANNING

We support a planning system that can enable a more walkable urban form, better access to public transport and support for low emission transport technology. Adelaide residents have shown themselves to be resistant to all such initiatives in the past, preferring their private fossil fuelled cars. This plan will promote positive changes.

Support Strategic Infill

WACRA endorses identifying major corridors for strategic infill, rather than the urban infill model in the existing 30-Year Plan code which has caused many problems. There have been examples of successful strategic infill in Bowden-Brompton, Dock One and Port Approach (South), North West and Fletcher's Slip and West in West Lakes. There are several medium size strategic western infill sites in planning such the Rowells Road wholesale grocery site in Underdale and the SA Water waste treatment plant in West Lakes.

Transit-oriented developments in large clusters could be planned all along the Grange/Outer Harbour train lines in addition to the above key building projects that will establish new supplies of homes while promoting sustainable urban growth.

Identifying these strategic infill sites is key, as is how to manage the growing population's, transport needs in a city that was not designed to carry this growing load on its roads.

Imaginative Public Transport Initiatives

We are fortunate in the west to have the City to Glenelg tramline, the Outer Harbour and Grange train lines and extensive public bus services which now run on 15-minute schedules during the day on major feeder roads to the city. DDA upgrades of bus stops continue, making this an affordable and equitable means of transport for everyone.

The buses are, however, under-used. Sydney is exploring using new technology to alert intersection lights ahead when a bus is coming and automatically prioritise the bus, making for a faster commute. The potential to use this technology exists in our traffic light network. It just needs to be implemented. Ideally, western train infrastructure needs to be electrified, but given ballooning construction costs of new rail, rapid bus routes are a medium-term option.

Revise Code Amendments for Private Vehicle Parking

Even if the future will be electric vehicles, Australians have a definite preference for larger, fossil fuelled cars. Current codes for parking bays need to be revised to accommodate the significant increase in these longer and wider vehicles.

Given the Australian Bureau of Statistics' documented increase in 2-3 car households, the 30-Year Plan definitely needs to bite the bullet and call for two cars to be accommodated in new dwellings, to stop the crowding of narrow streets that has grown considerably since the current plan was adopted with its minimal requirements for car parking on private property.

Current driving times to and from the city on weekdays are getting to be almost equivalent to cycling times, with bumper-to-bumper traffic moving slowly through the crowded roads. This points to a need for a carpool/bus lane and single-occupant lane on two-lane feeder roads.

Government has the power to make change. The bus lanes in Currie/Grenfell Street faced a huge outcry. They have proved to be a very useful tool to move people much more efficiently through the city on public transport and have not greatly inconvenienced drivers.

We recommend more use of this type of leadership for feeder roads into Adelaide with the left lane reserved for buses/carpool (2 or more people) and the normal commuter traffic with a single driver occupant in the right-hand lane.

This would need to be enforced with cameras at intersections and other patrolling, but once adopted and accepted as best practice, could greatly increase people sharing car-rides into the city and using low-emission public transport.

Adopt Separated Cycleways

Greater innovation in cycling paths separated from traffic could see a greater adoption of this vital transport mode. At the moment, there are too many accidents and fatalities from unsympathetic motorists, accidental door opening and speed. We see a completely separated path as the only way to improve safety and widespread cycling adoption.

Innovative Thinking with New Transport Technologies

All options need to be considered, including light rail and innovations such as on-demand, microbility and block chain and distributed ledger technologies. The alternative is roads choked with private vehicles that are becoming bigger and more polluting.

SPP4 – BIODIVERSITY

WACRA fully supports increased biodiversity initiatives and targets. We call on this plan to look at blue carbon and green engineering as priorities for our climate-stressed future.

Dune Restoration

As a group that advocates for coastal residents, we also agree with the Discussion Paper's assessment that increasing sea levels, both day to day and in extreme events, is a near-term threat. We have been vocal and continue to be advocates for improved coast management and dune restoration. ²

² Submission to the Independent Panel - Adelaide Beach Management Review, October 2023. <http://wacra.org.au/new/wp-content/uploads/2023/10/WACRA-submission-to-ABMR-IAP-151023.pdf>

WACRA believes that thinking in terms of green engineering, such as restoring dunes using fencing to capture sand and holding sand down with plants is an effective coastal complementary approach on the metropolitan coast that could add protective natural buffers against increased tides and storms and provide much needed habitat along the Coast Park Path.

