

11 December 2018

Attention: DPTI Communications and Engagement Team
Via email: DPTI.PlanningEngagement@sa.gov.au

Department of Planning Transport and Infrastructure
Level 5, 50 Flinders St
ADELAIDE SA 5001

Dear DPTI Communications and Engagement Team

PLANNING AND DESIGN CODES: (1) NATURAL RESOURCES AND ENVIRONMENT DISCUSSION PAPER; & (2) TRANSPORT AND INTEGRATED MOVEMENT DISCUSSION PAPER

I refer to the above advertised consultation and would like to thank the Department of Planning Transport and Infrastructure (DPTI) for providing Council with the opportunity to provide feedback in relation to the Draft Planning and Design Codes: (1) Natural Resources and Environment and (2) Transport and Integrated Movement.

Council are generally supportive of the contents of each code as there is a strong linkage with the City of Mitcham's Strategic Management Plan¹, in particular goals that relate to 'sustainable city' and an 'accessible and connected communities.

Council have summarised high-level comments on each Policy Discussion Paper for consideration by the Department in Attachment 1 and 2.

City of Mitcham want to advocate for its "Spatial Vision for the City" and a rapid shift to more sustainable, climate ready and accessible development as well as more sustainable forms of transport, which it believes will meet the needs of its current and future constituents.

It should be noted that this letter considers previous correspondence sent through to DPTI by the City of Mitcham Planning team that responded on the "State Planning Policies" for South Australia. Lastly, given tight timeframes this letter has not been endorsed by Full Council and Elected Members or the Executive Leadership Group and instead represents the views of a single Officer.



BEN LEONELLO
PROJECT OFFICER NATURAL ENVIRONMENTS

¹<http://www.mitcamcouncil.sa.gov.au/webdata/resources/files/City%20of%20Mitcham%20Strategic%20Management%20Plan%202013-2022.pdf>

ATTCHMENT 1 NATURAL RESOURCES AND ENVIRONMENT POLICY DISCUSSION PAPER

<p>Theme 1: Sustainable and Liveable Urban Environments</p>	<p>Maintaining liveability, wellbeing and inclusion is particularly important to City of Mitcham when approving future developments. Council currently manages approximately 600 hectares of open space including over 230 reserves, approximately 22 sport and recreational areas and 61 playgrounds. Our open space reserve areas vary in size from very small pocket parks of 90m² to woodland reserves of approximately 60 hectares in size.</p> <p>The City is also well served by many tourist attractions including Belair National Park, Brown Hill Creek Reserve, Waite Arboretum, Carrick Hill Estate, reserves and numerous walking trails through the historic Mitcham Precinct, St Mary's, Lower Mitcham, Brown Hill Creek and Colonel Light Gardens as well as a network of shared use trails.</p> <p>City of Mitcham strongly shares the common objective of the Natural Resources and Environment policy on increasing uptake of green infrastructure (GI) and water sensitive urban design (WSUD) performance measures related to water conservation, storm water quality improvements in flooding control (e.g. rain gardens, swale and permeable paving). This is firmly embedded in both the City of Mitcham Tree Strategy and current strategic planning underway relating to water conservation, pollution control, flood mitigation and heat management. Council are keen to see inconsistent policy across some Development Plans to manage stormwater volume and WSUD policy where it is applicable to both master planned/ large-scale developments and small-scale in-fill, which is an increasing percentage of new development.</p> <p>Although City of Mitcham are supportive in principle to the concept of offsetting Green Infrastructure (GI) for developments (where there is limited private land) costs to maintain and depreciate such assets would need to be closely examined by Council and potentially incorporated into the offset costings.</p> <p>Mitigating against and adapting to climate change and achieving sustainable development outcomes is also particularly important to City of Mitcham. One key piece of feedback is that the Policy should more adequately align with the key priority actions outlined in the various South Australian Adaption Plans, including the Southern Region Local Government Implantation Plan (2015-2019), the Resilient South Regional Climate Change Adaptation Plan (2014) ² and the City of Mitcham resilient South Local Action Plan 2015-2019³.</p>
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² <https://www.resilientsouth.com/our-resources/>

³ <http://www.mitchamcouncil.sa.gov.au/webdata/resources/files/16.23663%20%20City%20of%20Mitcham%20Resilient%20South%20Action%20Plan%202015%206%20-%202018%209.pdf>

Some considerations for inclusion include:

- Incorporation of localised heat, bushfire, flooding and vulnerable community spatial information to help inform planning decisions.
- The code to encourage materials that either reflect solar radiation or absorb less heat. This simple requirement will assist Councils across Adelaide reduce the heat island effect. A high percentage of houses currently being built (i.e. Craighburn Farm) have dark roofs, which absorb heat. This has implications not only for heat but for also running costs of occupants to cool their houses during summer periods and subsequent Scope 2 emissions.

