The 30 Year Plan for Greater Adelaide

From A Plan to Places:
Achieving Transformational Urban Change

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Overview

- Adelaide: a short urban history
- Overview of the 30 Year Plan for Greater Adelaide
- Why the Plan is different
- From a Plan to places:
  - three key challenges
  - three potential contributions for New Urbanism
1837: Adelaide’s First Plan

- Principles of systematic colonisation
- Sensitivity to landform
- Town acres and country sections
- Was Light (or Kingston!) Australia’s first New Urbanist?
A model for “smart growth”? 

- 1902: Ebenezer Howard’s “Garden Cities of Tomorrow”
- Assumed growth pattern: walkable communities separated by parklands or agriculture
- The archetypal “Social City”?
1840: Villages across the plain

- Distinct settlements within convenient travel distance
- Agricultural/service
- Some speculation
- Light’s design principles “honored in the breach”

Source: “With Conscious Purpose”, Hutchings (Ed), 2007
1900: The Beginnings of Sprawl?

- Villages expand and connect along rail and tram links
- New settlements emerge
- Subdivision with little structure or order
- Beginnings of contiguous urban “blanket”

Source: “With Conscious Purpose”, Hutchings (Ed), 2007
The Twentieth Century: The Rise of the Automobile

Metropolitan Adelaide Today

Low density, car dependent, dispersed, linear

- 90km from north to south
- Population:
  - 1.2m (growing at 1.3%)
  - 80% of State population
- Gross density within UGB: 6.3 dph
- Dwellings: 76% detached
- Tenure: 71% owned/purchasing
- 1.6 cars/household
- Work journey: 70% by car
- 26 Council areas
The 30 Year Plan for Greater Adelaide

- **Objectives:**
  - livability
  - competitiveness
  - sustainability

- **14 principles**

- **A new urban form:**
  - containment
  - corridors
  - density around transit and centres
Benefits of the New Urban Form

- 50% of growth will occur in corridors
- Urban extension will decline from 50% of annual growth to 30%
- Productivity growth 4.6% higher
- 80% of existing urban area will remain largely unchanged
- 13% of region dedicated for conservation
- 75MtCO₂ pa emission savings

Source: The 30 Year Plan for Greater Adelaide, 2010
Why is this Plan different?

1. Growth

Figure 2.2.1—Components of population growth, South Australia 1982 to 2008

*Source: Australian Bureau of Statistics, cat. no. 3101.0*

Why is this Plan different?

- 560,000 people (average 18,500 pa)
- 258,000 dwellings (average 10,100 pa gross)
- Moderate in national terms

Source: RP Data, 2010
Why is this Plan different?

2. Targets

<table>
<thead>
<tr>
<th>Table 15 - Southern Adelaide targets</th>
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<tbody>
<tr>
<td><strong>Population and dwellings</strong></td>
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<tr>
<td>Within corridors (incl. transit-oriented developments)</td>
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<tr>
<td>infill</td>
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<tr>
<td>fringe growth</td>
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<td>Outside corridors</td>
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<td>I/U/AI</td>
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<td>Affordable housing</td>
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<td>Employment</td>
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<td>Gross land supply</td>
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<tr>
<td>Infill up-zonings (residential and employment)</td>
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<tr>
<td>Fringe (incl. local employment)</td>
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<td>Townships (incl. local employment)</td>
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<td>New regional employment lands</td>
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</tbody>
</table>
Why is this Plan Different?

3. Transit Investment

- Medium term program of transit infrastructure projects
- Long term transit proposals indicated
Why is this Plan different?

4. Climate Change

Source: The 30 year Plan for Greater Adelaide, 2010
Why is this Plan different?

5. Affordability

Figure B3 – Land values as a proportion of new house and land prices in the five largest cities

Source: Housing Industry Association Economics Group 2009, HIA-APM Land Monitor, HIA, Canberra, p. 3

Source: The 30 year Plan for Greater Adelaide, 2010
Three Key Challenges

1. Achieving Density

Adelaide:

- Smallest lots
- Sharpest and earliest reduction in size

Source: HIA-RP Data Residential Land Market Report Sep 09
Three Key Challenges

1. Achieving Density (cont.)

- Adelaide:
  - largest gain in $/m^2
  - now 3rd dearest (from cheapest in 2001)

- Need for paradigm change

Source: RP Data, 2010
Three Key Challenges

1. Achieving Density (cont.)

- Adelaide:
  - lowest proportion of apartments
  - lowest number of new apartments
  - second lowest level of apartments as % of dwelling growth

- We have a long way to go!

Source: ABS Census
Three Key Challenges

2. Delivering transit oriented development
   - 14 “TODs”
   - 20 “transit-oriented style developments”
   - 60,000 dwellings in total
Three Key Challenges

3. Delivering transit oriented development (cont.)

Key Success Factors:

- Delivery agent ✓
- Fixed transit network ✓
- Quality transit service ?
- Market alignment ?
- Industry capacity ?
- Investing in place making ?
- Supportive policy and regulation X
- Land availability X
Three Key Challenges

3. Convincing the Community
   - Nobody wants sprawl – but few support uplift in existing areas either!
   - Policy framework generally constrains growth
   - Coalition of single-issue groups: platform against infill/density/TOD?
New Urbanism: Three Potential Contributions

1. Affordable infill solutions

- So sustainable, nobody can afford them?

![Construction Costs Comparison Graph](Source: ABS Building Approvals Data and Rider Levitt Bucknall 2008)
New Urbanism: Three Potential Contributions

2. Getting regulation right
   - Adelaide’s first residential code:
New Urbanism: Three Potential Contributions

2. Getting regulation right (cont.)
   - one-page code for Melbourne corridors

Source: Victorian Department of Planning and Community Development, 2009
New Urbanism: Three Potential Contributions

3. Delivering new urban form at the fringe
   - Strategic choice or path or least resistance?
   - Building better places
   - Promoting balanced debate
Conclusion

- The 1837 Plan: framework for liveable urban places for 170 years – but a lost opportunity for structuring metropolitan urban form

- Can the 30 Year Plan for Greater Adelaide deliver transformational urban change?

- Can New Urbanism make the difference?