Seagrass Meadows Benefit Coasts and Climate

Seagrass meadows are vital to marine environments but little understood because they are underwater. A huge effort is needed to restore the 6,000 hectares of Adelaide's seagrass meadows lost due to the Glenelg sewage works and nutrient-rich stormwater run-offs. Local researchers know how to do this with sandbag drops in winter. These start new meadows which will establish within 8-10 years, add friction to seabed waves and work to slow destructive waves eroding the coast. They also are extremely effective carbon sinks once established.

The knowledge of how to rebuild these meadows for Adelaide conditions is there, but where is the government commitment to invest in protecting the coast through seagrass restoration? It is currently a small scientific endeavour aided by Seagrass for Snapper volunteers.

River Torrens/Karrawirra Parri Restoration

With the recent completion of the Breakout Creek/Purrana Parri wetlands at the end of Karrawirra Parri (River Torrens), there is an accessible public shared path from the east, through the city, to the river's outlet with established trees and new grass and shrub areas. The goal of the partners in this project is to have a river clean enough that native fish can thrive and key species such as rakali (native water rat) and platypus can enjoy the river again. It will significantly add to the ecological health of that region.

Given that Adelaide's west used to be the Reedbeds seasonal wetland until the drainage for the Adelaide Airport and housing, we welcome this new environmental feature with its planting that may see the return of some of the 50 or so bird species which have not been sighted there for more than 70 years because of environmental destruction. The early indications are that biodiversity will flourish due to this initiative.

Extend the Karrawirra Parri Greenbelt into Nearby West Beach and Airport Land

There are other areas of the old Reedbeds estate between the Patawalonga and the Port River estuary that could benefit from mass replanting and establishment of biodiversity corridors.

The GARP could build on the river's new environment and push these environmental benefits out to neighbouring unplanted land, including at West Beach and at the Airport, as a rich urban forest biodiversity mecca.

Biodiversity is the key to a healthy environment. This means we should look beyond just trees. They are a vital but only one link in a web that includes many other fauna-friendly ecosystems.

SPP5 – CLIMATE CHANGE

WACRA supports all the initiatives proposed, particularly mapping the tree canopy. It is our hope that if the suburban infill that now is decimating trees is replaced by strategic infill coupled with tree planting along corridors, this will make some difference to attaining already difficult targets. Here is a link to our submission to SA Parliamentary Inquiry into Urban Forests.

Urban Forest Essential for Health and Wellbeing

WACRA has consistently called for greater resource allocation, planning and implementation of an Urban Forest strategy for Adelaide.³

Green will be our friend as we come to a drastically changing climate. Many problems with establishing an Adelaide urban forest stem from the existing Planning and Design Code. Tree canopy has gone backwards since it came into being.

We need to tighten the current Planning and Design Code's lax tree removal provision and consider much stronger mandates, such as Brisbane's requirement for 15 per cent of each property to have Deep Soil planting. And perhaps, considering recent developments in Sydney, it is time to reconsider the proportion of open space in Adelaide's west occupied by golf courses. Who owns these social licenses for these spaces? Imagine just third of them devoted to new forested public parks.

Deaths from heat are disproportionately high among people who work outside, the elderly, people with pre-existing conditions, those who are socially isolated and people who don't have access to a cool space for relief. Excess deaths in population studies are now generally ascribed to heat and smoke issues. Many who can least afford an air conditioner also live in areas with poor tree cover or access to transport.⁴ This highlights the crucial role tree canopy plays in mitigating the health impacts of climate change.

Grasses As Well As Trees

We also would like more emphasis on green beyond trees, including converting public lawned space to native grasses capable of supporting diverse populations of birds, reptiles and insects instead of the sterile mowed lawn. Use of artificial turf should be banned in South Australia for its toxic, fossil-fuel based emissions in manufacturing, installation and on disposal. Artificial turf also contributes to the urban heat island effects.

³ Submission to the SA Parliamentary Inquiry into Metropolitan Adelaide's Urban Forest 2023 <http://wacra.org.au/new/wp-content/uploads/2023/06/WACRA-Submission-Urban-Forest-Inquiry-130223.pdf>

⁴ 'Silent killer': more than half of heatwave deaths are in disadvantaged areas – now Australian councils are fighting back, https://www.theguardian.com/news/datablog/2023/oct/29/silent-killer-more-than-half-of-heatwave-deaths-are-in-disadvantaged-areas-now-australian-councils-are-fighting-back?CMP=Share_iOSApp_Other

SPP12 -ENERGY

Any progress in sustainable infrastructure that reduces emissions and harvests solar energy to meet net zero targets is welcomed. We agree that areas of high scenic and environmental value should be protected from such infrastructure developments with planning at land division stages.