Council also support the link between the National Construction Code and energy efficiency building guidelines are improved. In particular, council strongly advocate for good building orientation and design, energy, window placement, double-glazing, eave width, insulation and material selection. Council are also supportive of a review of energy efficient polices relating to non-residential building types (i.e. consulting rooms, offices, educational establishments, retail and community buildings where there are high daytime usage rates).

Whilst Council welcome giving better consideration and incentives to sustainable design outcomes including overshadowing of solar panels and solar hot water services, shading by trees should be made exempt as there is a danger that this may result in dramatic reduction in tree canopy cover across in highly vegetated areas such as Belair and discourage residents from planting trees on private land in suburbs than have lower tree canopy coverage. In addition, exemptions should be considered for high density areas flagged in City of Mitcham's spatial plan.

Council also share the common objective to embrace the waste management hierarchy and a circular economy, as outlined in its current Waste Management Strategy 2016-2021⁴. However, from a development view point Council are particularly interested to ensure focus is maintained on how to deal with changing denser urban form and the best ways to collect and temporarily store waste are appropriately considered. This is essential given the operational impacts that inappropriate development has on green organic, recycling and waste to landfill collections under Council's care and control.

	<p>The City of Mitcham therefore feel that the policy needs to more strongly articulate the need for a waste design code for high rise development and high density developments to ensure residents can utilise green organic and recycling and that Councils and delegated waste contractors can efficiently collect waste and recycles effectively.</p>
<p>Theme 2: Water Security and Quality</p>	<p>City of Mitcham is supportive of the development of an overlay across MLRWPA based on recent Mount Barker Watershed Overlay and applies consistently across all nine Councils.</p> <p>The code currently does not touch on “clean site” guiding principles to be applied to developments to reduce pollution (litter, illegal dumping dust and material drag out) to assist councils in compliance of SA EPA Water Quality Policy 2015 and Local Nuisance and Litter Control Act 2016. Furthermore, there are also legislative responsibilities under the Natural Resource Management Act, particularly emphasising the need for water activity effecting permits to manage an assortment of environmental risks in creek-lines such as Brownhill, Sturt and Minnow creeks.</p>
<p>Theme 3 Biodiversity</p>	<p>The code does not touch on the impact of development on biodiversity and how these impacts may be minimised. Examples include loss of native vegetation, fragmentation of habitat across landscapes and the importance of maintaining biodiversity linkages to allow connectivity of habitats.</p> <p>Council are supportive of strengthening policies for the interface between protected areas and adjoin land uses, in the particular the impact of adjacent land uses on nature conservation areas such as Belair National Park and a range of Council managed reserves. As flagged above the code also currently does not touch on “clean site” guiding principles to be applied to developments to reduce pollution (litter, illegal dumping dust and material drag out) that have subsequent in-direct impacts on aquatic flora and fauna in catchments across City of Mitcham.</p>
<p>Theme 5 - Natural Hazards</p>	<p>Council welcomes the need to review and refine mapping of hazards in current development plans and transition into spatial layers with associated layers for flooding and bushfire. There is an opportunity to build in best practice an consistent methodology and Council be willing to work with the department to advise on preferred climate change scenario/ emission scenario's that are consistent with Resilient South past analysis and provide available council owned flood data. This flood data is currently being integrated into Councils <i>DRAFT</i> Stormwater Management Plan. Furthermore, there is currently conflict between bushfire allowances to clear trees 20m from a dwelling that is resulting in gradual native vegetation and tree loss in a number of the hill-face Councils in Mitcham.</p>

<p>Theme 6 – Environment Protection and Public Health</p>	<p>Within the development Assessment, process there is currently a lack of rigour and consistency for planners to appropriately assess, when no referral is triggered (e.g. it is known there are a number of undiscovered contaminated sites so there is a need to have policies and guidance that trigger proper investigations and evoke hold points on a development.</p> <p>Where there is confusion around when requirements are triggered this could be influenced by historic land use, zoning and both Council and SA EPA soil contaminated registers where available. As such how will the code aim to assist planners identify with a high level of certainty that a parcel of land is potentially contaminated and how this should be managed in the development application process.</p> <p>In addition, do policies need to be widened to include the full suite of litter and public nuisances in accordance with the Public Nuisance and litter control Act 2016. Council are currently experiencing a large influx in workload of PNLC related enquiries generated by approved council developments, where guidelines on noise, clean site, erosion, dust and mud drag out are not often followed by the developer. Strengthening these requirements at DA stage, through strengthening of the code would result in reducing the compliance workloads for Council.</p> <p>In addition, the enforcement of remediation of asbestos during demolition phases of a development is particularly important to protect the community, which involves the management of both dust (Council responsibility) and licenced asbestos removal (Safe Work SA Responsibility).</p> <p>Council also welcome the opportunity to review policies relating to interface (including noise and air emissions), particularly in light of recent policy amendments and movements towards mixed used zoning (e.g. residential areas alongside industry or commercial uses).</p>
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ATTACHMENT 2 TRANSPORT AND INTEGRATED MOVEMENT

