

DTI:Planning Review

From: Brenley Milsom <[REDACTED]>
Sent: Monday, 5 December 2022 7:12 PM
To: DTI:Planning Review
Subject: Smart Development

[REDACTED] [REDACTED]

Hi There

I am a resident of Plympton for 20 years and would like to see much smarter design implemented into infill development in our suburbs.

To often we see up to 4 new houses built where once there was one with hardly a scrap of land left uncovered. Some of the worst examples don't even look like they will last 20 years before they need major repairs with poor design, cheap builds with rendered blueboard walls and garages so small non-one parks in them and just park their cars on the street.

Down the road from where I live on the old Boral site they are going to build 83 houses in the space where once there would have been 16-20. Will any of this be open space or green space?

The loss of trees and open space naturally leads to increased water runoff and pressure on stormwater and sewerage, increased urban temperatures and pressure on traffic and parking.

I would like to see the State government create some sort of development body whose job it is to promote and participate in the development of new technology, cutting edge design and excellence in urban infill developments. Such a body could actively promote such technology to developers and possibly assist them in implementing smart design.

Smart design could incorporate things like;

- Porous driveways and paths. This is not new technology, (e.g. <https://hgic.clemson.edu/factsheet/an-introduction-to-porous-pavement/>) and if implemented widely would provide much greater reduction in stormwater runoff than water tanks.
- greenwalls and rooftop gardens. A massive benefit in aesthetics, reduction of surface temperatures and added insulation benefits
- energy efficient design to reduce energy demand
- greater consideration of storage space so that residents don't just fill their garage and park on the street. Off street parking for 2 cars should be mandatory per dwelling if a certain distance from public transport or if road is less than a certain width.

There needs to be a minimum level of open space per site, a minimum % of plant coverage to reduce heat impact and minimum drainage per area. The quality of life of the residents and future generations depends on it and should not be sacrificed for the short term gain of developers trying to maximise profits.

Regards

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Brenley Milsom