Community Batteries

We welcome the attention on SA's renewable energy action and agree that we could do much more. In terms of the outcome of a more equitable and socially cohesive metropolitan Adelaide, WACRA is supportive of much more work to install community batteries capable of tapping in to excess rooftop solar generated in sun-drenched South Australia.

So much of this energy could be used to lower prices, providing relief for renters and low-income people who cannot afford the capital cost of solar panels for their homes. WACRA has advocated for community batteries with our local council and hopes that their enthusiasm for this initiative will lead to action.

SPP 13 – COASTAL ENVIRONMENT

What could be of more environmental significance than Adelaide's coast? The beauty and attraction of the coast is a magnet to be protected through sound management of environment and infrastructure.

Plan for Coastal Roads

The GARP Plan proposes strategic infill along both Henley Beach and Grange Roads, but does not address how to handle traffic that is bound to increase along the coastal roads such as Seaview Road and the Esplanade with the increased population using Henley Beach and Grange Roads to get to the beach. Our east-west road system was never designed for the level of urban infill that has been happening even before the proposed growth occurs. This is definitely one area where innovative public transport options are needed along with other strategic planning.

Growth of defence industries on the Lefevre Peninsula will result in increased north-south traffic by workers living to the south using Military and Seaview roads. WACRA proposes that major planning for the roads running parallel with the completed Coast Path be undertaken.

The closest north-south roads of any carrying capacity near the coast are Tapleys Hill Road/Brighton Road and Military Road north of Grange. These roads could form the spine of a new strategy, especially if made into attractive corridors of trees and safe bikeways.

Blue-Line West e-Bus Service

Eight years ago, WACRA submitted a plan to the City of Charles Sturt to trial a Blue Line West e-bus service connecting the Glenelg tram to the Grange Train. The service would run along Military Road and stop at busy destinations such as the West Beach Adelaide Shores caravan

and holiday complex, the West Beach shops and Surf Life Saving Club, Breakout Creek/Purrana Pari wetlands, Henley Square, Grange Jetty and beach and Grange Railway station.

If the State extended the rail line to Semaphore, then such a service could include Point Malcolm and Semaphore. Such a regular service would reduce road traffic, need for more parking spaces, and provide safer and more enjoyable modes of transport along the coast in conjunction with the completed Coast Park Path.

Beach Management Through Dredging and Green Engineering

As part of WACRA's submissions to the Beach Management Review currently underway, we have supported the option of dredging to supply sand to the West Beach area, not a pipeline and not trucking.⁵

We believe that, on the basis of information provided so far, dredging as Adelaide's primary beach management tool could mitigate climate risks, combined with complementary methods of growing dunes, planting dunes and growing seagrass meadows.

SPP 14 – WATER SECURITY AND QUALITY

WACRA support all efforts made by many stakeholders, including local governments to climate-proof Adelaide's water. Adelaide has the advantage of a cooperative culture working to develop a Resilient Water Future Strategy and an active desalination plant to supplement other shortfalls.

SA is known as the 'the driest state in the driest continent', so water has always been a prominent issue. Strategies have included local governments investing in recharging our underground aquifers, using sewage water for agriculture and recycling water for metropolitan public parks and gardens.

Water security will always be a pressing issue, as we found out in the 2001-2009 Millennium drought. Since then, 11 metropolitan wetlands have been developed. The desalination plant was built in 2012 to provide some security from future climate change conditions. That plant was built to desalinate 100 gigalitres per year and presently is running a reduced maintenance load which is used to top up Adelaide reservoirs and keep its maintenance contract.

SA Water operates 11 desalination plants across the State, two using sea water at Lonsdale and Penneshaw and the other nine treating saline groundwater in remote communities. This engineering strategy takes pressure from groundwater, surface water and River Murray supplies.

⁵ Submission to the Independent Panel - Adelaide Beach Management Review, October 2023. <http://wacra.org.au/new/wp-content/uploads/2023/10/WACRA-submission-to-ABMR-IAP-151023.pdf>

The Murray River agreements have not been fulfilled through the Murray Darling Basin Plan and will need to involve strong Federal legislative requirements of the eastern states to protect Greater Adelaide water supplies. Future planning of regions MUST have guaranteed water supplies.

SPP15 – NATURAL HAZARDS

WACRA members have direct experience of coast erosion over decades and hold serious concerns that the latest Review will be able to find an adaptive solution to continuing coastal erosion. We have been active in advocating that Government to use science and best evidence to create a way forward for this vital problem.

Whatever solution is chosen, science about its success or otherwise will be valuable commercial IP for the State to export as long as this is built into its operating budget.

GARP Outcome – A more equitable and socially cohesive place

Where to with Reconciliation?