<p>Theme 1: Aligning South Australia's growth with transport infrastructure</p>	<p>Council support a review of a minimum threshold of population density to ensure public transport and local shops and services are viable and can be located within walking distance of where people live needs to be identified.</p> <p>Some transport corridors are currently underutilised within Mitcham and will benefit from better integration with supporting land uses. This should be strengthened to align with the objectives of the South Australian Integrated Transport and Land Use Plan in addition to the City of Mitcham's 'Spatial Vision for the City' and Draft Integrated Transport Plan.</p>
<p>Theme 2: Capitalising on Strategic Transport Infrastructure</p>	<p>With the changing nature of the ways freight is moved, there is an opportunity to review the planning policy in relation to the operation of intermodal facilities and freight transport hubs, including their potential future expansion.</p> <p>Moving into a new planning system, there is a need to ensure that land uses are appropriately supported by the various emerging transport options however the needs of the primary transport options and corridors remain efficient for their intended function.</p> <p>Further opportunities for strategically aligning the key routes for freight, public transport, active travel (cycling and walking) in addition to commuter traffic routes should be considered and maintained, particularly in relation to infrastructure integration across Council boundaries. Further developments should consider the strategic intent of the implications of existing and future traffic demand, capacity and generation and impact on the wider network. Exemptions/Non-conforming development should be strenuously reviewed and assessed by all relevant stakeholders and authorities.</p>
<p>Theme 3: Sustainable mobility, car parking and the impact of technology</p>	<p><u>Walking, Cycling and other Non-motorised Transport</u></p> <p>City of Mitcham are currently finalising an 'Integrated Transport Plan Beyond 2020' that advocates for sustainable modes of transport. Some key initiatives that Council are keen to continue partnering with DPTI on include: (1) Belair –City Bikeway from Cross Road to Price Avenue; (2) Eastern Hills bikeway from cross road to Randall Park (via Mitcham Village); and Flinders –City Bikeway from Cross Road to Darlington.</p> <p>With respect to planning policy being able to better enable the delivery of more walking, cycling and active travel opportunities there is a need to consider and apply the City of Mitcham Spatial Vision, whereby encouraging trans orientated development in high growth areas: http://www.mitchamcouncil.sa.gov.au/page.aspx?u=2063</p>

The Spatial Vision for the City seeks to translate Council's Strategic Management Plan onto a map of the City by identifying:

- Five key precincts which have opportunity for significant change
- A set of outcomes to support and guide the development of each key precinct
- Key connections to, from and within the City
- Areas for small-scale and gradual change within the City
- Areas of the City that should be "off-limits" for further development
- Areas which have a special character

Within the City of Mitcham, Council's Draft 'Integrated Transport Plan' consultation undertaken demonstrated that the community would respond positively to utilising more active travel modes where available and if more infrastructure was available. From the responses received, there is a higher percentage of active cyclists in Mitcham in comparison to ABS journey to work data which further reinforces the need to provide infrastructure linkages both internal and external to the City of Mitcham. Similarly train patronage within the City of Mitcham is the most popular public transport mode and will require strength in providing critical linkages at a network level across the state. Council's Draft Integrated Transport Plan seeks to reinforce the importance of an amicable balance of transport modes with a focus on promoting the use of active transport. The future policy should seek to encourage greater participation from prospective future development and provide a higher emphasis or target percentage of active transport infrastructure consideration based on the scale of development.

Car parking

As travel behaviours continue to change, the demand for car parking will also change. It is important that new buildings and structures, particularly multi-level car parks are adaptable for future uses.

Council agree that current car parking rates in current planning policy are often inflexible and do not consider innovative design or proximity to other transport options.

Council support a review of car parking rates across greater Adelaide to identify opportunities for standardisation through the code where appropriate, however there is still a requirement to consider the economic environment of the area to determine the seasonal/economic/social factors that should be considered when evaluating car parking rates against development.

	<p>Council support planning policy that supports and encourages the uptake of new technology (electric charging stations and smart parking), which will assist in future-proofing suburbs and car parking efficiency across City of Mitcham.</p>
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