Following the defeat of the Referendum on the Voice and Constitutional recognition, it is more important than ever for SA to establish its own voice to Parliament to bring different voices of First Nations people in SA to the table. No one disputes that the legacy of missions, Stolen Generations, juvenile justice systems and mistrust at all forms of ‘white’ assistance, has left many Aboriginal and Torres Strait Islanders in very disadvantaged life situations.

Combine this with the insidious effects of intergenerational trauma and early mortality, including youth suicide, this community requires as much support as the Government can give to empower Aboriginal leaders, established and up-and-coming. They will be leaders who can forge a path forward.

The UN Declaration of the Rights of Indigenous Peoples can form a framework for evaluation of progress, now that there is not a Constitutionally enshrined voice. In 2009, Australia ratified this Declaration and ten years later, in 2019, the national government began steps to develop a National Action Plan to implement under its protocols. SA needs to have input into this plan and to use its benchmarks to evaluate its progress for our Aboriginal citizens over time.

Mixing Up Housing Stock to Shake Up Social Inequality

Adelaide, like every Australian large city, has its share of ‘desirable’ and ‘less desirable’ suburbs. In Melbourne, we see the same trend as here with the inner east seen as more desirable than the inner west: Beaumont and Burnside vs Rosewater and Royal Park.

The Atlantic reported recently on statistical research by Professor Raj Chetty of de-identified US tax records that shows the powerful effect of suburbs on children and their earnings as adults. Certain cities and suburbs were better places to raise a child, with the best cities increasing a child’s future income by about 12 per cent. Prof. Chetty says that of all the decisions a parent makes in a child’s life, the location of where to live is the most pivotal.

Adelaide Needs a Wider Mix of Housing and Locations

The implication of this study is a call for the GARP to seriously examine how to mix up housing forms and affordability so that people are not stratified necessarily by suburb housing price. We have such a limited range of housing types – the one family home and backyard, the walk-up two-bedroom flats and now, the duplex townhouses dotting most suburbs courtesy of our existing Planning Code.

Where do we have the large family-size apartments? Where are the affordable rental homes? The mistakes of the past, where whole suburbs were built by the SA Housing Trust in good faith, cemented the legacy of these suburbs as a less equitable alternative. Somehow, incentives are needed to shake up the type of housing everywhere so that more choice is introduced into the housing stock. Metropolitan Adelaide could begin to look more socially cohesive across the range of regions within it in a win-win for a vibrant, equitable community.

Avoiding Disadvantage Associated With Low Income Suburbs

Denmark recently announced it will demolish public housing neighbourhoods with 'parallel societies' of segregated enclaves of migrants who do not participate in the wider community. With bipartisan political support, the Danes are mandating that no neighbourhoods will have more than 40 per cent social housing by 2030. They use criteria of low income, low education, high unemployment or a high percentage of residents who have criminal convictions to decide which public housing will be emptied or torn down. They will offer these properties to the open market to revitalise the areas.

We do not have the Fitzroy 1960s towers that Melbourne has, but we do have many suburbs in the west that are the legacy of 'warehousing' new Australians in low-standard housing. While not as extreme as Denmark, Adelaide must make a commitment to integration of new arrivals in housing that does not discriminate, stigmatise and lower their life chances from the start. Spreading new arrivals evenly throughout the community revitalises all suburbs and gives new life to settled areas.

Opportunities for disadvantaged people to move to affordable or social housing in more advantaged suburbs can have a key outcome in terms of student learning. With SA towards the bottom of Australia's NAPLAN results, only higher than the Northern Territory, a more radical restructuring of opportunity via housing mobility may be a key to accelerating those results, along with other initiatives in literacy and numeracy being undertaken in the schools.

Bring the Arts into Planning

Story-telling, First Nations marking, social inclusion, beautification of suburbs and place-making are essential elements when planning to achieve the four GARP outcomes. These arts and cultural elements could bring new people around the table in planning teams, a mixture of gender, skills and experience, contrasted with the mostly male professional project-teams. The results of more wholistic planning would reflect a multiplicity of stories, perspectives, a richer view of planning to include women, children, older people and others with disability.

Currently, the space for indoor and outdoor arts and community entertainment are given low priority compared to commercial interests when new developments are planned. Consideration of repurposing heritage buildings to keep their fabric and use for community purposes builds a sense of connection to the past and acts as a bridge in our fast-changing world.

The Woodville Town Hall, for example, is now a multi-purpose entertainment, cultural, and gathering place in our community with programming facilitated and promoted at the local government level on behalf of the community. The new cities on the outer ring will need equivalent gathering places, not just houses and shopping centres, so that people will be able to engage as a community in arts and social events, ameliorating the loneliness epidemic and building new healthy relationships.

Rebuild Adelaide's Network of Comprehensive Community Health Centres

To achieve the GARP outcome of 'a more equitable and socially cohesive place,' a comprehensive model will include the interaction of physical, cultural, emotional, economic and social health in communities and individuals. The comprehensive community health centre model is noted for its capacity to build social cohesion, reducing social disadvantage, and building a fairer more compassionate society. Multi-disciplinary teamwork is vital and needs to be well co-ordinated.

Programs and services reach across the community health continuum – including disease prevention and health promotion, assessment and management of health problems, early intervention, support, treatment and rehabilitation.

Community engagement is vital and drives identification and assessment of health issues, informs advocacy and community development, enables group programs to build individual and social capacity, sensitises and links to individual treatment services, and influences the management of the organisation to ensure programs are relevant and locally responsive.

When planning for new satellite communities outside metropolitan Adelaide, acute and primary health care are also essential elements to service healthy communities.

SPP1 – INTEGRATED PLANNING

Social and Physical Infrastructure For Liveable/Walkable Neighbourhoods

It is no longer acceptable to simply outsource a new development to a developer and hope that it will contain all the social infrastructure needed to build a community. Setting criteria for liveable/walkable neighbourhoods would definitely up the ante for developments to have less car dependency and to make it more pleasant to move around on foot, bikes and scooters. Roads, schools, water, green infrastructure and healthcare are key components of quality of life, no matter how far from the city new housing may be.

WACRA endorses the policy of transparency about costs for different forms of housing supply, including the upfront purchase price plus information on ongoing living costs, particularly as GARP's proposed new zoning will permit housing further from the CBD than ever and transport costs rise with distance.

Developments of public spaces often suffer from sins of omission rather than of commission, often built on a cut-and-paste template. New home buyers do not usually ask for clean air, walkability, arts or community facilities. As a result, the health and well-being costs are borne in a different sector and often at a different time than when young buyers purchase their 'dream home'.

We need a planning model that places the onus for improvement in quality of life including clean air, walkable streets squarely with those who most profit from new developments, the developers. Disclosing the costs of living in their new homes over time is another suggestion that we support.

SPP2 – DESIGN QUALITY

Increased Access to Nearby Green Spaces

Adelaide has traditionally had fewer pocket parks than, for example, in Sydney where a dense population can walk to a nearby park for recreation and play. Because Adelaide has had space, we have spaced out playgrounds and parks. WACRA believes everyone should have access to high quality, well vegetated open spaces in easy walking distance. This should be a requirement in all greenfield and strategic infill developments.

Market the Value of Trees

There are pockets of resistance in some lower socio-economic areas to the idea of ‘trees’. Trees for some have come to have a menacing rather than comforting meaning. Along with urban greening policies being applied equitably across all forms of housing supply, we urge the Government to roll out an education campaign about the value of trees.

Major new recommendations for multi-storey developments along city feeder roads need to be coupled with planning for avenues of trees, such as Paris, Barcelona and other cities are doing. These soften the height profile eventually and provide identity, biodiversity and heat island amelioration.

Liveability in Character Zones

WACRA is keen for the Review to follow up on identifying areas for additional heritage and character protections. Given that the west is largely ‘settled’ in waves of time, there will be many character areas that could benefit from this added layer of scrutiny and protection. The past decade has seen a lot of heritage knocked over, with little regard for this important story of the cultural settlement in Adelaide in various waves.

Those already living in character and heritage zones will wish to retain what attracted them initially and not lose their heritage value with modern ‘big boxes’ changing their neighbourhoods’ built form and charm.

Design for Intergenerational Housing

The rise of the service economy, where many new migrants get work in areas such as disability and aged care in particular, coincides with new residents who want to and do live in a multi-generational family structure. Adelaide has previously not given much thought to creative application of design to this challenge. Many of these new SA residents have come from more advantaged backgrounds than previous waves of migrants and will have the means and incentive to rent and buy housing for their extended family.

The pandemic has also shown that many families moved closer to each other to provide support. Traditional Australian housing forms close off options for grandparents to live on the property but separately. Overseas, granny flats have become staples of boosting numbers of people on a block and able to operate as a family with independence. WACRA supports review of zoning that opens more options for extended family living across generations.

GARP OUTCOME: A strong economy built on a smarter, cleaner, regenerative future

SPP1 – INTEGRATED PLANNING FOR EMPLOYMENT LAND ALLOCATION

WACRA approves of the proposed employment land allocation in the north-west, including Gillman, Wingfield and Lefevre Peninsula. In previous decades, residents in these and nearby suburbs have suffered respiratory illnesses from emissions of heavy industry and mineral processing.

Strict environmental and noise criteria need to be developed and enforced when industry is located close to residential housing. If this is maintained, it may be possible to extend the types of housing and density, to make this land more desirable than it currently is. The trend towards cleaner and quieter industries may coincide with new residential opportunities that work as employment magnets.

SPP5 – CLIMATE CHANGE

Potential for a Western Green Industry Hub

The west of Adelaide is perfectly located to take advantage of green technologies, carbon storage, cleaner industries and the regenerative economy. Local governments in the west are all working towards these outcomes, no matter what happens with the AUKUS project. There is a need for a university campus in the west to act as a magnet and hub for developments, such as Tonsley/Flinders south of the city and UNI SA's Mawson Lakes in the north.

The Outer Harbour train-line, the north-south corridor and a growing skilled workforce make this an attractive destination for state planners to work with local partners to establish a new Green Industry Hub in the west.

Zero Waste and Recycling Facilities

Work between partner councils, Port Adelaide Enfield and the City of Charles Sturt has pioneered a shared waste management and recycling facility. More economies of scale as future recycling goals are introduced make sense rather than piecemeal small installations. We would like to see the GARP introduce stronger incentives to accelerate this trend for the circular economy.

GARP OUTCOME: A greater choice of housing in the right places

SPP1 – INTEGRATED PLANNING

Support Diversity in Housing Options

WACRA supports the priorities and directions that maximise housing choice and different forms of housing. This includes integrated, not clustered, social, affordable and accessible options. We have been poorly served by the choices on offer. Infill sites that are project managed strategically can and should provide this diversity.

In the west, we believe that as well as targeting Henley Beach and Grange Roads and all potential sites along the Outer Harbour and Grange lines should be considered for higher, denser apartment living at accessible transport locations with the proviso that the existing north-south roads are also master-planned for safety and amenity.

SPP2 – DESIGN QUALITY

Support Wide Implementation of Liveable Housing Criteria

South Australia has now signed up to the silver level of liveable housing in all new homes. This overdue initiative means that people will be able to access a level entrance, wider entry door, reinforced wall for grab-rails in the bathroom and a hob-less shower, should that be needed. The consequent amenity in new built homes will show its worth as people transition through life cycles, meaning they do not have to move if they have a serious illness or accident, or just want to age in place.

WACRA urges the Government to integrate information about liveable housing requirements in SA throughout the building industry as a widespread reform that will begin to future-proof new houses for demographic trends of ageing.

These homes are not designed for people with severe physical disabilities and the stock of the accessible homes needed by these people to rent or buy has always been in high demand. The challenge to establish them is starting to be met by social entrepreneurial organisations and some super funds, but more needs to be done in planning regulation to incentive providing housing that will give physically disabled South Australians more choice.

Strengthen Thermal Efficiency Standards for All Homes

We also would like the Government to adopt more ambitious climate protective requirements with thermal efficiency criteria for new houses, as it is clear that more heat, more rain, more flooding and fire are the future of our State. We pride ourselves on being enlightened, yet unless these types of criteria are mandated, builders can always rely on the 'price' argument to defer these treatments for another time. It is then that both new home buyers and renters least able to withstand bill shocks are slugged for the lack of thermal efficiency in their homes.

There is a divide between people who are living in well-insulated double-glazed houses, and people who aren't. People who aren't are going to have increased power bills. Many people with co-morbidities don't have a cool place in their homes which increases the risk of death from heat stress.

Now is the time to be future-proofing our homes. Insurers will look with favour on homes that have these characteristics, compared with basic fit-out. Energy costs for residents will be lower and amenity better in extreme temperatures. Landlords can benefit from securing good long-term tenants who value these amenities and home owners can also reap benefits with renters in lower utility bills

THE URBAN FORM TO BRING OUR VISION TO LIFE

Liveable Communities do not just 'Happen'

WACRA was not surprised that the testimonial in the Discussion Paper is from a western resident, Bowden woman, Renee Slugjski. There are many areas in our west which already demonstrate the living locally elements proposed by the Paper.

Local governments, networks of community association, residents' groups, tireless champions of areas have all added their energy to create such liveable communities. The pay-off is that where walkable local living communities exist, property values for existing residents rise.

The challenge to this plan is how to engender this change with community partnership and local government support, as it is this area of government which works most closely with local networks to either frustrate or move towards the four GARP outcomes.

State agencies, working with the Local Government Association and developers could form creative partnerships that enable the idea of liveable community to form the nucleus of any newly created developments.

INFRASTRUCTURE AND SERVICES

WACRA will not comment on the greenfield growth areas as they are not in our western area. However, as climate change and net zero futures become more of a reality, the established and ageing infrastructure of metropolitan Adelaide will need conversion. Timing this renewal and maintenance to happen sequentially, before it becomes less useful, is an important part of a considered plan such as GARP.

We have the benefit of a well-planned community in West Lakes with Delfin (now Lend Lease) as its property developer. Opened in 1977, the infrastructure and services within it have functioned well, and with the move of the Adelaide Crows out of Football Park, we have seen what adaptive reuse can do to kickstart a new round of neighbourhood development with West.

URBAN INFILL GROWTH

Regenerated Neighbourhoods

In the western suburbs, we are watching many old Housing Trust neighbourhoods being progressively modernised where there was a predominance of them. It is not clear that there is a wider range of housing types being built but there appear to be more apartments than the traditional small stand-alone house.

Focus on Established Urban Activity Centres

Of the urban activity centres based around shopping centres in the west, we are already seeing massive development around West Lakes in housing, the new Ngutungka library/ community hub and other service industries. We agree that Arndale, with its large mix of multicultural residents, closeness to the CBD, shopping, health and other services would be a prime area for further higher-density housing to boost its economic viability and celebrate its community vibrancy.

Better Planning for General Infill

WACRA wholeheartedly concurs with the GARP analysis that ‘the Commission recognises the need to manage small-scale infill with greater care to address community concerns about poor design, tree canopy loss, street parking, and detrimental effects on area heritage and character.’ We addressed these and more in our submission to the Review of the Planning and Design Code and await their findings with interest.⁶

EMPLOYMENT LANDS

Climate Risks to the Future Scenarios

The section of the Discussion Paper canvassing trends in employment lands fails to mention potential climate risks escalating rapidly over the 30-year timeframe of this plan. This seems a major omission.

Maps of projected sea level rise show how it will affect Adelaide beaches and the Port River area. The higher water levels will result in flooding throughout much of the low lying west, an area that used to be the Reedbeds.

Adelaide has not seen the ravages of floods that eastern Australia has endured, but that does not mean that, even with the best planning, these events will not begin to occur. Each

⁶ Planning, Development and Infrastructure Act 2016 - Western Adelaide Coastal Residents' Association Submission, December 2022 <http://wacra.org.au/new/wp-content/uploads/2023/07/WACRA-submission-on-SAs-Planning-Act-and-Code-Dec-2022.pdf>

degree of global warming brings a 7 per cent increase in humidity in the air, which means rain and storms accelerate in their destructive power.

In the northeast, east and south, areas with high eucalypt coverage, the threat of mega fires will rise and have serious consequences.

Agriculture, both in Australia and globally, will be impacted by droughts and floods to unprecedented levels. Consequently, we will not be able to assume that world food trade will operate as normal and provide us with what we need to maintain our lifestyle. This is another reason to ensure we maintain a diverse and sustainable supply of agricultural land.

Threats to Increased Household Consumption and Global Trade

This section of the Discussion Paper seems to be based on wishful thinking. We may be on the edge of a period of depression and/or a world at war. Our defence industries might benefit, but the current belt tightening may be only a precursor to people living much more restricted lives.

Planning for a restricted future, as the defence forces do for future scenarios, may be a better way to frame this Discussion Paper's outcomes. If this does not come to be, then well and good, but if it does, at least the Government has 'war-gamed' keeping the economy afloat when unemployment may surge and growth turns negative. What measures could we take now?

The Role of New Infrastructure in Reshaping Urban Geographies

We mentioned before the big boost that the north-south corridor project will bring to the west. Adelaide Airport too will be a pivotal hub, connecting us with trade, tourism and freight as a trade gateway.

The revamped Outer Harbor passenger terminal is a crucial link in the tourism economy and the nearby Osborne precinct will also become a major contributor to revitalising and reshaping the northwest suburbs.

Impact of COVID-19 on Employment Lands

The Adelaide West region is growing quickly with the settlement of many new arrivals, often working in service economy jobs to fill vacancies. Given the projected growth of the care economy, WACRA anticipates this trend in employment demand will continue to accelerate.

As old heavy manufacturing makes way for new forms of advanced, AI driven, digital manufacturing, many of these new residents will use their higher education levels to participate in and start new businesses in this sector and creative, green economy niches.

Current Employment Land

The Adelaide West region accounts for more than 4,000ha of the 13,000ha of zoned employment land in the Greater Adelaide Region. Employment types cover traditional industry (LeFevre Peninsula), freight and logistics (Adelaide Airport, LeFevre Peninsula,

Winfield and Regency Park), knowledge intensive (Torrensville) and population serving (Beverley). These areas are all supported by existing infrastructure.

Employment Lands Role in Urban Greening

WACRA believes that the conversation about urban greening needs to be had with existing and future owners of industrial land so that vacant areas of land surrounding workplaces could contribute to meeting Adelaide's greening targets. How can GARP excite this sector to play a larger role in their custodianship of land for overall greening outcomes?

OPEN SPACE AND URBAN GREENING

Coast Park Path

WACRA has been a consistent advocate of completing the Coast Park Path, the 70km cycling and walking trail bringing the amenity of the seafront to Adelaide residents, visitors and tourists. We support the State Government's efforts to complete Stages 1 & 2 between Semaphore Park and West Lakes Shore as soon as possible so that this long-gestation project, which began under Minister Diana Laidlaw in 1992, will finally see the conclusion of this blue corridor for pedestrians and cyclists. It will be a major tourism attraction when people are able to cycle or even walk the whole length of this scenic path that provides mental and physical health benefits to our city.

Urban Greening Targets at Risk

We understand Green Adelaide is collaborating with many partners on an Urban Greening Strategy to respond to increasing the urban green cover across metropolitan Adelaide. We are starting at a low base compared with many other jurisdictions and the past 10 years of the current 30-Year Plan have seen progress towards targets go backwards as rampant clearing of private residential trees occurred with the infill policy.

Premier Malinauskas to Lead the Charge

Adelaide will have to make some tough decisions about how to achieve even this bare minimum target with resourcing, education, legislation and incentives. The most effective cities to achieve green targets are the ones where government leaders make this goal their number one personal target. We urge the Premier to join the likes of Sadiq Khan of London and Anne Hidalgo of Paris to move beyond ephemeral projects and seriously commit money, workforce and enthusiasm to a green Adelaide.

IMPLEMENTING THE GREATER ADELAIDE REGIONAL PLAN

We applaud the foundational building blocks behind the Discussion Paper as a springboard to a more equitable, green, growing Adelaide. The challenge is to find the levers for this change, igniting the vision with the business and community leaders to propel change forward.

Form Regional Future Forums

From our contribution we would also ask the planners to think about how various regional metropolitan perspectives could be factored into evaluation. What might be true in Lockleys might be very different in Lightsvue. No one plan can hold all the different lived realities.

There is a benefit in detail and evidence from the local perspective, as we hope you may have appreciated by our focus on this region in our Western Roadmap.

Although there are 19 local governments in metropolitan Adelaide, planning for future outcomes once this plan is implemented, may well require collaboration through regional forums, much like planning for equitable health services has benefited from regional administration.

No one size fits all, but the local governments have a vital role to play at the local level. Short of Council amalgamations, GARP could recommend vehicles like Regional Future Forums in geographic clusters, where partnerships and collaborations could be established at the level of policy and shared planning decisions in future directions for the benefit of all. This economy of scale and working together as Green Adelaide is modelling will tend to achieve the wider outcomes you are aiming for.

Problem with 30 Year Plans

We live in a time of unprecedented change: with technology, climate, world interdependence and instability. Things have always changed. 100 years ago, we had liveable, walkable communities, often with churches at their hubs. Today, most people have never even been in a church, but they might appreciate a walkable neighbourhood for health, economic or climate change reasons.

We need to respond to the world as we see it changing and for this reason, we question the value of setting yet again, another 30-year plan. The previous plan has dated badly and is not fit for purpose one third of the way through its projected lifespan. We therefore ask that as part of preparing Adelaide for a resilient future, that you incorporate five-yearly evidence-based reviews which have the potential to modify sections, or even all of the plan.

To plan for a 30-year span is important, but the mechanisms needed to be responsive and adaptable when evidence changes need to be built into this GARP plan.

Ongoing Evaluation and Transparent Feedback

Ongoing evaluation will be essential to keep the plan robust and relevant. How could GARP incorporate voices of lived experience with an ongoing feedback, critique, recommendation mechanism, such as most local governments use? Quality of life is often most successful or unsuccessful in seemingly small, local details. Trends towards equality and opportunity could be reported back as they happen with an open transparent portal seeking such data.

Thank you for the opportunity to comment on this plan with some of our views on A Western Roadmap. WACRA is keen to see an emphasis on wholistic planning to avoid unintended consequences, and for the GARP to build ongoing feedback and evaluation into its operation to realise its four foundational outcomes.